

**EXAMINATION OF THE GREATER NORWICH LOCAL PLAN
STATEMENT ON BEHALF OF TERRA STRATEGIC – ID 24244
LAND OFF BAWBURGH LANE, COSTESSEY**

MATTER 2 – VISION, OBJECTIVES AND THE SPATIAL STRATEGY

This Statement is made on behalf of Terra Strategic in respect of Land off Bawburgh Lane, Costessey. Terra Strategic control the majority of the site, with the remainder controlled by Norwich City Council, who are supportive of the development proposal and have agreed for Terra Strategic to take the lead with promotion of the Site through the Local Plan process.

The site forms a contingency allocation within the draft GNLP Sites Document as part of Policy GNLP0581/2043. This contingency site allocation is identified on Submission Policies Map – South Norfolk for approximately 800 homes plus other infrastructure including a primary school and sixth form provision to facilitate further necessary secondary school provision at Ormiston Victory Academy.

We append a Promotional Document which sets out how the site responds to its context, and how it could be developed within the Plan period.

ISSUE 1

Have the vision, objectives and growth strategy for Greater Norwich been positively prepared, are they justified and consistent with national policy and can they be realistically achieved? Does the Plan set out a clear spatial strategy? Has the spatial strategy and overall distribution of development been positively prepared, is it justified by a robust and credible evidence base and is it consistent with national policy?

QUESTIONS

1) Does the Plan adequately set out a vision for Greater Norwich based upon the evidence?

1.1 Yes. We support the spatial strategy and its approach to directing the majority of housing to the Norwich Urban Area, which, including Costessey, is the most sustainable location for growth.

We also support the other elements of the vision, including the aspiration to deliver a diverse low carbon economy.

1.2 Our site in Costessey (Policy GNLP0581/2043) is consistent with the Vision. It is a sustainable site in an accessible location at the top of the settlement hierarchy. It has no significant impediments to delivery within the early years of the Plan and will provide affordable housing and other necessary infrastructure required by this Plan, such as education (primary school and sixth form¹), in line with policy. It would therefore align with the Vision and Objectives of the Plan and the NPPF's aims of achieving sustainable development.

1.3 We set out in our response to Matter 3 Issue 1 why we think the principle of contingency sites is sound. As noted throughout our submissions, our objections to the soundness of the Plan relate to the identification of the site as a contingency site (and the related triggers) rather than a full allocation. If the site is not a full allocation or (without prejudice to that contention) a contingency site with a different (and sound) trigger, we consider the Plan is not sound because the Plan fails to deliver on its own vision of delivering 'vibrant, healthy, inclusive and growing communities supported by the delivery of new homes, infrastructure'². This is for two reasons:

- (1) Housing – the Plan risks the under-provision of housing, particularly in the earlier years of the Plan and the under-provision of affordable housing throughout the Plan period; and
- (2) Education – there is a requirement for our site to provide a relocated sixth form to facilitate the delivery of secondary school places at Ormiston Victory Academy (see our response to Matter 5). In the absence of such land for education, there is no reasonable transparent evidential basis to demonstrate that the necessary education provision will be met at all, in the absence of the allocation (i.e. if the site is not a full allocation and the contingency policy is not triggered). This is particularly important given the identified need for the GNLP to 'plan for inclusive growth to help to address social mobility and educational attainment issues'³.

2) Are the plan's objectives soundly based and consistent with the vision and the evidence?

¹ See appended Statement of Common Ground with the Education Authority, and further detail in our response to Matter 5

² Greater Norwich Local Plan Pre-Submission Draft Strategy [A1], paragraph 125

³ Greater Norwich Local Plan Pre-Submission Draft Strategy [A1], paragraph 74

2.1 Largely yes, although we have concern with the delivery of affordable housing delivery through the Plan period. This is addressed in our response to Issue 2 below. In addition we have concerns that the 'Communities' objective⁴ will not be met if the sixth form is not delivered, given its requirement as noted in the appended Education Statement of Common Ground.

3) Is the reference to clean growth and progression towards a post carbon economy based upon evidence and is it deliverable?

3.1 We have no specific comments to make.

4) Is the focus on the expansion of internationally important knowledge based industries in the Cambridge Norwich Tech Corridor sound? What other options were considered and why were these dismissed?

4.1 We have no specific comments to make.

5) Is the Plan strategy consistent with the requirement in the National Planning Policy Framework for plans to support appropriate measures to ensure the future resilience of communities to climate change impacts?

5.1 We have no specific comments to make.

6) Is it clear which policies in the Plan are strategic, and which are non-strategic?

6.1 We have no specific comments to make.

⁴ Greater Norwich Local Plan Pre-Submission Draft Strategy [A1], paragraph 151: '*To grow vibrant, healthy communities ... with good access to ... facilities, helping to close the gap between life chances in disadvantaged and other communities.*'



BAWBURGH LANE, COSTESSEY

PROMOTIONAL DOCUMENT

January 2022

TERRA

Consultant Team



Masterplanning, Archaeology and Heritage



Client



Planning



Highways, Drainage, Acoustics,
Air Quality and Utilities



Ecology and Arboriculture

| Report Ref: edp7287_r002 | | | | |
|--------------------------|--------|-----------|-------------|-----------------|
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RECONNECTING WITH NATURE.

Land at Bawburgh Lane, Costessey is an immediately available opportunity to create a 21st century eco-focussed neighbourhood.

The wealth of natural capital already present on site offers a unique opportunity for the natural environment to take centre stage; reconnect people with nature by extending woodlands and water through the site; and to create a sustainable, connected and beautiful place.

New homes will be supported by new education, community, retail and leisure facilities to create a vibrant community capable of maximising active transport and therefore supporting a responsible, low carbon development.

Introduction

Overview and Document Purpose

This Promotional Document has been prepared by The Environmental Dimension Partnership Ltd (EDP) on behalf of Terra Strategic to demonstrate the suitability of the 62.42 hectares (ha) of land at Bawburgh Lane, Costessey, Norwich for mixed-use development in accordance with reserve allocation in the draft Greater Norwich Local Plan, reference GNLP0581/2043.

Terra Strategic is an experienced residential land specialist with a portfolio in excess of 10,000 plots. The team has a vast amount of experience in the Land Development and House Building Industry thus making them extremely well placed to evaluate, secure and gain a valuable planning approval. The company enters into agreements with landowners and then pursues, funds and secures an agreeable planning permission.

Terra Strategic has a national reach, having recently secured additional residential land in Bedfordshire, Gloucestershire, Herefordshire, Nottinghamshire, Oxfordshire, Somerset, Warwickshire, the West Midlands, Wiltshire and Worcestershire.

EDP has extensive experience of planning, designing and delivering high quality, sustainable and environmentally sensitive projects across the UK. EDP's ethos is to integrate their combined technical environmental knowledge with best practice design to ensure proposals are responsive to individual site merits and opportunities.



The purpose of this document is to be a tool for discussion with the local community, relevant stakeholders and the local planning authority from which a holistic, detailed set of proposals can be established to shape the proposed development allocation.

This document illustrates the inherent suitability and immediate availability of the site to deliver the requirements of the site specific policy within the draft Greater Norwich Local Plan (GNLP) in a sustainable and appropriate manner.

This document:

- Highlights opportunities that could shape the development through demonstrating an understanding of the technical and environmental context;
- Confirms that the site is free of any significant environmental constraints;
- Sets out how an environmentally-led approach to placemaking can bring forward appropriate and ambitious design solution delivering numerous local benefits;
- Confirms that the site is deliverable and available; and
- Proposes a vision for the creation of locally identifiable and responsible scheme, the final design of which can be formulated in consultation with stakeholders and shaped by planning policy.

This document concludes that the land at Bawburgh Lane, Costessey, is a logical, deliverable and sustainable site to provide Costessey with much needed new homes and services.

