

FINAL FOR SUBMISSION

GREATER NORWICH LOCAL PLAN DOCUMENTS:

- **GROWTH OPTIONS**
- **SITE PROPOSALS**

REGULATION 18 CONSULTATION JANUARY 2018

**ON BEHALF OF BARRATT DAVID WILSON HOMES (EASTERN
COUNTIES)**

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. GROWTH OPTIONS

Question 1: Do you agree with the draft vision and objectives for the plan?

- 1.1 For the main part, Barratt David Wilson Homes (BDW) is generally in support of the draft vision and objectives. However, the objective regarding homes should be focussed on speeding up delivery to reflect the draft NPPF. It is suggested that this should be worded as follows "To enable and facilitate the prompt delivery ..."
- 1.2 As part of this, Councils should be encouraged to work with developers to ensure that the speed of planning decision-making is improved and that pre-commencement conditions are kept to a minimum. This will allow the commencement of development to take place as soon as possible and limit the barriers to prompt implementation.

Question 2: Do you support the broad strategic approach to delivering jobs, homes and infrastructure?

- 1.3 Paragraph 4.5 seeks to ensure that greenfield development takes place in accessible locations but this does not take into account the potential for locations to be made accessible by the development proposed. It is suggested that this is clarified by replacing 'accessible locations' with 'locations that are or can be made accessible'. We support the acknowledgement that such developments can help to sustain town and village life – this is consistent with the draft NPPF.

Question 6: Do you agree that windfall development should be in addition to the 7,200 homes?

- 1.4 Yes

Question 9: Which alternative or alternatives do you favour?

- 1.5 My client favours option 1 and 3 as this would allow for their site at Cringleford (GNLP0307) to come forward. That is not to say that a blend of the other options would be inappropriate and it is noted that this is acknowledged as a possibility in paragraph 4.65. BDW considers that it is right for the eventual strategy to focus a large proportion of development in area around Norwich and it believes that Cringleford is an appropriate location for a large proportion of this requirement. Further submissions on this have been made under the Sites Proposals consultation.

1.6 BDW can confirm the deliverability of the existing commitment at Cringleford (Newfound Farm), which is will be submitting for Reserved Matters approval in the coming weeks following detailed pre-application discussions.

Question 13: Do you support the establishment of a Green Belt?

1.7 BDW strongly objects to the establishment of a Green Belt around Norwich in any form. It agrees with the comments at paragraph 4.73 that exceptional circumstances required to justify this do not exist. **Totally agree**

Question 21: Do you support Option UA1 for the remainder of the urban area and the fringe parishes?

1.8 The option should include proposals for development in the south west of the area in recognition of the potential for growth in this area. BDW has a large site at Cringleford (part of GNLP0307) that forms a natural extension to the committed development in this area and will assist in support and enhancing that community. This should be explicitly recognised in UA1.

Question 37: Which approach to affordable housing thresholds do you prefer?

1.9 Option AN2 is preferred but must be backed by viability evidence and must allow for the full range of affordable housing types to be considered.

Question 38: Which approach do you favour for affordable housing percentages?

2.1 Option AH5 is preferred as this would allow for the specific viability considerations of larger sites to be considered at the allocation stage. Such an approach is consistent with the requirements of the draft NPPF. For smaller sites, the level should be restricted to a maximum requirement of 27% with higher proportions permissible at the developer's discretion. This is, of course, subject to appropriate viability testing to demonstrate that such a proportion is deliverable.

Question 39: Do you support the favoured option for tenure split?

1.10 No - There is concern that a blanket tenure split requirement will not adequately address the needs identified on specific sites or in specific areas. It is noted that the Council intends to increase the housing target beyond that required by the OAN data. That would allow for an alternative approach to the tenure split preferences and BDW suggests that a 60:40 split would be more appropriate. BDW is pleased to note that the wider range of affordable housing types is acknowledged.

Question 41: Which approach to the mix of housing do you support?

1.11 AH10 is supported as this is more appropriate to allow site-specifics and market conditions to be considered. The requirements quoted in Figure 6 relate to the whole of the HMA, which includes a wide variety of areas and needs. It would be wrong to apply a blanket requirement – even with a threshold limit. Furthermore, affordable housing requirements are usually assessed on a case-by-case basis having regard to the greatest need at that time and the specifics of the site. This provides further justification to avoid a rigid housing mix policy.

Question 42: Which approach or approaches to housing for older people and care accommodation do you favour?

1.12 It is important to recognise that the need for institutional accommodation is in addition to the housing need identified for the purposes of the OAN. Requiring the provision of such space on existing allocations rolled forward or new allocations to be identified would mean that the ability of such allocations to meet the OAN requirements will be reduced. As such, further development sites or greater yields at those sites will be required to ensure that all housing needs can be met. To avoid viability issues on allocated sites it is considered that the most appropriate response would be a combination of options AH12 (specific allocations) and AH13 (criteria-based policy for sites outside of settlements or in alternative use).

Question 44: 4. Which policy approach do you favour to planning for the needs of Gypsies and Travellers?

1.13 It is preferred that specific allocations for gypsy and traveller accommodation pitches is provided (option GT1). Option GT2 is not supported as a blanket requirement for such provision on all larger housing allocation sites does not allow for the appropriateness of such use to be taken into account for individual sites.

Question 51: Which approach do you favour for air quality?

1.14 The preferred option is AQ2. A blanket requirement for an air pollution statement will add to the material required for a planning submission and will not be justifiable in all cases. AQ2 acknowledges that there are other powers available to ensure that air quality can be protected through development proposals.

Question 53: Which option do you support?

1.15 The application of either option needs to ensure that it includes criteria to confirm when it is applicable. The need for either requirement must be fully justified and necessary to make the development acceptable and this is not catered for in the options presented. As such, both options will need to be amended to allow both the specifics of the development site location to be considered and the specifics of the development proposed. The final option should also allow for either commuted payments in lieu of provision or on-site provision (or a combination of the two) – the current options each only allow for one scenario. For that reason, it is not appropriate to choose between the two options.

Question 56: Should the GNLP protect additional Strategic Gaps and if so where should these be?

1.16 No – there is an absence of evidence to suggest that this is required.

Question 57: Should option EN1 be included in the GNLP?

1.17 Option EN1 will need to be supported by clear evidence to demonstrate that it is the most appropriate method of securing a low carbon future and embrace the policies set out in the draft NPPF. Caution is recommended on adopting a blanket requirement for carbon reduction through renewable energy initiatives as this can often disregard the embodied carbon within the technologies. They may assist in tackling fuel poverty issues but may not deliver the low carbon future that is envisaged by this option.

Question 59: Do you support option COM1 for the distribution of affordable housing?

1.18 No - option COM1 is poorly worded. The clustering of affordable housing should not be deemed as unacceptable. Where appropriately designed, such an approach can ensure an appropriate compromise between management of assets by the RSLs and a cohesive community. The option should be amended to acknowledge that clusters are acceptable and that the clusters should be spread evenly across a development.

