

Site Allocation

Delivery Statement / Statement of Common Ground (SoCG): Explanatory Note and Disclaimer

The GNLP must provide the homes Greater Norwich requires. To do this, it must show that Local Housing Need (LHN), as set by the standard method in national planning guidance, will be delivered. The submitted plan also includes a delivery buffer to address fallout, plus additional flexibility to allow for higher levels of housing growth.

The new homes must be delivered in a timely manner. The sites in the plan must therefore meet the National Planning Policy Framework (NPPF) definition of being either deliverable within 5 years of its adoption or developable within the plan period to 2038.

To evidence when homes will be built, the GNLP Team requested site promoters to provide a site allocation Statement of Common Ground (SoCG) allowing landowners, agents, and landowners with a site allocation in the GNLP to explain how and when their scheme will be completed.

Each site allocation SoCG consists of a 7-question template which the GNLP Team asked site promoters to complete. The responses are in the words of the site promoter. Whilst all parties have applied their best endeavours to make each SoCG up-to-date and accurate, agreement of a SoCG does not indicate acceptance of a specific development proposal by the Greater Norwich authorities other than that as set out in the site allocation policy. The appropriateness of a proposal would need to be determined as part of a planning application.

The Greater Norwich authorities consider the plan to be sound but recognise modifications may be proposed by the inspectors. The SoCG does not prevent the authorities from agreeing changes to the GNLP. Similarly, the authorities recognise that site promoters who have signed a SoCG may also seek changes to the plan. However, the SoCG is valuable in demonstrating that the land in question is available and has realistic prospects for development.

Greater Norwich Local Plan (GNLP) Site Allocation Statement of
Common Ground (SoCG)

Between

Broadland District Council, South Norfolk Council,
Norwich City Council, Norfolk County Council

And

Mr Nigel Key

Site Reference: GNLP3003

Site Address: Land off Mill Road, Reedham, Norfolk

Proposed Development: Residential

1. Please provide a commentary on the site's progress in respect to the three tests of being available, suitable, and deliverable.

[Approximately 100 words recommended]

Suitability: Reedham has been designated as a 'Village Cluster in its own right' within the context of the GNLP's 'Settlement Hierarchy' (GNLP Policy 1 - The Sustainable Growth Strategy) on the basis of its level of 'Core' and 'Secondary' service provision. The settlement is therefore considered to be a sustainable (suitable) location for new development/growth. Following appropriate assessment of sites within the context of the HELAA and SA/SEA processes, two sites are identified as appropriate (suitable) housing allocations (including my client's site GNLP3003), providing for 60 new homes in the 'cluster'. My client's site off Mill Road is allocated for residential development due to its immediate proximity to Reedham Primary School and the fact that it has minimal other constraints. However, it is accepted that it is not possible to provide an off-carriageway pedestrian footway to the school. The site is allocated subject to vehicular access via Mill Road and pedestrian only access at Holly Farm Road. The vehicular access point at Mill Road will require visibility over the frontage of 'The Brambles' to the north which may require 3rd party land.

Availability: A site will normally be considered available by the Council if it is in the ownership of a developer or landowner who has expressed an intention to develop or sell land for development. Site GNLP3003 is under the control of a single landowner who is actively promoting the site for development within the emerging GNLP process.

Achievability/Deliverability (including viability): A site will be considered achievable (deliverable) within the context of the HELAA/Local Plan where there is a reasonable prospect that development will occur on the site at a point in time. A key determinant of this will be economic viability of the site. This will be influenced by the market attractiveness of a site, its location in respect of property markets and any abnormal constraints on the site. It is considered that development on this site is viable, being in an area with considerable demand for both market and affordable dwellings.

Indeed, the Community Infrastructure Levy (CIL) is applied to new developments in Reedham which in itself proves that development must be viable. Furthermore, there are no known abnormal constraints pertaining to the site, i.e., 'reds' in the context of the RAG assessment undertaken as part of the HELAA.

2. Please provide a commentary on any land ownership constraints that may affect or delay development of the site.

[Approximately 100 words recommended]

Policy GNLP3003 identifies that development will be expected to address the following specific matters:

1. Vehicle access via Mill Road with pedestrian only access at Holly Farm Road (visibility for access is restricted and will need further investigation as this may require use of third-party land in order to be achieved).

It is considered that an appropriate access can potentially be delivered and taken from Mill Road albeit this is likely to require 3rd party land to achieve an acceptable visibility splay(s).