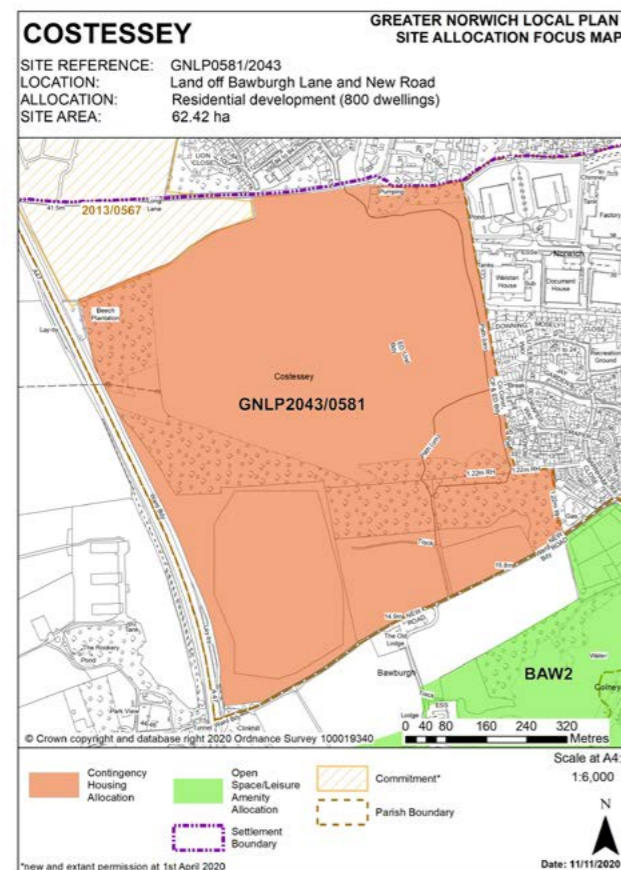
The Planning Context

Greater Norwich Local Plan

Both Broadland District and South Norfolk Councils are working with Norwich City Council and Norfolk County Council to prepare the Greater Norwich Local Plan (GNLP). This was submitted to the Secretary of State for independent examination on 30 July 2021.

The GNLP identifies the strategy for growth. The sites to deliver the strategy are in the second part of the plan, the GNLP Sites document.

The site has been previously promoted through each stage of the GNLP process, most recently through the Regulation 19 Pre-submission Draft Plan consultation.



Contingency Allocation Status

The site is currently allocated as part of draft Policy GNL2043/0581 as a contingency site for residential-led development within the GNLP Sites Document. The site is well-related to the existing edge of the Norwich urban area neighbouring the built-up areas of Bowthorpe and Costessey, with no major constraints.

The 'Costessey Site Assessment' Booklet December 2020 (which forms part of the evidence base) concludes that this Site is considered to be a 'reasonable alternative' if further housing is needed in the urban area.

As currently drafted, the site would come forward for development if there were three consecutive years in which Annual Monitoring Reports show that housing completions in Greater Norwich are more than 15% below annual targets in each year and where under-delivery is the result of site-specific constraints (for example there are infrastructure or ownership constraints, or significant abnormal costs have been identified) preventing the delivery of committed and allocated housing sites.

This approach is considered to be unsound, and the site should instead be identified as a full allocation within the forthcoming GNLP. **In accordance with the National Planning Policy Framework (NPPF), the site represents a suitable location for development now, it is available immediately, is achievable with a realistic prospect of housing being delivered on the site and is viable. The site can deliver dwellings within the first five years of the plan period and would be fully delivered before the end of the plan period.**

Indeed, **the site would deliver a wide range of economic, social and environmental benefits.** The Sustainability Appraisal (SA) January 2021 highlighted a number of positive scores with the site being considered to have a 'major positive impact' for housing, population and communities, education and economy.

As such in accordance with Paragraph 73 of the NPPF, the site is considered to be suitable for large-scale development being sustainably located near to existing services, facilities, and employment opportunities. **The site includes the provision of a new Sixth Form College and Primary School which will help support sustainable communities and meet local educational need in the Borough.** There are no statutory ecological designations which would prevent the site from coming forward and a significant amount of green infrastructure is to be provided. In accordance with Policy GNL2043/0581, vehicular access can be gained on to Barnard Road to the east as well as New Road to the south (subject to this being improved/widened).

A local centre is proposed as part of the development, which will be a benefit for both existing and incoming residents. The local centre will also provide a number of employment opportunities. In relation to affordable housing provision, the site will deliver a mix of market and policy compliant affordable housing within a sustainable location with access to newly created public open space.

Housing Need

The draft GNLP identifies that over the plan period from 2018–2038 provision will be made for a minimum of 49,492 homes (Policy 1). This includes a 22% buffer/flexibility allowance on the local housing need figure. The Housing Delivery Trajectory (Appendix 6) concludes that the local housing need is 40,541 dwellings.

Growth is to be distributed in line with the settlement hierarchy. Most of the housing, employment and infrastructure growth is focussed in the Strategic Growth Area, which includes the settlement of Costessey (located in south-west sector of the Norwich Urban Fringe).

In respect of the Norwich Urban Area (including the Urban Fringe areas), emerging Policy 7.1 sets out the total deliverable housing commitment for the period 2018–2038 to be 32,691 dwellings. A significant number of homes identified are existing commitments and it is noted that there are no new proposed allocations in Costessey. **The contingency site is not included in these figures and as currently drafted will only be brought forward if there were three consecutive years in which Annual Monitoring Reports show that housing completions in Greater Norwich are more than 15% below annual targets in each year.**

The policy wording is considered too restrictive, preventing the contingency site from being allocated until there are three consecutive years in which Annual Monitoring Reports show that housing completions in Greater Norwich are more than 15% below annual targets in each year. A Housing Delivery Test result of 14% at any point would result in the site remaining unallocated – regardless how significant the shortfall was in previous years or whether the Council fails to meet the Housing Delivery Test over a prolonged period.

Having a three-year trigger mechanism does not allow the Council to rapidly respond to any shortfall in housing delivery.

National Planning Policy Framework

The NPPF was revised on 20 July 2021 and sets out the government’s planning policies for England and how these are expected to be applied. The NPPF reiterates that the purpose of the planning system is to contribute to the achievement of sustainable development. It acknowledges at paragraph 8 that alongside social and environmental objectives, there is the economic objective, including the need to support growth in the right places and identify and coordinate the provision of infrastructure.

The Government’s objective is to significantly boost the supply of homes. Paragraph 68 of the NPPF sets out that planning policies should identify a supply of specific, deliverable and developable sites. Paragraph 73 notes that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes).

With regard to education, paragraph 20 states that policies should make sufficient provision for community facilities (such as health, education and cultural infrastructure). Paragraph 95 goes on to state that it is important that a sufficient choice of school places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Paragraph 104 requires planning policies to identify sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.

Education Need

In accordance with the NPPF, the Council should take a proactive, positive and collaborative approach to ensure that there are a sufficient choice of school places available to meet the needs of existing and new communities (paragraph 95).

The emerging GNLP confirms that provision will need to be made for additional schools and school places to serve growth, the provision of a new primary school and sixth form college would therefore help to reduce the existing pressure for pupil spaces and allow for growth within a Strategic Growth Area.

Indeed, the ‘Costessey Site Assessment’ Booklet (which forms part of the evidence base) confirms that “*Costessey has considerable pressure for pupil places and would not be able to cope with further growth without new school provision*”.

Costessey: A Sustainable Location for Growth

The site is located to the west of Bowthorpe and south of the areas of Longwater and New Costessey, from which the site takes its name. This location has long been a centre for strategic growth in Norwich, building on the density of employment, education and transport facilities (shown on Figure 1), which are located within close proximity and create a natural and sustainable centre for mixed-use development.

Facilities and Amenities

Within the immediate locale there are a diverse range of services and facilities including schools, food stores, a doctor's surgery and pharmacy, all within walking distance of the site.

To the north, the site borders two recent developments - Hampden View and Lodge Farm Phase II (currently under construction). Within these areas are a number of new community facilities including sports pitches and public green spaces.

Beyond the A1074 the retail, leisure and business parks of Longwater are also accessible within a 10-15 walk of the site and include a diverse range of employer and retailers.