Question 60: Which option do you support?

1.19 The need for Health Impacts Assessments is considered to be unsubstantiated and a duplication of the matters that would be considered through the development management process. For that reason, option COM3 (no requirement for a HIA) is supported.

Question 65: Which option do you support?

- 1.20 The issue of action to be taken in the event of a lack of a five-year supply is now covered in the draft NPPF. An Action Plan will be required to address any shortfall and that plan will need to be based on the reasons behind any shortfall. For that reason, it is not possible to select a preferred option at this stage and it is suggested that the options are refined to allow for the causes of any shortfall to feature in the appropriate response.

2. SITE PROPOSALS DOCUMENT

- 2.2 BDW has previously put forward site GNLP0307 and continues to support this site for development. The site area includes an existing commitment that has outline planning permission (2013/1793/O) for a residential-led development that includes 650 new homes. This site is currently the subject of detailed pre-application discussions and the Reserved Matters submission is expected in April 2018. That element of the site is therefore self-evidently deliverable and it is appropriate to include that as part of the housing supply as has been shown in the draft GNLP.
- 2.3 For the avoidance of any doubt, the area that relates to this part of the site is identified at Appendix 1.
- 2.4 BDW also has an interest in the land to the south of this site that makes up the remainder of site GNLP0307. The Site Proposals document acknowledges the consented scheme to the north of this area but appears to overlook the development potential of the remainder of this area. BDW therefore wish to make it clear that it is willing and able to deliver further housing on the remainder of this site.
- 2.5 It is noted that the HELAA includes a RAG assessment of likely constraints and impacts, which contribute to the overall assessment of the developable area of the site.
- 2.6 This submission includes further work to demonstrate the extent of the remainder of this site (i.e. that land outside of the area subject to the outline planning permission). To assist the Council in its further assessment of this site for allocation in the GNLP, the following is provided:
- A **Development Framework Plan** prepared by Savills Urban Design Studio (Appendix 2). This indicates that the maintenance of a substantial green buffer along (in accordance with the adopted Neighbourhood Plan) the A47 boundary that is proposed to be landscaped. It allows for a large area of open space between the consented scheme and the proposed new development site. This area of open space will allow for the recreation land required by the consented scheme to be provided in this area, as intended. It includes a detailed network of foot and cycle links within the developed area and the greenspaces, which connect to the consented scheme and provide the potential to link to adjoining parcels should they come forward for development.

The Framework Plan also for road access to tie in with the 'spine road' that is to be delivered through the consented scheme, which has been designed to allow for bus access. An indicative network of streets through the site is identified that provides for a logical road network and would complement the proposals on the consented scheme and ensure appropriate connectivity.

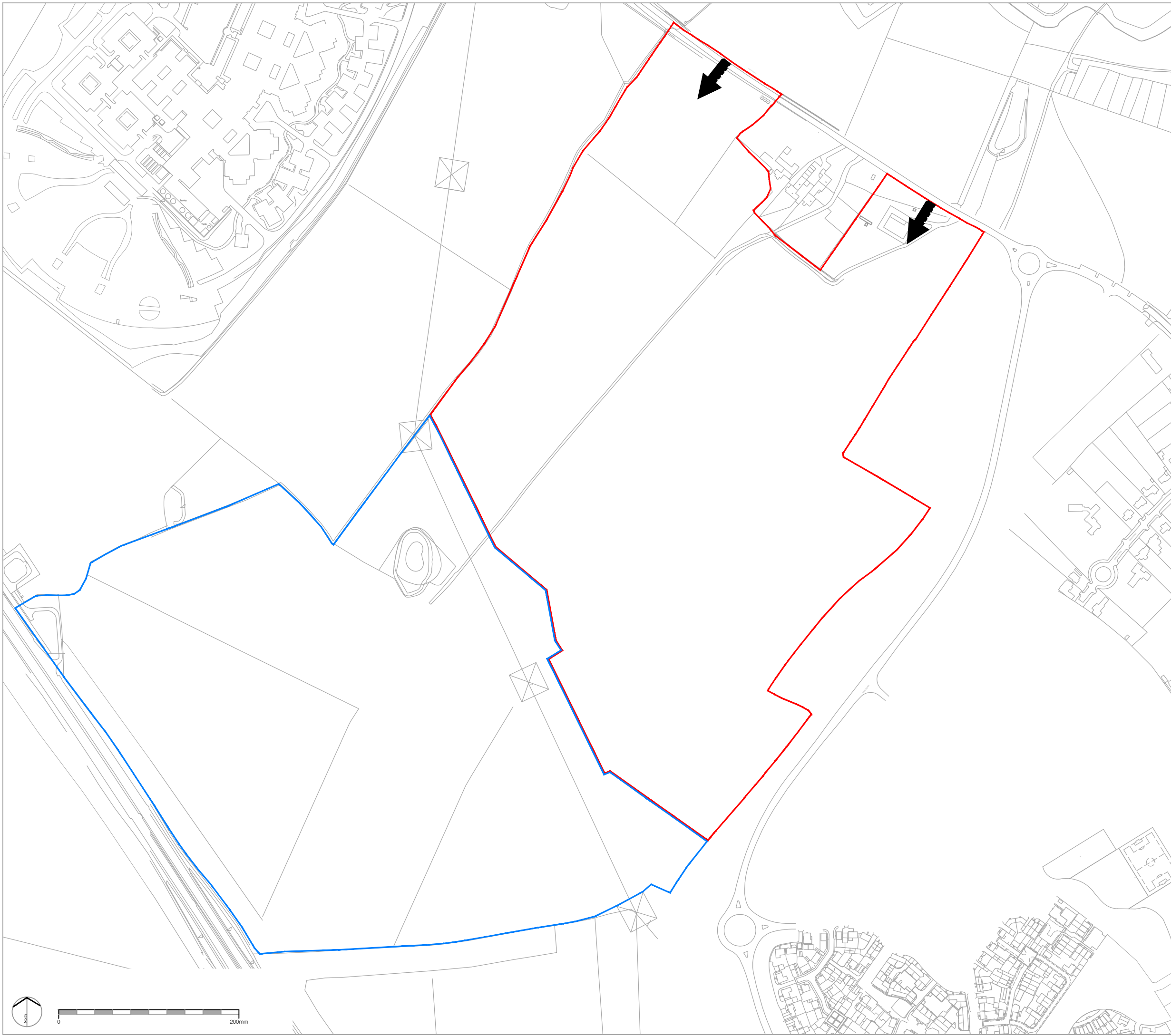
This demonstrates that the amber ratings for access, accessibility to services and transport & roads in the HELAA is not justified.

The site has an area of 24ha. The exact development yield will be subject to detailed design work and further discussions with the relevant Councils to identify any other supporting uses that are felt necessary at this site.




