



## **HEARING STATEMENT**

### **Examination of the Greater Norwich Local Plan**

On behalf of:  
**Orbit Homes**

In respect of:  
**Matter 5 – Strategic Infrastructure**  
**Issue – Is Policy 4 Strategic Infrastructure Justified and Effective**

Date:  
**January 2022**

Document Reference:  
**GA/DJ/00320/S0004**

## 1.0 INTRODUCTION

- 1.1 This Hearing Statement has been prepared on behalf of our client Orbit Homes in respect of **Issue – Is Policy 4 Strategic Infrastructure Justified and Effective of Matter 5 – Strategic Infrastructure** of the Inspector’s Matters, Issues and Questions (Part 1) for the Examination of the Greater Norwich Local Plan (the ‘GNLP’).
- 1.2 The Statement is intended to assist the Inspector’s consideration of the soundness of the Plan and will form the basis of our points for discussion at the Examination Hearing session on 3<sup>rd</sup> February 2021.

## 2.0 Questions

### Question 3

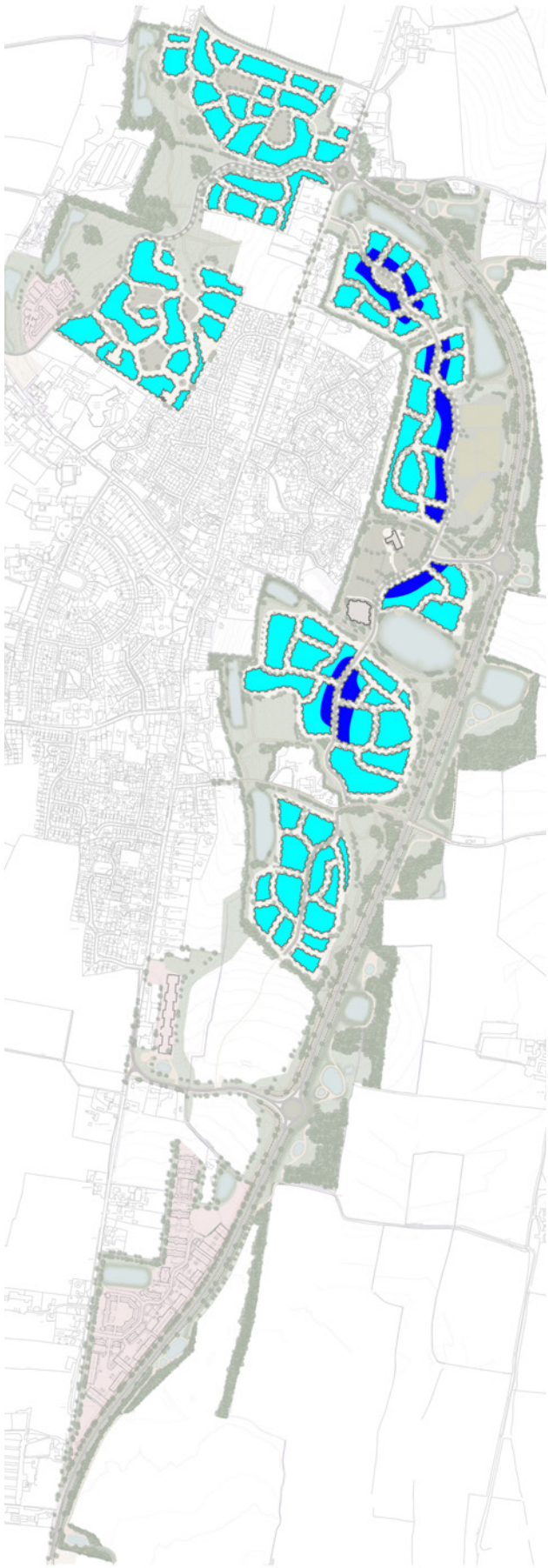
**To what extent are allocations in the Plan and the level of growth and development proposed across the Plan area reliant upon the implementation of the other listed schemes? For example is the provision of the A140 Long Stratton bypass necessary for the delivery of planned growth in the Plan?**

- 2.1 In the case of Long Stratton, the 1,800 dwelling allocation (Policy LNGS1) in the Long Stratton Area Action Plan (which is not replaced by the GNLP and forms a significant part of the GNLP’s planned growth) is dependent on the delivery of the A140 Long Stratton bypass. Policy LNGS1 specifically requires that no housing can be permitted until there is a delivery mechanism for the bypass in place and that the bypass will be delivered prior to the occupation of the 250<sup>th</sup> dwelling.
- 2.2 Another important consideration with respect to the delivery of the A140 Long Stratton bypass is its cost and the implications of this cost on the viability of Policy LNGS1 with respect to affordable housing delivery.
- 2.3 The bypass now has a commitment for government funding of £26.2 million from Department for Transport, but this only covers c.70% of the total cost estimate of delivering the bypass at £37.44m. The remaining c.30% (£11.23m) is expected to come from local contributions made up primarily of developer contributions (£4.5m) and pooled Community Infrastructure Levy (CIL) contributions. In order to cover this cost of £4.5m, the developers of Policy LNGS1 have submitted a Viability Statement (extract at Appendix 1) with their planning applications (refs: 2018/0111 and 2018/0112) setting out that the scheme can only viably deliver 10% affordable housing – a total of just 188 affordable dwellings out of a total of 1,875 proposed. This is significantly below the 33% requirement set by adopted policy and proposed by Policy 5. A 33% requirement from the 1,800 dwellings allocated would deliver 594 affordable homes, such that the current applications propose a reduction of 406 affordable

dwellings over the plan period. This reduction comprises 12% of the total affordable housing need in South Norfolk of 3,303 dwellings identified in the Greater Norwich Local Housing Needs Assessment (Ref: B22.3, Figure 45, p.74). This is a significant reduction and one that needs to be accounted for through other allocations.

- 2.4 **Recommendation:** Allocate additional deliverable sites in Long Stratton and South Norfolk as a whole to make up for the shortfall in affordable housing resulting from the identified need to deliver the A140 bypass.

**Appendix 1.**



# Long Stratton Viability Statement

May 2021



# HOUSING EXPECTATIONS

## Affordable Housing Financial Viability Report

Relating to the Proposed Development at:

**Long Stratton**

Updated 13<sup>th</sup> June 2021



The viability appraisal is currently showing a residual land value of circa £200k per hectare which is considerably below the estimated market value however this is in part due to the proposed offer of 10% affordable housing with a 60/40 tenure split and a large financial contribution.

## **7. Conclusions**

- 7.1 In determining the level of affordable housing that the site can sustain, a series of viability models are undertaken, increasing the level of contribution until the scheme becomes unviable.
- 7.2 A financial viability assessment has been undertaken to demonstrate the effect of the costs attributable to the application site and proposed development.
- 7.3 Having concluded the viability appraisal relating to this proposed development it is proposed to deliver 188 (10%) affordable homes and a total value of section 106 contributions and CIL payment of £20,826,691.

### **Disclaimer**

This report is not a valuation and should not be relied upon as such.

In accordance with PS1 (5.2) of the RICS Valuation – Global Standards 20202 (the ‘Red Book’), the provision of VPS1 to VPS5 are not of mandatory application and accordingly this report should not be relied upon as a Red Book valuation.

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