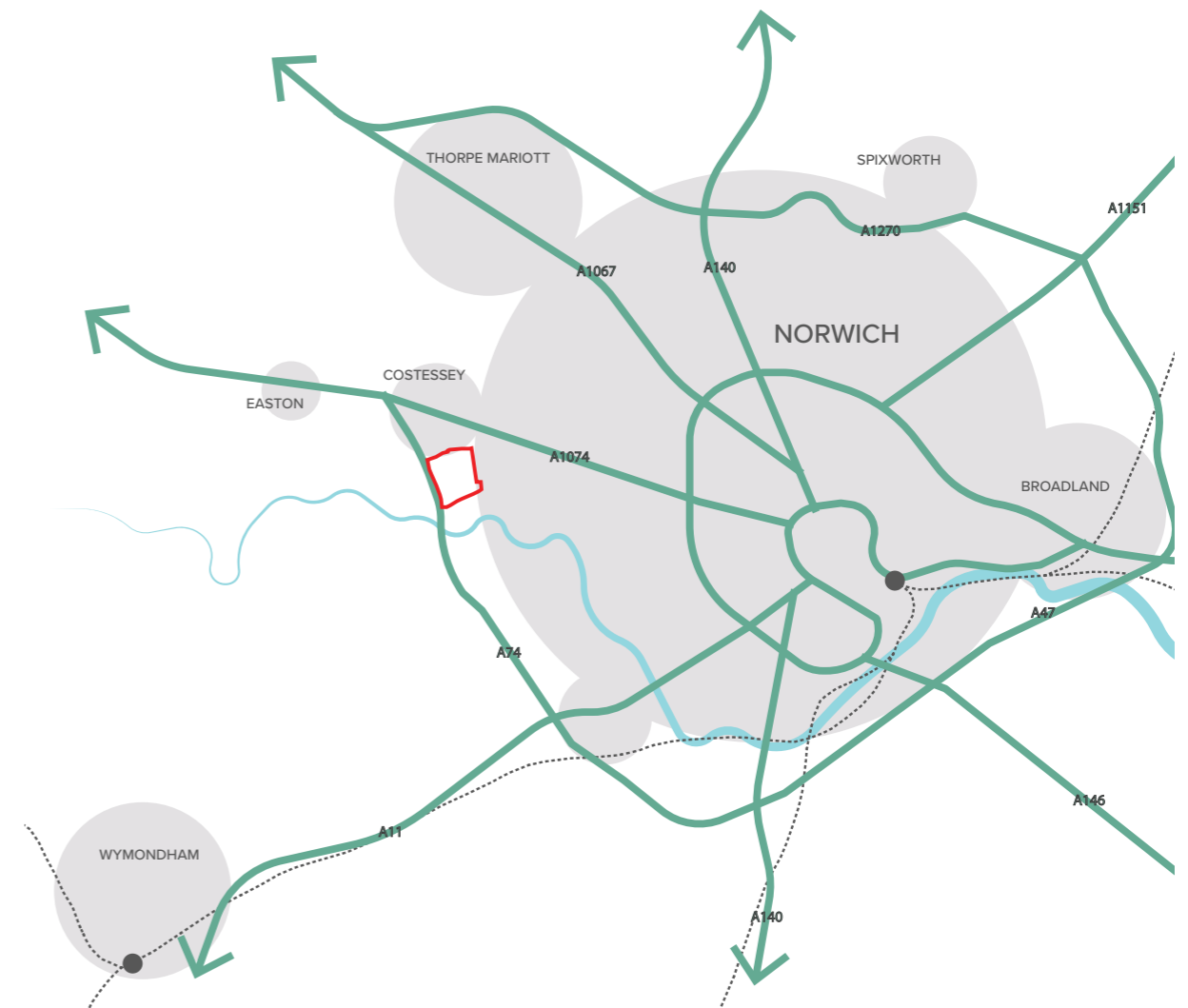
To the south, the site is bound by the fisheries and lakes associated with the River Yare (BAW2 Country Park) and Bowthorpe Southern Park.

Sustainable Transport Links

The Costessey Park and Ride to the north-west of the site (on the opposite side of the A47), is a 10-minute walk or short cycle from the site and offers frequent and rapid services into central Norwich.

The site benefits from being in close proximity to a high quality, frequent bus service, which provides at least four buses an hour into the centre of Norwich in less than 20 minutes. Norwich Railway Station is located approximately five miles from the site, accessible by the Bowthorpe Pedalway, and provides frequent direct services to a number of locations including Ipswich, London and Cambridge.

The nearest bus stops are located along Harpsfield and Chapel Break Road approximately 700m to 1,100m walking distance. Several bus services are accessible including the 21, 26A, 510 (Park and Ride) and 511 with all services providing 30 minute or better frequency to a variety of locations across Norwich.



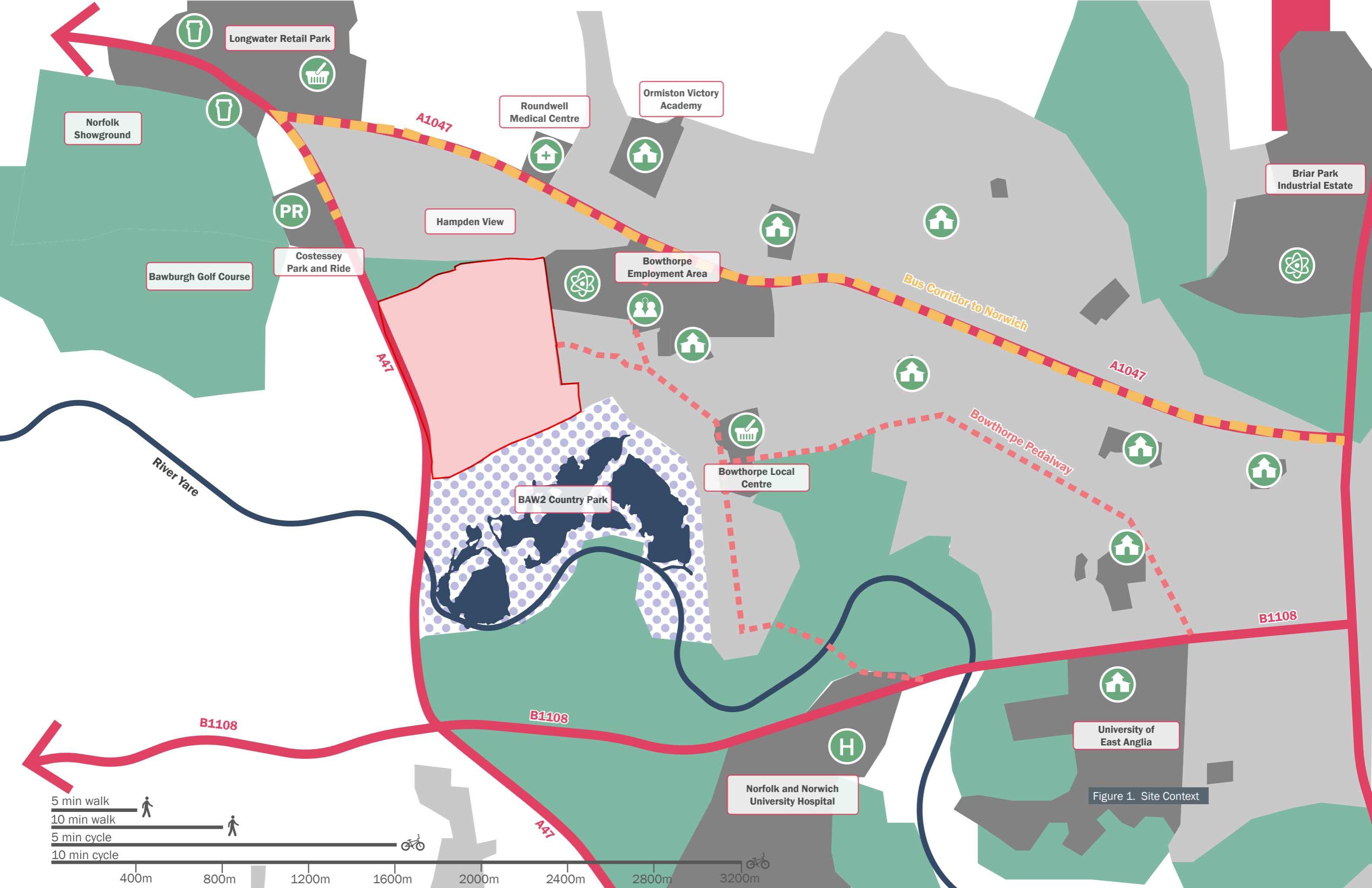


Figure 1. Site Context

Connecting with the Context

The site is logically located as an extension of the existing urban areas of Bowthorpe and New Costessey. Regular, direct connections would knit the communities together focussed around an established landscape framework.