- A **Landscape Overview** prepared by CSA Environmental (Appendix 3). This identifies that the site to be of medium/low landscape value and medium sensitivity. It concludes that the site is well contained and that the Development Framework Plan successfully demonstrates how site could be developed without materially impacting on the landscape character of the immediate area. This suggests that the amber landscape impact of this site identified in the HELAA is not justified.
- A **Drainage Review** (appendix 4) prepared by the Engineering Manager at BDW. This builds on work undertaken for the detailed drainage of the consented scheme on the neighbouring site. It identifies that the site is in Flood Zone 1 and that the land is suitable for a SuDS scheme and that this will be incorporated into the layout of the site. It reviews to the new obligations that come into force in April 2018 that will require Anglian Water to ensure that a suitable connection to the foul water system is provided and provide any network reinforcement that is required. As such, it is demonstrated that there are no insurmountable drainage issues that would prevent the site from coming forward for development. This suggests that the comments in the HELAA regarding drainage capacity and flood risk are capable of being addressed.
- A **Transport Report** (Appendix 5) prepared by AECOM. This summarises the transport background of the site and the surrounding area, including the committed improvements that exist in the local area. It demonstrates that the site is located in a sustainable location and is well-placed to benefit from these transport improvements in the local area. It identifies further mitigation measures that may be required and confirms that these are deliverable. It concludes that the allocation of this site for housing development does not indicate any transport issues that cannot be mitigated. The report demonstrates that the amber rating for access, accessibility to services and transport and roads identified in the HELAA will need to be reviewed to reflect the delivery of future developments and local improvements in the vicinity of the site.

2.7 This additional information provides further evidence to support the allocation of this site for housing. The site is under the control of a housebuilder that is already active in the area and is able to bring the site forward for development as part of the adjoining consented scheme. It could be delivered concurrently with this scheme or as a later phase – the timing of delivery would be a matter for discussion with the Council. Delivery of the entire site identified under GNLP0307 will start in the first five years of the plan period.

APPENDIX 1: SITE PLAN FOR APPROVED DEVELOPMENT



LEGEND

-  Application Site Boundary
-  Other Land within ownership/ control of applicant
-  Access to primary movement route

Revisions	
Rev	Date Drawn/Check/Details

RUA ARCHITECTURE & URBAN DESIGN

Project:
 Newfound Farm, Cringleford
 DRAWING TITLE:
 Site plan showing proposed access points
 ISSUED BY:IR
 DATE: 15.09.2013
 SCALE: 1:4000
 STATUS: Final

DWG. No NFC_P_001
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 the sole purpose of the planning for this named development only.
 Figured dimensions are to be taken in preference to scaled dimensions
 and any discrepancies are to be reported to RUA.



APPENDIX 2: DEVELOPMENT FRAMEWORK PLAN

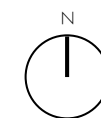


- 1 Potential arrival space into the development with mix of hard standing and landscape
- 2 Potential pedestrian access route - extension of the Green Link
- 3 Proposed extended Green Link, connecting to open space
- 4 Opportunity for focal space / public realm
- 5 Retained and enhanced tree lines and hedgerows as green corridors
- 6 Opportunity to create a landscaped corridor under powerlines
- 7 Opportunity to reinforce boundary vegetation along landscape edge
- 8 Proposed Landscape Protection Zone along Norwich Southern Bypass to include amenity space and recreational routes

- Site boundary
- Potential vehicular access
- Potential residential area
- Potential principal street through the development (double loop)
- Potential secondary street
- Potential shared surface street / private drive
- Opportunity for key spaces
- Potential pedestrian / cycle link
- Network of pedestrian and cycle paths
- Existing vegetation
- Potential new planting and vegetation
- Potential sustainable drainage attenuation
- Overhead HV line with exclusion zone (60m)
- Extent of development boundary

**Land south-west of Newfound Farm,
Colney Lane, Cringleford**

Development framework plan
1:3000 @A3
March 2018



APPENDIX 3: LANDSCAPE OVERVIEW



Cringleford Option Land

Landscape Overview

Prepared by
CSA Environmental

on behalf of
Barratt David Wilson Homes

Report No: CSA/3661/01

March 2018

Report Reference	Revision	Date	Prepared by	Approved by	Comments
CSA/3661/01	-	15.03.18	SW	CA	



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Appendix B: Aerial Photograph

Appendix C: Photosheets

Appendix D: MAGIC Map and Heritage Information

Appendix E: Map 4.6

Appendix F: CNDP Proposals Map

Appendix G: 2016 Call for Sites Extract

Appendix H: 2017 HELAA Extract

Appendix I: 2012 South Norfolk Local Landscape Designations Review
Extract

Appendix J: Online TPO Search Extract

Appendix K: Development Framework Plan

Appendix L: Site and Surrounding Planning Consents

Appendix M: Methodology

1.0 INTRODUCTION

- 1.1 CSA Environmental has been appointed by Barratt David Wilson Homes to undertake a landscape overview of the option land, Cringleford (the 'Site'). This overview is intended to support representations to the Local Planning Authority for residential development at the Site.
- 1.2 The Site is located to the southwest of Norwich within the parish of Cringleford and the administrative area of South Norfolk Council. The location and extent of the Site is shown on the Location Plans at **Appendix A** and on the Aerial Photograph at **Appendix B**.
- 1.3 This assessment describes the existing landscape character and quality of the Site and the surrounding area. The report then goes on to discuss the suitability of the Site to accommodate the development in principle, and the potential landscape and visual effects on the wider area.

Methodology

- 1.4 This assessment is based on site visits undertaken by a suitably qualified and experienced Landscape Architect in February 2018. The weather conditions at the time of the visits were good.
- 1.5 In landscape and visual impact assessments, a distinction is drawn between landscape effects (i.e. effects on the character or quality of the landscape irrespective of whether there are any views of the landscape, or viewers to see them) and visual effects (i.e. effects on people's views of the landscape from public vantage points, including public rights of way and other areas with general public access, as well as effects from any residential properties). This report therefore considers the potential impact of development on the Site on both landscape character and visibility. The methodology utilised in this report is contained in **Appendix M**.
- 1.6 Photographs contained within this document (**Appendix C**) were taken using a digital camera with a lens focal length approximating to 50mm, to give a similar depth of vision to the human eye. In some instances images have been combined to create a panorama.

2.0 LANDSCAPE POLICY CONTEXT

National Planning Policy Framework

- 2.1 National policy is set out in The National Planning Policy Framework ('NPPF') and those parts relevant to this assessment are summarised below.
- 2.2 Paragraph 14 of the NPPF states that at the heart of the document is a presumption in favour of sustainable development, which it states should be seen as a golden thread running through both plan-making and decision-taking.
- 2.3 Paragraph 17 of the NPPF sets out the core planning principles which should underpin the plan making and decision taking process.
- 2.4 Principle 5 states that account should be taken of '*the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it*'.
- 2.5 Section 7 of the NPPF sets out the requirements of good design and Paragraph 56 states that:
- 2.6 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.'
- 2.7 Paragraph 58 states that local and neighbourhood plans should develop robust policies which set out the quality of development which will be expected based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions among others should aim to ensure development:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; and
 - are visually attractive as a result of good architecture and appropriate landscaping.

