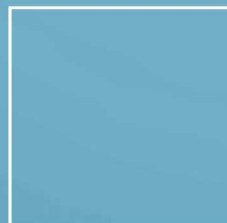


GNLP Part 2 Hearing Statement

Matter 12, (bb) Land to the rear of Burlingham Road/St Marys Close, South Walsham (Ref SWA1)



Issue Sheet

Prepared on behalf of Repton Properties

Land to the rear of Burlingham Road/St Marys Close, South Walsham
Hearing Statement

February 2022

Prepared by:

Signature:

Name: Beccy Rejzek

Title: Associate Director MRTPI

1 Introduction

- 1.1.1 This Hearing Statement is prepared on behalf of Repton Properties, Norfolk County Council's (NCC) development company. NCC own the site referred to as 'Land to the rear of Burlingham Road/St Marys Close, South Walsham' (Ref SWA1)
- 1.1.2 We have set out below responses to the Inspector's questions set out under 'Matter 12 Housing and mixed use allocations – sites with extant planning permission'
- 1.1.3 As requested, a response is provided only where necessary to supplement the information supplied in previous representations made by Norfolk Property Services (NPS) on behalf of Repton Properties.

2 Matter 12

1. Does the site still benefit from an extant planning permission for housing development?

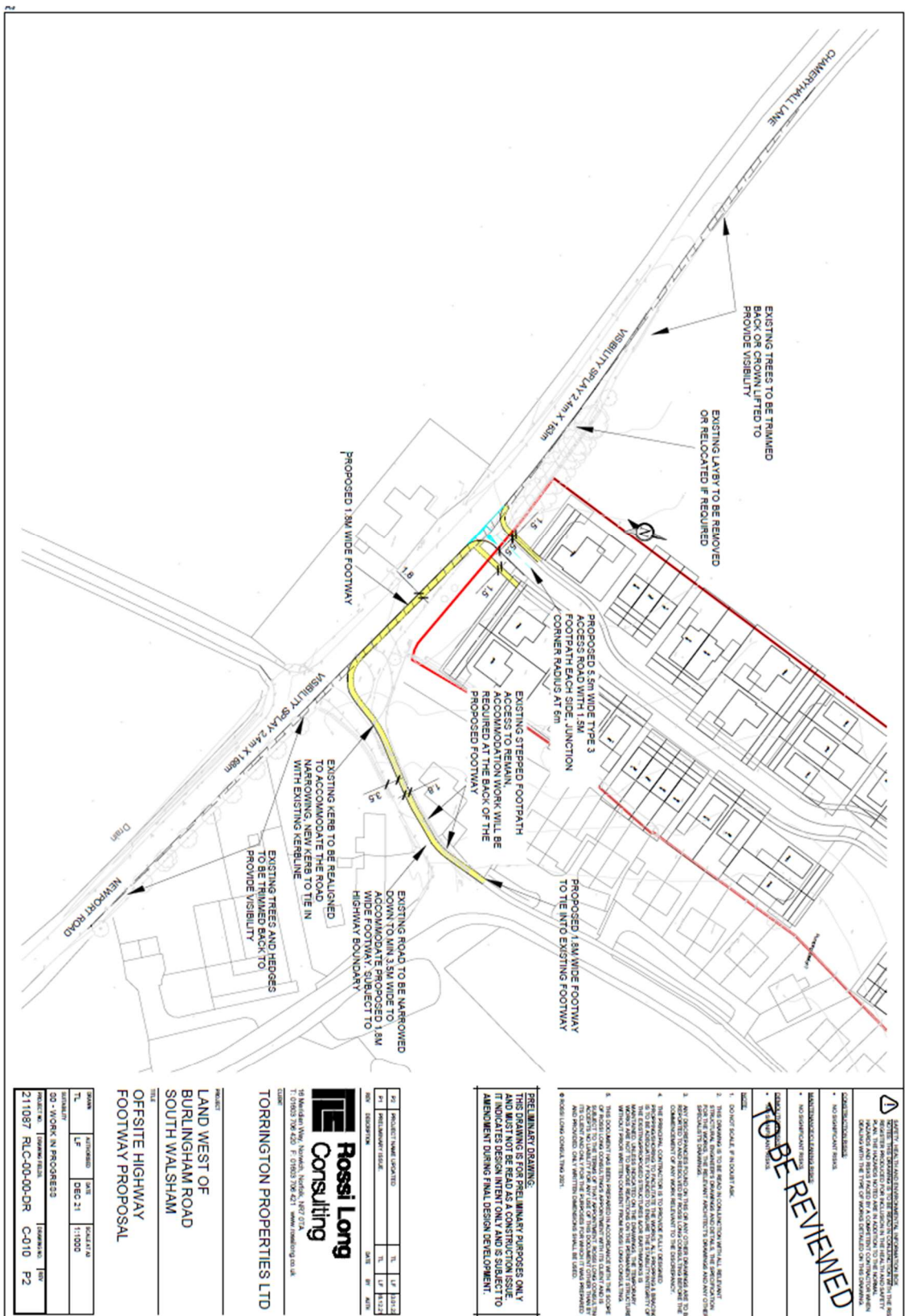
- 2.1.1 No, planning permission 20161643 has now expired. As set out in our previous representations, the intention is to bring this site forward in conjunction with adjacent GNLP0382 to provide a comprehensive development of both land parcels. A pre-application enquiry has been submitted to Broadland District Council.