Active Transport

Within the site are a number of informal paths that typically reflect desire lines between Bawburgh, Bowthorpe and locations to the north. The network appears well used for both active transport and general recreation, and to the east connect with the Norwich Strategic Cycle Network in Bowthorpe – which are predominantly off-road.

Within the north-western woodland block there is also evidence of an informal mountain biking track, indicating that parts of the site are already used for outdoor leisure activities.

Visual Connectivity

The design of new development to the north creates a series of strong visual connections to and from the site. There are also expansive views available from southern parcels and higher land in the northern area, which help to orientate the viewer within the wider context.

Such connections are valuable wayfinding tools and should be considered import placemaking principles.

Neighbouring Dwellings

Existing properties in Bowthorpe typically back or side-on to the site's eastern boundary and in some instances the site sits slightly higher than residences. Care should therefore be taken to protect the amenity and security of existing homes, including the provision of an appropriate landscape buffer from new development or open space.

Existing Landscape Assets

One of the key attributes of the site is the established woodland framework which frames and bisects the site. This important network of green infrastructure already connects somewhat with the sites context but also offers opportunity to strengthen opportunities for ecological connectivity, nature recovery and individual access to a connected, peaceful and safe network of green spaces.

Design Considerations

- Retain key pedestrian desire lines through the site;
- Facilitate a direct cycle connection between Barnard Road and Long Lane and connect into the Bowthorpe Strategic Cycle Network;
- Connect with existing communities and facilities at Lodge Farm and Hampden View;
- Consider physical and visual connections into and out of the site;
- Build upon and enhance the existing landscape network to connect existing communities and environments to the north, south and east; and
- Respect the privacy, amenity of existing properties, including the listed Lodge Farm.





Figure 2. Site Location

Introducing The Site

Overview

The site consists of four main land parcels which are subdivided east to west by a band of newly established plantation woodland.

The northern portion of the site predominantly comprises a single arable field (Area II), currently unmanaged and heavily urbanised by the Hampden View development and the Lodge Farm Phase II development that is still under construction.

To the east of Area II an undulating landscape abuts the residential area of Bowthorpe and Bowthorpe Employment Area. This area comprises a series of three 'undulations,' which typically sit at grade with, or slightly above adjacent residences. Between Areas I and II lies a localised valley.

The southern section of the site is bound by Long Lane, which has a rural green lane character and low boundary treatment to the site, so that the field parcels can be glimpsed from the road.

Area III comprises a redundant former solar farm site with a southerly sloping topography. Area IV is formed by two enclosed field parcels currently in use as pony paddocks.

The following pages give a more detailed overview of the characteristics of the various areas which should be considered within the design process.



Character Area 'I'

Area I consists of an area of semi-improved grassland at around 8 hectares (ha). The area has a distinctive scrubby heathland character punctuated by three individual specimen oak trees.

The land predominantly slopes to the west into a small local valley with a series of mounds creating a 'lumpy' profile north to south. There are a number of informal paths around the perimeter, with a pedestrian connection into the site from Draper Way and potential highway connection from Barnard Way.

The eastern boundary has a strongly urbanised feel, with dwellings backing and siding on in the south, and large footprint industrial buildings in the north as part of the Bowthorpe Employment Area.

The western edge of this area has an open aspect over Area II offering extensive mid-distance views.

To the north, a small area of woodland and a foul pumping station separate the open landscape from existing dwellings on Long Lane and Bawburgh Close.



View 1 - Looking east at residential dwellings along Draper Way



View 2 - Looking north at the slope and vegetation of the field parcel



View 3 - Looking south at the slope and specimen oak trees



View 4 - Looking north-east at the slope and urbanised context



Observed Design Considerations

- Retain individual mature trees where possible;
- Respect the amenity and security of existing dwellings;
- Retain pedestrian desire lines where appropriate; and
- Incorporate the topography into any design in a considerate manner.

Character Area 'II'

Area B consists of a single unproductive arable field parcel of around 20ha. This expansive space slopes gently to the east into a valley where it meets Area I. The parcel is enclosed to the west and south by mature plantation woodland, beyond which to the west lies the A47 Norwich Southern Bypass, which is not visible from within the site.

The northern boundary bears a direct visual relationship with new development and the site would form a natural extension to the pattern of streets and spaces.

A single electricity pylon is situated in a break between the woodland at the western boundary.



View 5 - Looking south into Area II from Vanguard Chase



View 6 - Looking west along a track at the existing woodland



View 7 - Looking south over the entire field towards the existing woodland



Observed Design Considerations

- Preserve the existing woodland where possible including appropriate buffers to new development;
- Respect the amenity of existing dwellings;
- Retain pedestrian desire lines where appropriate; and
- Connect visually and physically with the pattern of existing streets and spaces to the north.

Character Area 'III'

Area III comprises a circa 10.5ha single field parcel with a gentle southerly slope and open aspect toward Bawburgh Fisheries, the Country Park, Lodge Farm and south-west Norwich,

A series of metal supports pepper the land in a gridded pattern and earthworks at the field boundaries remain from previous plans to install a solar farm. This area is now fenced in and disused creating a semi-brownfield character.

The southern boundary is formed by New Road – a rural lane with an inconsistent but typically open aspect into the site by virtue of a newly planted, intermittent hedgeline. A disused vehicle access from New Road has been blocked off.

The western boundary abuts the route of the Norwich Southern Bypass, which although not visible has an urbanising influence by virtue of acoustic impacts.

The northern and eastern boundaries are formed by plantation woodland and mature field boundaries which enclose the parcel and contribute to its individual character.



View 8 - Looking east and south from the north-western corner



View 9 - Disused solar mounts in foreground of view toward Plantation House



View 10 - Looking north over the field parcel



View 11 - Looking north-west at the New Road access point



Observed Design Considerations

- Consideration of the open views to the south and to Lodge Farm with use of structural landscape planting;
- Mitigation of noise impacts from the A47 will be required; and
- Extend woodland along the western boundary to connect with strengthened planting along the boundary with New Lane, retaining the rural character of this route.

Character Area 'IV'

Area IV consists of two semi-improved grassland and scrub pony paddocks divided by a gravel track and hedgerow. Both areas combine to approximately 4ha.

Both parcels slope very gently southwards and are strongly enclosed by surrounding woodland to the north, east and to some extent the west by established field boundaries.

To the south an established hedgerow with self seeded trees gives a good level of enclosure for the most part, but would benefit from some improvement and gapping up.

Both parcels have a more isolated feel than the rest of the site although numerous pedestrian connections through the woodland to the north directly connect with the wider context.



View 13 - Looking east over the eastern field



View 14 - Looking north-east along the gravel track into the west field



View 12 - Existing residence on New Road opposite the southern site boundary



View 15 - Scrubby grassland in the existing paddocks



Observed Design Considerations

- Retain mature woodland where possible;
- Use a landscape-led approach to soften and filter views from the south; and
- Enhance planting along roadside to add an element of screening from the Country Park.

Technical Analysis

To inform the on-going promotion of the site, technical studies have been undertaken testing capacity and deliverability. The summaries provided over the following pages highlight the key technical considerations and opportunities which should be considered in future design proposals.