- 2.8 Paragraph 61 notes that planning policies should address the connections between people and place and the integration of new development into the natural, built and historic environment.
- 2.9 Section 11 of the NPPF deals with conserving and enhancing the natural environment. Paragraph 109 of the document states that the planning system should contribute to the protection and enhancement of the natural and local environment through, among other things protecting and enhancing valued landscapes.

Planning Practice Guidance

- 2.10 The NPPF is supported by the Planning Practice Guidance ('PPG') which contains guidance on the design of new developments and on landscape and the natural environment, with reference to the relevant policy contained in the NPPF.
- 2.11 The Design section of the guidance describes the importance of good design as an integral part of providing sustainable development. Paragraph 6 (ID: 26-006-20140306) states:

'Design impacts on how people interact with places. Although design is only part of the planning process it can affect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. Planning policies and decisions should seek to ensure the physical environment supports these objectives.'

- 2.12 The following issues should be considered:

- local character (including landscape setting);
- safe, connected and efficient streets;
- a network of greenspaces (including parks) and public places;
- crime prevention;
- security measures;
- access and inclusion;
- efficient use of natural resources; and
- cohesive and vibrant neighbourhoods.

- 2.13 Paragraph 7 of the Design section notes that the successful integration of all forms of development with their surrounding context is an important consideration.

- 2.14 Paragraph 001 of the Natural Environment Section of the Guidance notes that one of the core principles of the NPPF is that planning should recognise the intrinsic character and beauty of the countryside. It notes that *'Local Plans should include strategic policies for the conservation*

and enhancement of the natural environment, including landscape. This includes designated landscapes but also the wider countryside.'

Local Policy Context

- 2.15 South Norfolk Council (SNC), Broadland District Council, Norwich City Council and Norfolk County Council are working together to prepare the Greater Norwich Local Plan (GNLP). The GNLP consultation was launched in January 2018 and is scheduled to run until March 2018, with a number of supporting studies produced to inform the preparation of the Plan. Adoption of the Plan is scheduled for December 2020.
- 2.16 Until the emerging Local Plan is formally adopted the policies within The South Norfolk Local Plan (adopted 2011) remain relevant insofar as they are in compliance with the NPPF.

South Norfolk Local Plan

- 2.17 The South Norfolk Local Plan comprises a number of adopted planning documents, including a Joint Core Strategy (JCS) between South Norfolk, Broadland District, Norwich City and Norfolk County Councils (collectively referred to as the Greater Norwich Development Partnership, or GNDP). The JCS was adopted in 2011, with amendments relating to housing growth in Broadland, adopted in January 2014.
- 2.18 The Development Management Policies Document (DMPD) for South Norfolk was adopted in 2015 and also forms part of the South Norfolk Local Plan. The main landscape policies from these documents relevant to the Site are referenced as follows:

JCS, 2011

- 2.19 **Policy 2: Promoting Good Design** requires all development to be designed to the highest possible standards, respecting local distinctiveness including the landscape character and historic environment, as well as the varied character of market towns and villages.
- 2.20 **Policy 9: Strategy for growth in the Norwich Policy Area (NPA)** states that new allocations will need to deliver a minimum of 21,000 dwellings across the NPA, with Cringleford accounting for 1,200 of these.

DMPD, 2015

- 2.21 **Policy DM1.4 Environmental Quality and Local Distinctiveness** states that the Council will work with developers to promote and achieve high quality and positive environmental improvement from all development. It notes that all development proposals must demonstrate an understanding and evaluation of the important environmental assets

including locally distinctive characteristics, and justify the design approach.

2.22 **Policy DM4.5 Landscape Character and River Valleys** states that all development should respect, conserve and where possible, enhance the landscape character of its immediate and wider environment. It goes on to state that development proposals which cause a significant adverse impact on the distinctive landscape character of an area will be refused. The policy continues by stating that development proposals will be expected to demonstrate how they have taken the following elements (from the 2001 South Norfolk Landscape Assessment as updated by the 2012 review) into account:

- The key characteristics, assets, sensitivities and vulnerabilities;
- The landscape strategy; and
- Development considerations.

2.23 **Policy DM4.6 Landscape Setting of Norwich** states that all development proposals will not harm and, where possible, will enhance the landscape setting of Norwich, with specific considerations including:

- **NSBLZ** – all development proposals within the Norwich Southern Bypass Landscape Protection Zone should have regard to protecting the openness of the Zone and where possible enhance the landscape setting of the southern bypass (refer to Map 4.6 at **Appendix E**).
- **Key Views** – all development proposals located within the Key Views ‘cones’ (refer to Map 4.6 at **Appendix E**) should ensure they do not obstruct the long distance views to and from the city.

2.24 As shown on Map 4.6, the Site lies within a Key View ‘cone’ but does not lie within the NSBLZ, although the land immediately south and west does.

2.25 **Policy DM4.8 Protection of Trees and Hedgerows** states that the conservation of significant trees, woodland and traditional orchards will be promoted and that the Council will presume in favour of the retention of ‘important’ hedgerows as defined by the Hedgerows Regulations 1997.

2.26 **Policy DM4.9 Incorporating Landscape into Design** states that detailed development proposals must demonstrate a high quality of landscape design, implementation and management, respecting the character and distinctiveness of the local landscape. The policy also states that landscape schemes will be required to respect the character and distinctiveness of the local landscape.

Cringleford Neighbourhood Development Plan

- 2.27 The Cringleford Neighbourhood Development Plan (CNDP) was formally adopted by SNC in February 2014 and hence included within the SNC Development Plan. The CNDP covers the policy period up to 2026, with policies relevant to landscape matters listed as follows:
- 2.28 **Policy GEN2** states that future development must pay careful attention to JCS Policy 1 (concerned with addressing climate change and protecting environmental assets), especially where development could affect the Conservation Area and significant buildings listed within Policy GEN3.
- 2.29 **Policy GEN3** lists a number of significant buildings and their settings outside the Conservation Area that should be protected, conserved and enhanced. Included in the list are the Round House and the original farm house and associated converted outbuildings at Newfound Farm, both of which lie within 1km of the Site.
- 2.30 **Policy ENV1** states that a Landscaped Protection Zone (aligned with the NSBLZ defined within the DMPD, 2015) will be provided along the route of the A47 which will form a key strategic gap at the edge of new development. Whilst the Site is outside of the defined Landscaped Protection Zone, the policy states that the visual impact of new development when viewed from approaching main roads should be minimised through site-appropriate landscape bunding, screening and mature tree planting.
- 2.31 **Policy ENV3** states that in order to minimise further loss of hedgerows, those shown on the Proposals Map should be protected and wherever possible enhanced (see Proposals Map at **Appendix F**).
- 2.32 **Policy ENV5** states that sustainable drainage schemes should be used to provide wildlife areas and should be designed as an integral part of green infrastructure.
- 2.33 **Policy ENV6** states that developments which provide open spaces and community woodland and connect these spaces with others in the village and that have defined public access, will be permitted.
- 2.34 **Policy HOU1** states that approximately 1,200 new homes should be dispersed across the Housing Site Allocation Area as shown on the Proposals Map (see **Appendix F**). The majority of the Site falls within this allocation, with the land within the northern-most corner outside of the allocation.