2. Are the site specific delivery assumptions justified?

- 2.1.2 Yes, the site is available, viable and deliverable as set out in previous representations and Statement of Common Ground. The updated position is that a formal pre-application enquiry has now been submitted to Broadland District Council and a meeting is awaited. The intention is to submit a full planning application for the comprehensive development of this site and adjacent GNLP0382 in mid 2022.

3. Are the detailed policy requirements that would apply to the allocation justified and effective?

- 2.1.3 Policy SWA1 1 requires "1) Vehicular access from Burlingham Road".
- 2.1.4 Our previous representations have demonstrated that access to the site can be satisfactorily achieved from Burlingham Road as confirmed by planning permission 20161643. The intention is to develop both SWA1 and adjacent GNLP0382 in a comprehensive manner. Whilst both policies SWA1 and GNLP0382 envisage access from Burlingham Road, when read together, there is an opportunity to consider access to the combined sites from Chamery Hall Lane to the south. As such, we suggest the policy wording of SWA1 should be flexibly worded to allow for this to be considered.
- 2.1.5 Previously submitted technical work (210304_201440_Transport Note_Rev01) undertaken by Repton's Highways Consultants, Rossi Long Consulting, identifies an access solution from Chamery Hall Lane to GNLP0382 which would also enable access to SWA1. This demonstrates that appropriate visibility of approximately 160m can be provided and a 4.8m wide access road with radii of 6m can be achieved. There is flexibility to enlarge this if required. The existing layby on Chamery Hall Lane, to the west is within the control of the landowner and can be stopped up or relocated to the west. As such there is an acceptable access solution from Chamery Hall Lane.
- 2.1.6 Rossi Long have prepared two plans:
- 191258-C-001_P2 [JUNCTION VISIBILITY SPLAY PLAN]
 - 211087_C-010_P2 [OFFSITE HIGHWAY FOOTWAYPLAN]
- 2.1.7 These are included below.



2.1.8 A Stage 1 Road Safety Audit has now been undertaken based upon the above drawings by 3rd party independent auditors, CJ Safety Audit (REPORT REF: RLC21/JMJ/RSA1 January 2022).

2.1.9 The road safety audit confirms the proposed access arrangement from Chamery Hall Lane is acceptable, subject to the two items raised in the report below which can be addressed.

"General

3.1 No comment

Road Alignment

3.2 Comment - for consideration at detailed design

Location: Outside existing properties No. 22-26 Burlingham Road

The auditors note that the width of Burlingham Road will be reduced to 3.5m at this point, which is too narrow for a vehicle, particularly a delivery vehicle, to park whilst still leaving room for others to pass. As a consequence, drivers will probably park on the footway, which may cause damage. It is therefore recommended that the footway at this point be made over-runnable by vehicles. This would entail a stronger construction and perhaps a reduced height kerb for the length of the narrowing.

3.3 No comment

Junctions

3.4 Problem

Location: Proposed access junction

Summary: Obstructed visibility can result in fail to give way accidents

Visibility to the right for emerging vehicles is stated to be 2.4x163m, which is correct for the measured 85thile speed. However, it is noted that this visibility envelope passes over part of the layby in that area, where a parked vehicle would have a detrimental impact on junction visibility.

Recommendation

Reduce the length of the layby such that a y-distance of 163m is available outside of the layby.