Key technical considerations in the development in the site are summarised below:

Technical Design Considerations

- Primary vehicle access to be taken from Barnard Road and New Road with associated highway improvements to create a link road through the site also capable of accommodating buses;
- Two high pressure gas mains and a 132kv underground electricity cable cross the site and will remain *in situ* to be incorporated into development. A number of foul sewers also traverse the site and may be diverted if necessary;
- The site lies within water source protection zone 3 and therefore specific regard shall be had to the discharge and treatment of surface water as an integrated part of the Green-Blue Infrastructure strategy;
- Acoustic mitigation of the A47 will be required as part of development. Opportunity exists to combine this requirement with the site-wide green infrastructure in the form of a wooded bund feature, amongst other options;
- The site is undulating and features a shallow valley in the northern field parcels. The grain of development should integrate well into this context;
- The north-eastern field parcel has a 'lumpy' character with distinctive hills that have long reaching views to the open countryside and over into the existing residential development. Proposed development in this area should be limited, with any development being sympathetic to this context;
- All existing woodland should be retained where possible. Should the woodland network need to be severed for infrastructure, this should be located where planting is youngest and losses may be minimised;
- The variety of ecological habitats on site should be conserved and enhanced as part of a strategic ecological strategy for nature recovery and form an integral part of the overall green infrastructure strategy;
- Development should respect the potential alignment of two Roman roads within the site boundary and the Grade II* listed Lodge Farmhouse to the south;
- Development within southern field parcels shall be sensitively integrated within an comprehensive woodland framework so as to minimise impact on landscape character;
- Focus the highest density of development in northern field parcels and minimise the scale of development in southern areas to respect the landscape character and context of the site; and
- Provide new native woodland along the western edge of the site to provide further visual screening to the existing and proposed settlement edge.



Local Access and Movement

The site is well-positioned with convenient access points and the opportunity to improve sustainable transport options for the wider area.

Existing

The site is accessible from a number of locations including Long Lane to the north, Barnard Road and Draper Way to the east and New Road to the south.

A number of informal walking routes are present across the site linking with the wider area providing access beyond the site boundary and into the existing urban area. These areas include existing residential developments to the north and east, Bowthorpe Industrial Estate to the east and Bowthorpe Park to the south.

The nearest bus stops are located along Harpsfield and Chapel Break Road approximately 700m to 1,100m walking distance. Several bus services are accessible including the 21, 26A, 510 (Park and Ride) and 511 with all services providing 30 minute or better frequency to a variety of locations across Norwich.



Proposed

Barnard Road and New Road provide opportunities for multi-modal access into the site area, which will include the primary vehicle access points.

New Road will be widened to a minimum of 6m and the priority will be changed to favour access into the site area with the western extent of New Road becoming the minor arm. To discourage users of the site proceeding to the west towards Bawburgh, the carriageway and newly created priority junction will be designed as to ensure this route does not appear inviting for road users.

The existing cul-de-sac along Barnard Road will be extended into the site with a minimum 6m wide carriageway width provided. Existing pedestrian routes will be extended.

Long Lane and Draper Way provide opportunities for further sustainable access with vehicle access restricted in these areas. Draper Way provides connectivity onto the Bowthorpe Pedalway, which provides access to numerous other cycle routes in the local area and ultimately the city centre, which is approximately 6.5km or 4 miles to the east. High quality routes in accordance with LTN1/20 will be provided. Long Lane will be improved to provide a cycle priority corridor linking to Barnard Road to the east and Costessey Park and Ride to the west.

New high quality bus services will run through the site and infrastructure to ensure good accessibility for all users will be provided to ensure safe and secure environments. This will include bus priority measures on and off site and sheltered bus stops with real time information will be provided at frequent intervals.



Figure 4. Highways Plan



Utilities

A number of utilities traverse the site, predominantly located at the periphery of the main site areas and can be diverted or incorporated sympathetically into designs.

The site is crossed by a number of existing utilities, which will either be diverted or integrated into the development proposals. These key utilities are summarised below:

- Two high pressure gas mains cross the site from north to south and east to west. The pipelines are subject to statutory easements of 15.24m (total) and HSE consultation zones, which includes a 30m (total) building proximity distance. These pipelines will remain *in situ*;
- 132kv underground electricity cables cross the site from west to east with an associated 10m (total) easement. These cables will remain *in situ*; and
- A number of foul sewers (rising mains and gravity sewers) cross the site and an existing foul pumping station is present along the northern boundary of the site. As required the foul sewers will be diverted to help facilitate the development proposals. This will be done in consultation with Anglian Water.

Other services are present within and adjacent to existing highway areas (Long Lane, Barnard Way, Draper Way and New Road) and these can be diverted as required to facilitate the development proposals.

None of the utilities present within or adjacent to the site are a constraint to development and can be accommodated or diverted accordingly. Continued discussions with relevant statutory undertakers will take place as the proposals advance.



Figure 5. Highways Plan





Heritage and Archaeology

There are no significant archaeological or heritage constraints on site.

There are no designated heritage assets (such as listed buildings and scheduled monuments) within the site.

Circa 275m south of the site, there is the Grade II* listed Lodge farmhouse, however, due to the enclosure provided by the established vegetation it is considered to be unlikely that the development of the site would have any detrimental effect. Enhanced tree planting along the boundary will strengthen this enclosure further. Additionally, the Grade II listed Round House is 300m to the north, but the intervening housing estates make any adverse impacts from development unlikely.

The majority of other designated assets located within its wider surroundings are contained within either the Bawburgh Conservation Area 675m to the west or the Bowthorpe Conservation Area 700m to the east-south-east. Their distance from the boundaries of the site, coupled with the separating effect of the densely landscaped A47 dual carriageway in the case of the former and the urbanised context and recent housing developments in the case of the latter, makes it unlikely that either of these designated areas would be adversely affected by the site's development.

Further investigation and recording will most likely be required to inform a planning application because of the presence of known archaeological deposits of prehistoric to medieval date within the boundary of the site; including Neolithic flint artefacts, Bronze and Iron Age pits and other features, the projected alignments of two Roman roads and artefacts suggesting settlement in the Anglo-Saxon period. The impact of past and current ploughing will limit the significance of the non-designated archaeology within the site though and so in the meantime it is considered to be unlikely that its presence will restrict the deliverability or capacity of the site for development.

Accordingly, there is no reason to believe or expect that archaeology and heritage matters should prejudice the allocation of the site for development in the short term or the positive determination of a planning application thereafter.



Figure 6. Heritage Constraints



Air Quality

Air quality in the area is generally good and the site is suitable for development.

An assessment of air quality has been undertaken with reference to the advice provided within the Land-use Planning and Development Control: Planning for Air Quality, and 'Guidance from Environmental Protection UK, and the Institute of Air Quality Management for the consideration of air quality within the land-use planning and development control processes', May 2017

Air quality adjacent to the site is generally good and there are no Air Quality Management Areas within the local area.

Assessment shows air quality objectives in 2019 (baseline) and in a future year scenario of 2034 will remain below the current air quality objectives and therefore annual mean air quality objectives are met at the most exposed receptor locations. The site is therefore acceptable for development in air quality terms



Acoustics

With appropriate measures, any noise risk can be managed to not have any impact on development.

A noise assessment has been undertaken with regard to Professional Practice Guidance on Planning and Noise (ProPG), prepared jointly by the Association of Noise Consultants, the Institute of Acoustics and the Chartered Institute of Environmental Health, which seeks to secure good acoustic design for new residential development within England's planning system, British Standard BS 8233:2014 'Guidance on sound insulation and noise reduction for buildings', to the Building Bulletin 93: Acoustic Design of Schools (2015), and the IoA/ANC guidance 'Acoustics of Schools: a design guide, November 2015'.

On site noise surveys next to A47 and New Road have been completed to derive sound levels across the site. The surveys confirm road traffic noise is the dominant noise source with the direct effects of the A47 are more apparent than New Road.

In order to satisfy internal and external amenity requirements in line with BS 8233, the following proposed general mitigation strategy for the site includes all or a combination of:

- Provision of a suitable standoff distance from the A47;
- Selection of glazing, acoustically attenuated ventilation and building fabric with a sufficient sound reduction index;
- Careful consideration of site layout including the orientation of dwelling and school buildings to protect amenity spaces e.g. gardens; and
- Installation of acoustically sound screening along the western site boundary.

The assessment confirms that with suitable mitigation a good standard of acoustic design, in accordance with the latest guidance can be achieved, using reasonable and practicable design measures, which could take the form of bunds and/or fencing and integrate into the site wide green infrastructure requirements.



Topography

Within the site the landscape is gently undulating with a small local valley north-south in northern parcels and a southerly aspect to southern areas.