Housing and Economic Land Availability Assessment (HELAA)

- 2.35 The HELAA was published in December 2017 with the purpose of providing evidence on the range and extent of land which could be considered for development to meet the housing need as identified in the emerging GNL. The HELAA considers the suitability of sites by assessing the various constraints to and impacts of development on those sites by means of a red, amber and green approach. In this case, red signifies an impact or constraint that rules the site unsuitable, amber indicates an impact or constraint that requires mitigation to make development acceptable and green represents no constraint or impact.
- 2.36 The Site is located within site reference GNL0307 (see Extract at **Appendix G**) and it should be noted that the Site represents only part of GNL0307, with the land to the north subject to outline planning consent for up to 650 new dwellings (planning reference 2013/1793, see plan at **Appendix L**). The findings of the assessment are contained within **Appendix H**, with those relevant to landscape matters summarised as follows:

Constraints Analysis

- 2.37 Amber – Access

Impacts Analysis

- 2.38 Amber – Significant Landscapes
- 2.39 Green – Townscapes, Biodiversity and Geodiversity, Historic Environment, Open Space and GI, Compatibility with Neighbouring uses.

Site Suitability Conclusions

- 2.40 The HELAA concludes that development is likely to be able to overcome or mitigate the identified constraints (which include the Northern Southern Bypass landscape protection zone), evidenced by the fact that a significant part of the site already has planning consent for similar development. Overall, the HELAA considers the site to be *suitable*.

South Norfolk Place-Making Guide (SNPMG) SPD

- 2.41 Published in September 2012, the purpose of this SPD is to promote and secure high quality design in new development and will be used by SNC as a consideration in the determination of planning applications.
- 2.42 Section 2 of the SNPMG identifies the relevant national landscape character areas (NCA) and the corresponding local landscape types and character areas, as identified by The Countryside Agency and English Nature and the South Norfolk Landscape Assessment Report

respectively (considered in more detail in the following section of this report). The Site lies within character area C1: Yare Tributary Farmland with Parkland and the SNPMG identifies the following key design principles:

- Ensure that the sparsely settled character of the area is respected;
- Ensure that the quality, character and setting of the key landscape assets are protected (including historic parklands);
- Ensure key views of historic churches and their settings are protected;
- Ensure the rural character of the network of lanes is conserved;
- Consider the impact on key views from higher plateau landscape, adjoining character areas and views towards Norwich; and
- Ensure new development responds to local vernacular features.

2.43 The SNPMG then goes on to consider each of the key areas for growth and sets a number of key design principles, which for Cringleford are as follows:

- Respect landscape significance of river valleys where development should be avoided;
- Ensure trees, hedges and natural landscape features have a dominant role in the design of new development;
- Improve pedestrian/cycle linkages to existing networks; and
- Ensure that new development responds to the existing vernacular in the locality.

2.44 Section 3 identifies a number of place-making and design principles, which include:

- New development should retain existing site features of value and should be designed to take advantage of the characteristics of the site and local surroundings. Such features are identified as including mature trees, hedgerows, water courses and landform;
- New development should be designed to have a positive character that is appropriate for the place where it is located; and
- The design of new development should be specific to its situation, in terms of the client's brief, the site and local context, based on an understanding of the local area.

3.0 SITE CONTEXT

Site Context

- 3.1 The Site lies to the west of the village of Cringleford and occupies a roughly rectangular shaped area of agricultural land. The Site location and its immediate context are illustrated on the Location Plans and Aerial Photograph in **Appendices A** and **B**, and on the photographs contained within **Appendix C**.
- 3.2 A small block of woodland and arable farmland lies to the immediate north of the Site, beyond which is the Norfolk and Norwich University Hospital, John Innes Centre and the River Yare valley, which winds through the landscape and marks the southern extent of the settlements at Three Score, Bowthorpe, Chapel Break and Clover Hill.
- 3.3 The University of East Anglia lies to the northeast of the River Yare valley, beyond which the landscape is predominantly urban, with the main settlement being Norwich surrounded by outlying suburbs and villages.
- 3.4 Arable farmland at Newfound Farm lies immediately east of the Site, which is separated from Round House Way by a narrow strip of land. The newly completed development at Round House Park follows the alignment of Round House Way to the east and forms a substantial extension to Cringleford.
- 3.5 Further east, the River Yare valley, with its floodplains, wetland vegetation and woodland blocks forms a green buffer within the landscape separating Cringleford from Norwich, save for one point where the A11 connects the two settlements.
- 3.6 Existing vegetation marks the southern Site boundary, beyond which lies an area of farmland bounded by the routes of and intersection between the A11 and A47/Norwich Southern Bypass. Further south, the rail line connecting Norwich to Wymondham runs east/west before the landscape opens out into open countryside scattered with villages.
- 3.7 The western Site boundary is unmarked on the ground and is separated from the A47 by an area of arable farmland and a linear woodland along the route of the A47. Open countryside lies beyond this, with the villages of Hethersett and Little Melton approximately 2.3km and 1.8km to the west and northwest of the Site respectively.

National Landscape Character

- 3.8 Natural England has produced profiles for England's National Character Areas ('NCAs'), which divides England into 159 distinct natural areas,

defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. The Site lies within the Mid Norfolk Character Area (NCA 84).

3.9 The key characteristics of the Mid Norfolk NCA include the following:

- Broadly flat, glacial till plateau dissected by river valleys;
- Biodiversity-rich, wide, lush river valleys with wooded valley slopes;
- Tranquil agricultural landscape with extensive areas of arable land;
- Ancient countryside, much of it enclosed in the 14th century, with a patchwork field system, sinuous lanes and mixed hedges with hedgerow oaks;
- Largely fragmented, isolated mixed deciduous and pasture woodlands;
- Large number of 18th century estates with associated parkland and a great density and stylistic variety of churches which are prominent features in the landscape; and
- Dense network of public rights of way.

District Landscape Character

South Norfolk Landscape Character Assessment (2001) and South Norfolk Local Landscape Designations Review (2012)

3.10 The South Norfolk Landscape Character Assessment was produced by Land Use Consultants on behalf of South Norfolk Council in 2001.

3.11 As part of the evidence base for the emerging Local Plan, Chris Blandford Associates were appointed in 2012 to undertake a review of the landscape character areas and River Valley extents identified in the original assessment. The purpose of the review was to identify changes in character and geographical extents owing to recent development. The two documents should be read in conjunction with one another.