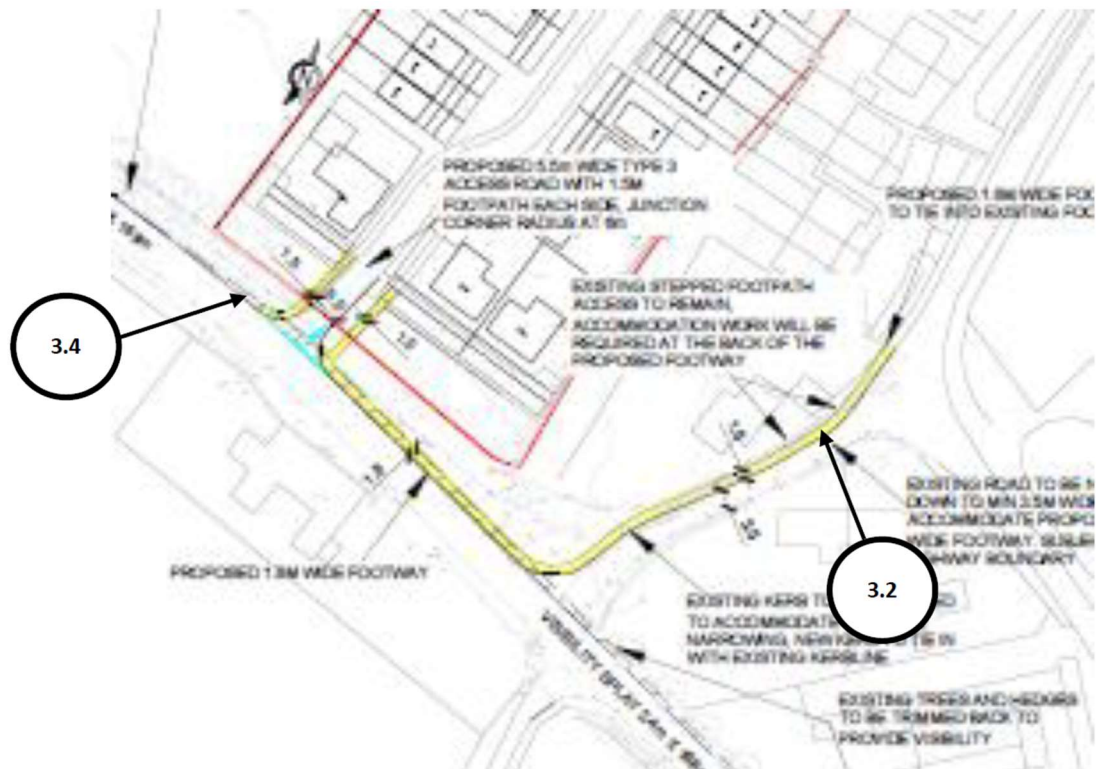
Non-Motorised Users

3.5 No comment

Signing and lighting

3.6 No comment"

2.1.10 The RSA shows the location of the two identified issues at 3.2 and 3.4 on the drawing below:



- 2.1.11 In summary, an evidence based approach demonstrates that satisfactory access can be taken from Chamery Hall Lane. The two minor issues identified in the Stage 1 RSA can be overcome through the measures suggested in the RSA. Repton Properties confirm that if vehicular access were to be taken from Chamery Hall Lane, this would be in combination with a pedestrian/cycle access via SWA1 to Burlingham Road.
- 2.1.12 To date, the GNLP have provided no evidence as to why access cannot be taken from Chamery Hall Lane, although we understand that it is the Highway Authority's preference for access to be taken from Burlingham Road.

Suggested Policy Change

- 2.1.13 In order to provide a robust approach to the comprehensive masterplanning of both SWA1 and GNLP0382 and to ensure the policy is effective, Policy SWA1 should be flexibly worded as follows:

Policy SWA1

Land to the rear of Burlingham Road/St Marys Close, South Walsham (of approx. 0.68ha) is allocated for residential development. This will accommodate at least 20 homes. More homes may be accommodated, subject to an acceptable design and layout being achieved. The development will be expected to address the following specific matters:

- 1. Vehicular access from either Burlingham Road or Chamery Hall Lane via GNLP0382.*
- 2. A sustainable drainage system (SUDS) should be provided. If this is not possible then restricted discharge to watercourse or surface water sewer may be required.*
- 3. Compensatory provision for the loss of recreational space may be required.*
- 4. Access to be made available to GNLP0382.*

- 2.1.14 Criteria 2 – 4 of policy SWA1 are justified and effective and no changes are sought.

3.

4. Is any proposed uplift in capacity, or extension to the site, justified and supported by the evidence?

An extension to the SWA1 site has been made through new allocation GNLP0382. Our previous representations and hearing statement in respect of GNLP0382 and Hearing Matter 10 confirm the new allocation is justified and supported by the evidence. Minor changes are sought to provide an effective and flexible policy approach.