It is noted that Policy GNLP3003 is prescriptive in terms of access arrangements, i.e., vehicle access via Mill Road with pedestrian only access at Holly Farm Road. One option that my client is considering (and has recently instructed our highways consultant to scope/develop a scheme for) is the provision of an alternative vehicular access onto Holly Farm Road (that would relate better to the primary school) to be achieved via a land purchase on the Holly Farm Road frontage. There is an 'in-principle' arrangement in place with a landowner that could potentially deliver an appropriate access for vehicular and pedestrian use onto Holly Farm Road

3. Please provide a commentary on progress to making a planning application – such as pre-application advice, or if planning permission exists on all or part of the site.

[Approximately 100 words recommended]

No progress has been made in terms of submission of a planning application.

4. Please provide a commentary on the site's delivery, for example a predicted start-on-site, the annual rate of delivery, and the development's likely completion date.

[Approximately 100 words recommended]

1.29ha of our client's site has been identified by the GNLP as an allocation within the context of the Reg. 19 Submission Draft version of the GNLP. The site will deliver a minimum of 30 dwellings in the plan-period. Site reference GNLP3003 is available now and can be delivered within 1-5 years.

5. Please provide a commentary on engagement held with statutory bodies and if any agreements have been made.

[Approximately 100 words recommended]

There has been no engagement with statutory bodies and no formal agreements are in place. Norfolk CC (Highways) will be consulted on any highways scheme that would involve delivery of an access onto Holly Farm Road at the appropriate stage(s).

6. Please provide a commentary on any known technical constraints about the site – such as but not limited to highways, heritage, or ecology.

[Approximately 100 words recommended]

There were no 'reds' identified in respect of the HELAA 'RAG' Assessment that has evidenced preparation of the GNLP, (Reg. 19 Consultation Draft GNLP Document - Reedham Booklet, P.3) and the 'proposed' allocation of my client's site. Furthermore, and in terms of access, although it is recognised that the Highway Authority remains of the view that vehicular access should be from Mill Lane with visibility provided to current standards with pedestrian access at Holly Farm Lane, our client is of the opinion that there are 2 options potentially available to him at this stage:

- a vehicular access via Mill Road with pedestrian access via Holly Farm Road,
- a vehicular/pedestrian access taken from Holly Farm Road, subject to an appropriate scheme design and consultation with Norfolk CC (Highways).

Policy GNLP3003 requires that development will need to consider the setting of a non-designated heritage asset and landscaping to mitigate the potential for noise pollution and vibrations resulting from proximity to a railway line. These 'constraints' will be considered at the scheme design stage and have not been identified as 'reds' in the HELAA assessment.

Concerns have been raised and are recorded in the 'Reedham Booklet' that accompanies the Reg. 19 consultation that the sewerage system for the village is at or nearing capacity. However, the Greater Norwich Water Cycle Study (WCS, January 2021) that evidences the preparation of the GNLP, identifies the overall RAG rating 'status' of my client's site (GNLP3003) as being 'Amber'. This assessment includes an assessment of foul sewer connection capacity. Furthermore, table 4-30 (Wastewater Treatment Works Assessment Summary) of the WCS (Jan. 2021) identifies that in respect of the Reedham WRC, 'it is likely that current treatment processes are likely to be adequate'.

7. Please provide a commentary on community benefits the site will offer – such as but not limited to land and/or buildings for education and community provision.

[Approximately 100 words recommended]

The allocation will deliver obvious social/societal benefits in terms of the provision of housing to meet demonstrable (evidenced) requirements of Reedham and the wider sub-region in the plan period.

It is acknowledged that the LPA may seek policy compliant contributions to (among other) deliver provision of green infrastructure and suitable alternative green space (known as SANGS) under Policy 2 Sustainable Development and Policy 3 Environmental Protection and Enhancement: and Obligations for affordable housing under Policy 5 Homes.

Although it is recognised that the Highway Authority remain of the view that Holly Farm Lane is not of a suitable standard to support vehicular traffic from the development our client believes that an access taken from Holly Farm Road could provide wider environmental and societal benefits in terms of a safer route to the local primary school (highway safety) and improved parking (drop-off/pick-up) arrangements for the primary school itself.

Signed on Behalf of the Greater Norwich Development Partnership Mike Burrell, Greater Norwich Planning Policy Team Manager	October 2021
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Signed on behalf of [developer/promoter] M Magnusson (Parker Planning Services)	September 2021
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