3.12 The Site is located within LCT C: Tributary Farmland with Parkland (see extract at **Appendix I**), with the key characteristics identified as including:

- Gently undulating landform;
- Transitional landscape occupying mid ground between upland plateaux and main river valleys;
- Presence of large parkland estates;
- Context of tamed and peaceful arable farmland, with medium to large scale fields surrounded by sparse hedges and hedgerow trees;
- Dispersed settlement pattern; and

- Tributaries visually elusive and often inaccessible (often hidden by topography or trees).

3.13 The 2001 Landscape Character Assessment then undertook a more detailed assessment of the LCTs in order to define a series of Landscape Character Areas (LCAs). The Site lies within LCA C1: Yare Tributary Farmland with Parkland, with the key characteristics of the LCA including:

- Shelving landform with a gently undulating topography providing a variety of open/more intimate landscape settings and long/framed views;
- Transitional landscape occupying the mid-ground between the upland plateau of the Wymondham-Hethersett farmland and principal Yare Valley and forming part of the rural and urban landscape;
- Peaceful farmland with small farm woodlands;
- Presence of large parkland estates;
- Sparsely settled landscape;
- A sense of impenetrability and remoteness despite the presence of major transportation corridors, which create movement and noise in this otherwise peaceful landscape;
- Arable and pastoral farmland. Fields surrounded by sparse hedges and hedgerow trees;
- High number of large dwellings set in extensive grounds;
- Intermittent long views towards the City of Norwich; and
- Presence of large institutional buildings including the new hospital.

3.14 The assessment then identifies the principal sensitivities and vulnerabilities of the LCA, which include:

- Proximity to Norwich and loss of rural farmland character through, amongst others, development to the west of Cringleford;
- Particular vulnerability to the loss of clarity of the rural/urban divide created by the Yare Valley;
- Gentle topography making this area especially sensitive to the location of new development – and potential impact on views to the City;
- Infill development within Cringleford and new development at the western edge of the village, which has the potential to be visually intrusive in views across the character area;
- Loss and degradation in the character of the historic parkland and designed landscapes, particularly with changing uses and demands;

- Loss of mature tree boundaries (without replacement) resulting in further 'opening up' of views plus loss of woodland; and
- Suburbanisation of field and parkland boundaries.

3.15 The studies go on to identify an overall landscape strategy to conserve the peaceful rural character of the LCA and a clear rural/urban transition. To that end, the assessments of the LCA conclude with a series of development considerations, listed as follows:

- Respect the sparsely settled character of the area;
- Protect the quality, character and setting of the key landscape assets, notably the tributary corridors and historic parklands;
- Seek to ensure the restoration and management of historic landscapes as a condition of permission for new users/development within these areas;
- Consider impact of proposals on the intricate lane network – avoid widening and kerb lighting;
- Consider impact on key views from the higher plateau landscape, the adjoining character areas (particularly the Yare Valley Urban Fringe) and views towards the city; and
- Ensure that the rural character of the landscape of the Norwich Southern Bypass Protection Zone is maintained and that differential development north and south of the road do not erode the unity of the character area.

3.16 From our assessment of the Site and the surrounding area we would conclude that the Site reflects some of the landscape characteristics identified in the national and district assessments, namely arable farmland with gently undulating topography occupying the mid ground, with some hedgerow and hedgerow tree enclosure. There are however a number of characteristics that the Site does not share with the wider LCA, notably the presence of historic parkland, a sense of remoteness and long distance views to the city of Norwich. It is also noted that the recently completed development at Round House Park to the western edge of Cringleford exerts an urban influence upon the character of the Site.

Designated Sites and Heritage Assets

3.17 The Multi Agency Geographic Information for the Countryside Map ('MAGIC', refer to MAGIC Map Extract and Heritage Plan at **Appendix D**) and the CNDP Proposals Map (adopted in 2014, refer to Proposals Map at **Appendix F**) indicates that the Site is not covered by any statutory or non-statutory designations for landscape character or quality.

- 3.18 There are no Scheduled Monuments or Listed Buildings on the Site. The nearest listed buildings to the Site are the Round House and Milestone Number 4 (both Grade II listed) which are located approximately 0.5km and 0.8km to the southeast and southwest respectively. Further afield, Thickthorn Hall (Grade II listed) is located 1.3km to the southwest of the Site and the Sainsbury Centre and Norfolk Terrace at the University of East Anglia (both Grade II* listed) are located approximately 1.5km to the northeast of the Site.
- 3.19 The southern extent of the Cringleford Conservation Area lies approximately 1.3km to the southeast of the Site on the opposite side of the A11/Newmarket Road.
- 3.20 There is no inter-visibility between the Site and Milestone Number 4 and Thickthorn Hall to the southwest, Cringleford Conservation Area to the southeast and the listed buildings at the University of East Anglia.

Public Rights of Way

- 3.21 There are no public rights of way (PROW) crossing or immediately adjoining the Site.
- 3.22 The closest public right of way to the site is Footpath FP1 located approximately 0.6km to the south of the Site, heading southwards from the A11 to Cantley Lane.
- 3.23 Public footpath FP4a crosses a footbridge over the A47 and connects Cantley lane with Cantley lane South and is located approximately 1km to the south of the Site.
- 3.24 There are 2 public rights of way running westwards off Station Lane towards Hethersett, namely footpath FP5 and byway BOAT2, located approximately 2.3km to the southwest of the Site.

Tree Preservation Orders

- 3.25 There are no trees on the Site covered by a Tree Preservation Order ('TPO'). This is confirmed by an examination of SNC's online interactive mapping tool on the 06.03.18 (refer to Extract at **Appendix J**).

4.0 SITE DESCRIPTION AND VISIBILITY

Site Description

- 4.1 The Site comprises a roughly rectangular piece of land located to the west of Cringleford, as illustrated on the Aerial Photograph at **Appendix B**. The Site currently comprises arable farmland and its immediate context are shown on the photographs contained in **Appendix C**.
- 4.2 Running from west to east, the northern Site boundary is marked by deciduous understorey vegetation of around 3-4m in height, behind which there is a small coniferous woodland block (**Photograph 27**). The boundary then turns southwards for a section, following the existing field pattern, and is defined by outgrown understorey and tall trees. The boundary then turns to the northeast where it is initially less densely vegetated and marked by a number of trees alongside emerging scrub; after approximately 70m a hedgerow at 2-3m high marks the boundary with occasional trees and an electricity pylon (**Photographs 32 and 49**). Overall, there are a number of gaps within this boundary vegetation, notably at the corner of the turn (**Photograph 30**) and to the east of the woodland block (**Photograph 29**).
- 4.3 From its northern-most point, the eastern Site boundary initially heads southeast towards an unmade track and is undefined on the ground. The boundary then returns southwest and runs parallel to the track and is defined by long grass and emerging scrub (**Photograph 48**). After around 170m, the boundary then turns again and heads southeast towards Round House Way cutting across the existing field pattern (**Photographs 13 and 34**).
- 4.4 The southern boundary is stepped back from Round House Way and follows the existing field boundary by initially heading southwest for a section before returning at the location of an electricity pylon and heading westwards (**Photograph 36**). This boundary is defined by an existing tree line with occasional shrub understorey (**Photograph 17**).
- 4.5 The western Site boundary is undefined on the ground and bisects three fields, one of which is enclosed by hedgerow and trees and is bisected by the Site boundary (**Photographs 20 and 25**).
- 4.6 The majority of the Site is arable farmland and there are several landscape features within the Site, notably the hedgerow and trees bisected by the western Site boundary. Enclosing a triangular field to the west of the Site, two sections of hedgerow protrude into the Site from the western boundary and converge at a gap currently used for farm access (**Photograph 21**). The hedgerows are clearly defined yet gappy in places, particularly where there are mature trees and where field

access is taken. It is noted that these hedgerows are marked as '*hedgerow to be retained*' within the CNDP (see Proposals Map at **Appendix F**).