A small local valley runs between the two field parcels in the northern part of the site. To the valley's east, there is an area of steeper topography with undulating ground overlooking parts of Bowthorpe and the industrial estate. To the west of the valley, the large field parcel slopes uniformly to the east-south-east at a shallow gradient.

A high point in the north-west corner is wooded and adds to the enclosure of this parcel.

Southern parcels are also of a gentle gradient with typically southerly orientation.



Figure 7. Topography Plan





Arboriculture

The character of the site is partly derived from existing vegetation, which gives a wooded backdrop and enclosure to the field parcels.

There are no arboricultural limitations that would pose a constraint to the development on the site. Following an arboricultural survey on site, no trees have been identified as veteran or as having a Tree Protection Order (TPO).

The site has a distinct woodland character, with a large woodland belt running south-east bisecting the site and also partially along the western boundary. A section of this woodland appears to be semi-recently planted, with younger trees in the central area of the belt.

In addition to the blocks of planting, there are individual trees deemed to be Category 'A', which should be retained where possible.

In the south of the site, there are mature Category A and B hedgerows that should also be retained where possible.

There are currently informal paths through the woodland, which are well-used as part of circular recreational walking routes. It would be beneficial to formalise routes and access through the woodland to define zones of access for pedestrians and conserve areas for ecological improvement.



Figure 8. Arboriculture Plan



Ecology

There are no ecological constraints that would pose a consideration to development. Biodiversity net gain of 10% will be achieved on site.

There are no ecological designations that would cause a constraint to the development.

Most of the site is currently in agricultural uses, with the south-western portion an overgrown field previously considered for solar farm development. The north-eastern field and south-eastern parcels are semi-improved grassland.

There are a number of habitats on the site, which will be considered and enhanced where possible. Woodlands and hedgerows should be retained where possible with a grassland buffer from development. Any losses should be compensated for with new native planting and a 10% net gain can be achieved.



Figure 9. Ecological Constraints Plan



Hydrology

The site is not at risk of flooding and best practice principles for water discharge and treatment will ensure proposals are accordance with the requirements of policy and source protection zone 3.

Flood Risk

Based on the latest Flood Zone Mapping, issued by the Environment Agency, the site is located in Flood Zone 1 and therefore all land uses are acceptable. No watercourses or water bodies are located within the site.

A surface water risk is identified within the site running north to south and along the line of the valleyed area in the eastern part of the site (generally along the line of a gas pipeline). The risks range from low to high and therefore development within this zone will be avoided and overland flow routes will be maintained. Risk from other sources of flooding including groundwater and artificial bodies is considered to be low.

Surface Water Drainage

The drainage strategy for the site will follow the Sustainable Drainage System (SuDS) hierarchy. Based on a review of the local geology surface water flows will discharge to soakaways across the site as the geology is shown to comprise superficial deposits of sands and gravels underlain with chalk bedrock geology. Soakage testing completed in the local area confirms feasibility and on site testing will be completed in due course. Discharge into the ground is the preferred method of surface water disposal.

Surface water discharge rates will be set by on site soakage testing. Surface water flows will be conveyed to series of infiltration basins across the site area and all features will be designed to accommodate storm events up to the 1 in 100 year even plus 40% for climate change.

Surface water flows will be conveyed across the site using a piped network and a series of SuDS features such as conveyance swales to basins located in the lowest part of the site.

Suitable levels of treatment will be provided for as part of the proposals and in line SuDS Manual CIRIA document C753. Suitable levels of treatment will be included within the basins as well as the provision of swales, filter trenches, rain gardens and permeable paving across the development area.

Foul Water Drainage

Foul sewage will be conveyed to the existing sewer network through a combination of gravity and pumped connection via the provision of new pumping stations. Connection will be subject agreement with Anglian Water.



Figure 10. Highways Plan





Landscape Character

The site is under no national designations and has no significant constraints to development.

Designations

The site is not within any national landscape designations. There are also no ecological or heritage designations within or immediately adjacent to the site. The site is not crossed by formal rights of way, although there are a number of informal paths.

However, in the South Norfolk Local Plan (see Site Specific Allocations and Policies Document, SSAPD, October 2015, map 2c), the site is included within the River Valleys area and also in the Southern Bypass Protection Zone. The main objective of the River Valleys policy is to conserve and enhance the distinctive landscape character of the area. The Southern Bypass Protection Zone is defined as a predominantly open, total area which is visible from the bypass.

The site is not included within or adjacent to any of the Key Views identified within the Local Plan, nor is it adjacent to one of the identified Gateways or Undeveloped Approaches to the city.

Landscape Character

The 2001 landscape character assessment for South Norfolk prepared by LUC classifies the site as part of the Yare-Tiffany Rural River Valley. Key characteristics of this area of relevance to the site include a “*narrow, shallow valley form widening into a broad, shallow valley*”, and a “*patchwork of small valley side woodland blocks*”. A pastoral valley floor is also a key characteristic, with arable valley sides.

Site assessment has indicated that the site possesses few of the rural characteristics of the Yare-Tiffany Rural River Valley, and there is often a strong sense of being on the settlement edge. The site can be divided into three main character sub-areas:

- Area A: A large, enclosed and gently sloping field of largely waste ground and scrub at the north-east of the site, bordered by the existing settlement edge to the north and east. There are glimpses of new housing and employment uses to the east, and new housing is also increasingly prominent to the north. The character of the area is of open urban fringe fields, in a partially degraded condition.
- Area B: A band of native plantation (Beech Plantation) which is of varying age and visually encloses Area A.
- Area C: The south-western edge of the site, which slopes southwards towards the Yare Valley. There are some middle-distance views towards Bawburgh to the south-west. It is in moderate condition, with some signs of previous development, including a dismantled solar farm and associated fencing.

Overall Visibility and Potential Visual Receptors

As has been noted, Area A is visually enclosed, and consequently views of development would be limited to the following:

- Residents in housing to the north and east; and
- Walkers on informal routes in and around the site and on Long Lane to the north.

Area B (Beech Plantation) is also visible from informal paths, but can also be seen in wider views across Yare Valley and also from the Norwich Southern Bypass.

Area C is orientated to the south, and there is therefore potential for views from New Road, to the south, from the Norwich Southern Bypass as well as glimpsed views from higher ground south of Bawburgh.

Landscape Design Considerations

- Concentrate development within Area A, since this is already strongly influenced by the settlement edge to the north and east and currently comprises a large area of ruderal species;
- Retain, where possible, the Beech Plantation, since this provides visual enclosure to both the existing and proposed settlement edge;
- Provide new native woodland along the western edge of the site to provide further visual screening to the existing and proposed settlement edge, and also to extend the Beech Plantation;
- Minimise the scale of development in Area C, since taller development has some potential to be visible in the wider landscape in the short term (before new woodland planting at the west of the site has fully established); and
- Provide new footpaths within the Beech Plantation and across the site to formalise some of the existing permissive routes across the site.



Figure 11. Landscape Character Area Plan



Looking west towards the woodland plantation in Area B



Looking north through Area A towards the Hampden View development

The Opportunity

**A cohesive and sustainable community linked by a network of healthy green spaces.
Set within the established woodland context of Bowthorpe and Costessey.**

~ The Imperative

Terra Strategic is committed to ensuring that development at Bawburgh Lane, Costessey would both create meaningful local benefit and positively enhance the surrounding area.

The 2021 Environment Act and National Planning Policy Framework set a clear vision for what the future of development can and should be. Nature recovery, carbon neutrality and sequestration and healthy, active lifestyles within a high-quality, beautiful places are amongst the key challenges that development is seeking to respond to.

With the help of local consultation and engagement these challenges can be met, alongside the provision of much needed housing and affordable housing, as well as other key infrastructure including education.

~ The Opportunity

Designed as a walkable neighbourhood, which promotes healthy living and active travel, development proposals would build on the rich natural capital and landscape character of the site and locale to deliver a modern community that is well-connected to local employers and community resources.

Initiatives for new technologies will provide the platform for home/remote working and working from alternative locations, which will minimise the need to travel and seek to de-carbonise transport.