- 4.7 There is a second hedgerow within the Site that runs from the southwest corner in a northeast direction; the initial section of the hedgerow (around 200m) is quite consistent at around 2m in height before fragmenting where the line is continued by a single tree, low shrub and long grass before terminating at a pylon (**Photographs 17 and 19**). There is an electricity pole within the hedgerow.
- 4.8 Towards the north of the Site there is an oval shaped depression around 4m deep and measuring around 60m on its long axis (**Photograph 33**). There are several trees scattered around the southern and eastern side of the depression, most notably 2 Oak and 2 Ash trees at around 14m in height, with a further single Oak around 18m in height located north of here towards the Site boundary.
- 4.9 An unmade track runs from the depression northeast-wards towards Newfound Farm which is not publically accessible and used as part of the farm operations (**Photograph 35**). The majority of the track is off-site with only a short section towards the depression lying within the Site.
- 4.10 There are 3 high voltage electricity pylons within the Site that run in a line roughly parallel to the eastern Site boundary; 1 each located on the northern and southern boundaries with an intermediary pylon half way in-between the two. There are also two lines of electricity poles within the Site that converge on the depression, with one originating from Round House Way to the east and a second within the eastern-most hedgerow within the Site. From the depression, both lines head northeast and continue off-Site.

Topography

- 4.11 Generally, the gently undulating topography of the Site is consistent with that of the wider landscape, with the lowest point of the Site (excluding that within the depression) at around 15m Above Ordnance Datum ('AOD') within the northern part of the Site. From here, the topography gently rises towards domed higher ground at around 31m AOD adjacent to the southern boundary and around 26m AOD to the western boundary. There are localised dips in the topography towards the centre of the western boundary and the northeast corner of the Site.
- 4.12 The undulation of the topography continues into the wider landscape heading towards heights of around 26m AOD to Colney Lane to the northeast before the land falls away into the Yare Valley. To the west of

the Site the A47 occupies a slightly higher elevation than the Site at around 27m AOD.

Landscape Quality, Sensitivity and Value

- 4.13 The Site does not carry any statutory or non-statutory designations for landscape character or quality and occupies a roughly rectangular piece of arable farmland to the west of Cringleford. The Site is bordered by a combination of existing hedgerows, tree lines and open farmland. There are several hedgerows and a number of mature trees within the gently undulating topography of the Site. These elements combine to reflect some of the characteristics of the wider Yare Tributary Farmland with Parkland LCA, but it is noted that there are a number of detracting factors within the immediate context, namely the line of high voltage electricity pylons and 2 lines of electricity poles. The Site is therefore considered to be of *medium/low* landscape quality.
- 4.14 The Site is in close proximity to the recent housing development at Round House Way to the east, the A47 to the west and the Norfolk and Norwich University Hospital to the north. Whilst the Site is currently arable farmland, these elements do exert an urban influence on the immediate context and so the sensitivity of the Site is considered to be *medium*.
- 4.15 There is no public access to the Site and there are no heritage assets contained within the Site. The presence of the track running from the depression to Newfound Farm is noted and whilst it is likely that this has been used by the farm for some time, it is not formally listed or designated. The Site is therefore considered to be of *medium/low* landscape value and as such is not considered a 'valued landscape' within the context of para 109 of the NPPF.

Visibility

- 4.16 An assessment of the visibility of the Site was undertaken and a series of photographs taken from public vantage points, rights of way and public highways. The viewpoints are illustrated on the Location Plans and Aerial Photograph contained **Appendices A** and **B** and on the photographs in **Appendix C**.
- 4.17 The following section describes representative views of the Site from public vantage points in the vicinity.

North

- 4.18 The closest public vantage point to the north of the Site is the Hospital off Colney Lane, where the car parking area to the south of the building faces the Site. There is a narrow wooded belt that runs around the perimeter of the Hospital that prevents views of the Site from the parking

and communal areas. There is however, an informal trail within the wooded belt for the benefit of the patients where breaks in the trees facilitate views towards the Site. This is illustrated by **Photographs 11** and **12** where the hedgerow, trees and pylon along the northern Site boundary are visible with views extending across the eastern part of the Site towards the houses at Round House Park. The woodland block to the north of the Site filters and screens views of the north-western extent of the Site. Views from the upper storeys of the hospital buildings will be more extensive and will extend across the Site.

- 4.19 From the footpath along Colney Lane to the north of the Site, the tree line to the northern boundary is visible (**Photograph 01**). Views of the interior of the Site are filtered by these trees and extend to the existing vegetation either within the Site or to the southern boundary. The woodland block to the north of the Site prevents views of the far north-western corner from here.
- 4.20 The land rises fairly steeply heading southeast along Colney Lane from here and after around 100m views of the Site from the road are prevented by the tall hedgerow, existing trees and dwellings at Newfound Farm and the Chancellor's Wood development (**Photograph 02**). The Site will be visible from the rear elevations of these dwellings as the land gently falls towards the Site, the extent of which will be reduced where intervening vegetation is present.
- 4.21 Topography and intervening vegetation prevent middle and longer distance views of the Site from the north, as illustrated by **Photograph 38** taken from a layby on Hethersett Lane and **Photograph 37** taken from a public footpath within Bowthorpe Marsh nature reserve.

East

- 4.22 The higher ground within the south of the Site is visible from Round House Way to the east. Whilst the boundary trees provide a limited degree of filtering, views extend across the Site taking in the upper canopies of the hedgerow trees within the Site and extend to the woodland block to the north (**Photograph 07**). The houses facing the Site at Round House Park will have more extensive views of the Site, especially from upper floor windows (they are a mix of 2 and 3 storeys, see **Photograph 06**).
- 4.23 The extent of visibility of the Site reduces as one heads eastwards into Round House Park due to the level topography and intervening housing. As illustrated by **Photograph 08** taken from The Pines, the vegetation and pylon to the southern boundary are visible and afford occasional filtered views into the eastern extent of the Site. This is echoed heading northeast along Round House Way where the upper extents of the boundary

vegetation and pylons are visible from the footpath due to the presence of roadside scrub vegetation (**Photograph 04**).