New education areas, community facilities and public open spaces will allow the community to grow and evolve, meeting current local needs and supporting and retaining future generations within the community.

Low-carbon and active travel options will take priority and the facilities and infrastructure required to give true freedom on choice will be an integral part of the development.

~ The Proposal

- Approximately 800 energy-efficient new homes with a mix to suit all needs;
- Two new education sites to providing a primary school and sixth form college for the wider community;
- A centrally located local centre and active travel hub;
- A new direct bus connection between Barnard Road and New Road;
- A segregated off-road pedestrian and cycle route directly connecting Bowthorpe with Lodge Farm and potentially onward toward the Park and Ride;
- Over 50% of the site retained as open space offering a variety of recreational and health benefits to new and existing residents;
- The opportunity for outdoor learning and well-being through provision of a new Forest School and allotment area;
- An overall net gain in biodiversity achieved through a locally responsive and appropriate ecological response; and
- Numerous opportunities for leisure and play for all ages.

- 1 Woodland BMX Track to be enhanced
- 2 Potential Forest School location for use of both/either the Primary and Tertiary education centres
- 3 Potential Energy Centre to provide efficient power for the development
- 4 Central Travel Hub, providing sustainable travel options in close proximity to the local centre
- 5 Potential Community Allotments
- 6 Swale Features, including rain gardens and planted ditches to manage drainage and improve local biodiversity
- 7 Primary Green Connections through the built development, aligned with natural desire lines, with street tree planting and linear parkland areas
- 8 Traffic-free Cycle Priority Corridor connecting Hampden View, the Park and Ride and Bowthorpe
- 9 Sixth Form College
- 10 Primary School
- 11 Landscaped woodland bund providing acoustic mitigation and ecological connections
- 12 A network of informal recreation and leisure routes of varying characters, accessible to all



| | |
|---|----------------------------|
| Green Infrastructure (including SuDS and new planting) - 22.7ha | Existing Woodland - 13.7ha |
| Residential Development - 17.5ha (800 homes) | Infra-Structure 4.2ha |
| | 2.0ha |
| | 2.0ha |

Primary School
Local Centre
College

Key Elements of the Scheme



A Mix of Uses

Central within the scheme will be a new mix-used Core serving as a joint focus for the new and existing communities. **The Core will include sites for a new 2-form entry Primary School and Sixth Form College, plus retail units and housing.**

Streets will converge on the local centre creating natural footfall to sustain retail units and reflect local desire lines.

Higher densities will be used to create a critical population mass around central areas, making efficient use of suitable land and helping to support sustainable transport options.

Lower densities may be used at interfaces with woodland areas if appropriate, or south of the central tree belt where a change in character will reflect a more rural context.



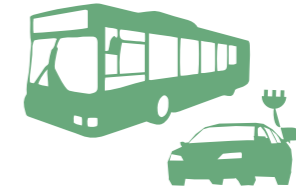
Sustainable Travel Options

At the heart of the new community will be a **Sustainable Travel Hub**, which will be a multi-function space designed to bring together a variety of sustainable transport modes. This can include:

- A focal point for public transport moving through the site provide high quality waiting areas and real time information;
- EV charging;
- Cycling parking and repair areas;
- Journey planning services such as digital pillar providing key transport info related to public transport, walking and cycling;
- Car and bike share/club areas;
- Electric scooters;
- Bike lockers; and
- Other non mobility aspects such as package delivery lockers, waiting areas and public realm features linked to surrounding areas.

Primary streets will create a logical, legible network directly connecting local destinations and **prioritising pedestrians and cyclists within safe and attractive environments.**

Primary vehicle access will be taken from New Road and Barnard Road. **Improvements to existing routes** will be undertaken to facilitate access in these areas and support public transport movements which will be enhanced as part of the proposals.



Connecting the new access points will be a central spine road (minimum 6m wide), which will act as a multi-modal corridor providing access to high quality public transport services as well as delivering footway and cycleway routes in accordance with LTN1/20. The spine road will connect key components with the site providing linkages to residential, educational and other mixed uses.

A segregated cycle priority corridor will connect Long Lane to cycle connections beyond Cutler Way/Draper Way. The route is identified as 'Route 29' within the Local Cycling and Walking Infrastructure Plan for the Greater Norwich area. The route heading west along Long Lane lies outside the site area and envisages a link over the A47 connecting to the Park and Ride. These development proposals will not prejudice the delivery of this route, which will be delivered by third parties.





Integrated Blue-Green Infrastructure

Over 50% of the site shall be retained as green spaces. These areas retain and protect the site's natural capital to create a network of attractive and biodiverse green links, which create new habitats to enhance local biodiversity, as well as providing a green landscape for the enjoyment of residents.

Existing woodland blocks will be retained where possible and extended and enhanced to create a verdant backdrop to new development assimilating built form into the landscape. **An area of woodland is also envisaged to be given over to a Forest School** in association with the new Primary School and Community Area.

Local landscape features adjacent to the north-eastern boundary will be retained as a **new parkland**, respecting local topography, preserving viewpoints and protecting the amenity of adjacent residents.

Integrated within both urban and landscape areas will be an **exemplary network of water attenuation and quality measures** including swales, rain gardens and basins. The integrated network shall control water quality through multi-stage filtration as part of a site-wide surface water and pollution control strategy.



Ensure Climate Resilience

In line with Government targets, CO² emissions from new homes and other buildings will be around 30% lower than current standards.

“The new community will also respond to policy imperatives for healthy, well-design development and working with the local community and stakeholders deliver a ‘high-quality, well-designed and beautiful new development, with homes large enough to provide for a good quality of life.’”

(Draft GNLP, Para 147).

Buildings will be designed with a ‘fabric-first’ approach in order to **improve energy efficiency and reduce carbon emissions.**

The **potential for district or community heating** will be explored with opportunity to exploit the site topography and orientation for with on-site energy generation.

The proposals employ a robust approach to flood risk and mitigation and incorporate allowances for climate change. New and existing tree planting would slow down the flow of surface water and aid water penetration – alleviating run-off– whilst also sequestering carbon.



Policy Checklist

Land off Bawburgh Lane, Costessey, is identified as a draft contingency allocation within the emerging GNLP Draft Sites Plan as part of draft Policy GNLP0581/2043. This recognises that the site is “*well-related to the existing edge of the Norwich urban area neighbouring the built-up areas of Bowthorpe and Costessey with no major constraints*”, demonstrating an appropriate location for new housing in the area.

The GNLP Draft Sites Plan states that “*the site will need to be masterplanned to provide community and recreation facilities including a local centre, a primary school and a sixth form centre*”. A number of specific matters and requirements are listed within draft Policy GNLP0581/2043. These points, along with our design responses are detailed in Table 1 adjacent:



| Policy (From GNLP0581/2043) | Requirement | Design Response |
|--|---|---|
| 1 Approximately 4ha of the site should be safeguarded for education to provide a new primary school and a sixth form college in agreement with the education authority. | A safeguarded accessible area suitable for education, approximately 2ha for the primary school and 2ha for the college. | An 'education zone' with two 2ha sites is centrally located within the site. The Sixth Form and Primary School are adjacent with the opportunity to share resources including a potential 'Forest School' area. |
| 2 Provision of a new local centre on site (approx. 0.3ha) to include a convenience foodstore and three smaller units with parking provision. | Safeguard a central and accessible area of at least 0.3ha for a local centre, ideally near the education areas. | The local centre has been allocated around 0.5ha, including community uses, and is located at a central point next to the Sixth Form College. Parking will be provided on site. |
| 3 Provision of adequate landscaping and Green Infrastructure. | Ensure appropriate green infrastructure throughout the site, including native planting and attenuation. | 22.7ha of green infrastructure provided throughout the site, including formal parks, allotments, woodland planting and informal green spaces for leisure and exercise. |
| 4 Provision of a sustainable drainage system (SuDS). | SuDS features will be used across the development area including the provision of well located attenuation areas, use of swales and other features such as rain gardens as required. | Based local geology soakage is likely to be used across the site with a range of SuDS features to be utilised including rain gardens, swales and attenuation basins ensure suitable levels of treatment are provided. Other features will be considered as the designs evolve. |
| 5 Mitigation to address utilities infrastructure crossing the site. | Consideration of the utilities easements and a sympathetic design to incorporate them into the proposals. | Gas main and electric cable easements have been designed into the scheme, ensuring all required easements are taken into consideration and appropriate uses only in those areas whilst integrating them seamlessly into transport corridors and green infrastructure. Other utilities include foul sewers will be diverted and accommodated as required. |
| 6 Provision for off-site improvements to the highway network to address the impact of the development on the Longwater Junction and on New Road to ensure that the site can be adequately accessed from the A47 and A1074 and the A47 and B1108. | Development impact to be assessed to determine level of impact from the site and improvements to be identified and implemented accordingly. | Detailed transport assessment work will be undertaken in consultation with the local highway authority to assess development impacts. A scheme for off site improvements will be identified and implement through Section 278 Agreements and/or Section 106 contributions. |
| 7 Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources. | Policy relates to the potential for economically viable sand and gravel deposits within the Sheringham Cliffs Formation. | Requirement to assess the quantity and quality of the resource within the site area through a Minerals Assessment. If required minerals could be extracted prior to the commencement of development. |
| 8 Preparation of a masterplan to guide the development, submitted as part of the application for planning permission. | Create a framework masterplan for consultation and comment throughout the planning process. | A concept masterplan has been produced for comment throughout the planning process. |
| 9 Provide for vehicular access from Barnard Road and New Road and public transport to and through the site. | Safeguard access points at Barnard Road and New Road within the masterplan, and design the primary street to accommodate buses and sustainable transport options. | The two main vehicular access points are taken from Barnard Road and New Road, with the connection between the two being a multi-modal spine road that can accommodate sustainable movements include pedestrians, cycle and public transport. |
| 10 Include pedestrian and cycle access across the site and to neighbouring residential and retail areas and other services and facilities in Bowthorpe and Costessey (Longwater) and to the open countryside to promote active travel. This should include safeguarding of land for a pedestrian footbridge over the A47. | Ensure high quality pedestrian and cycle connections through the site and onwards into the surrounding developments. A purpose-built pedestrian and cycle link to the area of the footbridge and Park and Ride (the bridge will be delivered by a third party). | Existing pedestrian and cycle desire lines are retained and a large number of new walking and cycling routes have been created through the development and through the woodland/Green Infrastructure area. A cycle priority corridor is proposed between Draper Way, Long Lane and the Park and Ride to connect to a potential footbridge on an adjacent site to be delivered by a third party. |
| 11 Provide a significant landscape buffer adjacent to the A47 and adequate noise mitigation measures to protect amenity and detail the location of other green infrastructure to provide links across the site and to the wider green infrastructure network. | 150m buffer planted with native woodland species to provide both landscape and noise screening. Well-planted green streets and pocket parks to create a network of Green Infrastructure through the site, as well as give a 'green' feel to the development. | The buffer to the A47 contains a bund that will be heavily planted with native woodland species. In the area to the east of the bund, a parkland style informal green space is proposed. The woodland buffer will continue around the southern boundary for additional screening. |
| 12 Set out the distribution of land-uses across the site. The education facilities and local centre should be centrally located on the site. | Provide a land budget plan detailing land use for reference throughout the planning process. | See points 1 and 2, above. |
| 13 Detail the phasing of development of the site. | Provide phasing plan and identify key development triggers. | To be provided at the appropriate time. |
| 14 Include pollution control techniques to ensure that development does not lead to pollution of the water environment as the site falls within source protection zone 3. | Provision of appropriate SuDS features across the site. | SuDS features will be provided to convey surface water flows across the development. Provision will include an array of techniques which will provide high levels of treatment in line with CIRIA 753. |
| 15 Include an Arboricultural Impact Assessment (AIA) to protect or to mitigate any harm to trees on site. | As stated. | The design team will work to incorporate the opportunities identified within the assessment into the overall Green Infrastructure network. |
| 16 Include an ecological assessment to identify key ecological networks and habitats to be preserved and enhanced through the development. | As stated. | The design team will work to incorporate the opportunities identified within the assessment into the overall Green Infrastructure network. |
| 17 Mitigate surface water flooding, particularly in the east of the site. | Provide appropriate attenuation measures in the valley in the north east of the site. | Provide suitable attenuation areas across the development to ensure all surface water flows are managed up to the 1 in 100 year storm event plus 40% for climate change. The masterplan details adequate water attenuation that will be designed in an attractive manner. |
| 18 Comply with the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the mineral planning authority as the site is partially underlain by a defined mineral safeguarding area for sand and gravel. | Investigate economical viability of resource located within the site area. | Requirement to assess the quantity and quality of the resource within the site area through a Minerals Assessment. If required minerals could be extracted prior to the commencement of development. Discussions to take place with local minerals authority to ensure proposals progress to their satisfaction. |
| 19 Clarify the approach to infrastructure delivery on and off site. | Provision of suitable infrastructure across the site and beyond to ensure the scheme can come forward. | Access will be taken from New Road and Barnard Road with a minimum 6m wide road provided to support public transport movements. Pedestrian and cycle connections will be formed onto Draper Way, Barnard Road and Long Lane to support sustainable movements to and from the site. Sustainable movement corridors will be prioritised through the scheme providing direct, safe and secure movements for all road users with priority over non-car travel. Off site impacts will be assessed through detailed highway modelling work and appropriate schemes will be implements through S278 and/or S106 schemes accordingly. Given that the land to deliver the pedestrian footbridge over the A47 is outside the control of Terra Strategic, it is not necessary to support the delivery of the Site, however the scheme will not prejudice its delivery and will facilitate the connection between Barnard Road and Long Lane as desired by the Council. |

Table 1. Policy Checklist

Conclusion

This Document sets out the vision for the site, illustrating the inherent suitability and availability of the site to deliver the requirements of the draft policy GNLP0581/2043 in a sustainable and appropriate manner.

The site represents a suitable and sustainable location to deliver a mix of uses including approximately 800 dwellings. Subject to discussions with the Highways Authority, it is considered that the site could deliver dwellings within the first five years of the Plan. The site can be delivered in full before the end of the plan period. Terra Strategic are committed to working with all relevant statutory bodies to deliver the site for residential-led, mixed use development.

In summary, the development will deliver the following key benefits:

- A new development that can deliver approximately 800 dwellings in a mix of types and tenures within a sustainable location with access to newly created public open space, existing services, facilities and employment opportunities;
- The site includes the provision of a new Sixth Form College and 2-form entry Primary School, which will help support sustainable communities and meet local educational need in the Borough;
- A local centre is proposed as part of the development, which will be a benefit for both existing and incoming residents. The local centre will also provide a number of employment opportunities;
- A distinctive, legible and active place that embodies the best urban design principles, including pedestrian and cycle connections;
- Over half of the site shall be retained as green space, this provides a unique opportunity to enhance biodiversity, provide new habitats and create an eco-focused neighbourhood; and
- An emphasis on healthy lifestyles through the provision of attractive open spaces and green connections as well as new walking and cycling routes.

The vision for Greater Norwich is to grow “mixed, inclusive, resilient and sustainable communities that are safe and attractive places to live...this will also help create communities in which people can interact socially, be independent and have the opportunity for healthy and active lifestyles.” (GNLP, Reg.19 Publication Draft, Para. 132)

This vision can be achieved on the site and Terra Strategic are committed to helping the Council and community deliver the highest standards in quality placemaking. To help deliver this commitment the development will be designed in accordance with the principles of two key national standards:

Building for a Healthy Life (2020)

‘Building for a Healthy Life’ is a design tool used for creating homes and neighbourhoods that are better for both people and nature. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live, resulting in a more attractive, better connected, and healthier community.

BHL is devised by the government, written in partnership with Homes England, NHS England and NHS Improvement.

Building with Nature (2021)

The Building with Nature Standards provide planners and developers with evidence-based, how-to, guidance on delivering high-quality green infrastructure.

The BWN mission is to make high quality green infrastructure integral to place-making in the UK, maximising benefits for both communities and the natural world.

At the initial concept stage the site will seek a Building with Nature Design Award, providing an independent verification of the quality of Green Infrastructure to be provided as part of proposals.







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