- 4.24 Middle and longer distance views of the Site from the east are prevented by the relatively flat topography and housing within Cringleford.

South

- 4.25 Intervening vegetation prevents views of the Site from the Grade II listed Round House that lies approximately 0.5km to the southeast of the Site (**Photograph 46**). **Photograph 47** shows the view towards the Site from the section of footway alongside Round House Way, just north of the A11, where the upper canopies of the trees to the southern Site boundary are visible alongside the housing at Round House Park.

- 4.26 Similarly, the Site is not visible from public footpath FP1 further south due to a combination of the A11 and an intervening fence line (**Photograph 45**) and **Photograph 44** illustrates that intervening vegetation prevents visibility of the Site from Cantley Lane.

- 4.27 Topography, intervening vegetation and built form prevent middle and longer distance views of the Site from the south, as illustrated by **Photographs 41, 42 and 43** taken from public footpaths within the wider landscape.

West

- 4.28 The Site is not visible from the A47 to the west due mainly to the woodland belt alongside the road, which is a consistent depth of around 30m.

- 4.29 There are an extremely limited number of public vantage points in the near distance to the west, with visibility of the Site from Hethersett prevented by a belt of mature planting alongside Colney Lane (**Photograph 40**). Likewise, the Site is not visible from Little Melton due to intervening vegetation, as illustrated by **Photograph 39**.

- 4.30 Therefore, there are no middle and long distance views of the Site from the west.

5.0 SUITABILITY OF THE SITE TO ACCOMMODATE DEVELOPMENT

5.1 The following section assesses the ability of the Site to accommodate residential development, then considers potential impacts on the character of the landscape and visual amenity.

5.2 The Site is being promoted to SNC for residential development with associated infrastructure and open space. The findings of this overview have informed the preparation of a Development Framework Plan (see **Appendix K**), which demonstrates the following key landscape principles:

- Retention of mature existing landscape features to the Site boundaries, to help preserve the landscape character of the Site and address the visual impacts of development;
- New planting alongside retained boundary vegetation to infill gaps and enhance the quality and strength as features within the landscape, particularly to the northern boundary;
- Retain the existing hedgerow and trees within the Site to provide a landscape structure to the development and assist in mitigating the visual impacts of the new housing;
- Inclusion of the triangular section of the Site enclosed by the existing hedgerow to the west as Public Open Space (POS) that forms part of the wider Landscaped Protection Zone;
- Creation of linear POS to the east of the Site to coincide with the route of the overhead HV cable;
- Creation of a network of new recreational footpaths within the Site that connect into the wider landscape. To include the continuation and enhancement of the existing farm track as a key Green Link between the Site and surrounding POS network;
- Vehicular access to be taken from the consented development to the east, thus requiring no removal of existing vegetation; and
- Opportunity to include SuDS as part of the green infrastructure that will enhance the biodiversity of the development.

5.3 The following assessment is based upon the indicative development areas shown on the Development Framework Plan and it is assumed that housing would be predominantly 2 storey in height, with some 3 storey buildings.

Relationship to Existing Development

5.4 Currently, housing follows the route of Round House Way between the A11 and Colney Lane, the vast majority of which was recently completed as part of the Round House Park development. The

southeast corner of the Site is in close proximity to the existing housing but is separated from Round House Way by a narrow parcel of land. To the northeast of the Site there are a number of existing dwellings off Colney Lane, namely at Newfound Court and 5 dwellings recently completed at the Chancellor's Wood development. The Site is separated from these dwellings by arable farmland.

- 5.5 Due to this proximity, the Site bears a relationship with existing housing and development at the Site would not extend the settlement any further south, east or north than currently is the case. Development at the Site in accordance with the Development Framework Plan would extend further east than the existing housing off Colney Lane, although it would not do so any further than the Norfolk and Norwich University Hospital Site that exerts a significant urban influence within the area.
- 5.6 When considering the relationship of proposed development at the Site to the existing development, it is important to consider any other sites within the vicinity that have planning consent. In this case, there are several such sites which bear a positive relationship with the Site and are considered later in this section.

Landscape Features

- 5.7 There are tree lines and hedgerows of variable conditions to the northern and southern Site boundaries and there are a number of landscape features contained within the Site, namely 3 sections of hedgerow and associated trees and several individual trees along with the depression within the north of the Site. The Development Framework Plan illustrates how the Site could be developed whilst keeping vegetation removal to a minimum. Access to the Site would be taken from the consented scheme to the northeast, which would require no removal of existing vegetation.
- 5.8 The Development Framework Plan also shows how development at the Site could be designed to retain the hedgerows within the Site, with only a section of removal potentially required to accommodate an internal road connection. Furthermore, there is the opportunity for additional planting to re-inforce the existing vegetation, particularly to the Site boundaries that would help strengthen their condition.
- 5.9 The areas of POS shown on the Development Framework Plan illustrate the opportunities for new planting within the Site and how the existing depression could be retained and potentially integrated into a site wide SuDS scheme.

Public Rights of Way

- 5.10 There are no public footpaths which will be directly affected by development at the Site. In addition, there are no public footpaths located within the vicinity that will experience any indirect visual effects.

Visibility

- 5.11 The visual appraisal in Section 4.0 identified that the Site is generally well contained in views from the surrounding landscape due to the combination of gently undulating topography, built form and existing vegetation (both to the Site boundaries and within the wider landscape). There are also limited opportunities for views from public vantage points from the surrounding countryside.
- 5.12 The visual effects on the key near distance views of the Site are briefly discussed below.

North

- 5.13 Development at the Site would be visible from the woodland trail to the south of the Hospital and would predominantly be of the housing within the northern part of the Site as the woodland block to the northern Site boundary would screen views of the north-western extents. Visibility would extend into the development as the topography rises southwards, although as this is quite gentle then visibility would not extend across the entire development. There would also be views of the development from the upper levels of the Hospital. As illustrated by the Development Framework plan, the new housing would not appear continuous due to the linear POS area along the eastern boundary and the existing vegetation to the Site boundary and within the development would reduce the extent of these views. These visual effects could be further reduced through new planting to the northern and eastern boundaries.
- 5.14 Similarly, where the Site is visible from Colney Lane, views of the development would primarily be of the housing to the northern extents and would be filtered where existing boundary vegetation exists. Again, the linear POS would break up the built form and new planting to the northern, eastern boundaries and within the development, particularly along the Green Link, would further reduce the visual impacts.
- 5.15 Visibility of the Site from Colney Lane is restricted to the section where the existing roadside hedgerow, trees and housing do not impede such views. Development on the Site would be visible from the existing dwellings at Roundhouse Court and Chancellor's Wood, whose rear elevations face towards the Site. Vegetation within the rear gardens to the existing housing and within the intervening farmland would reduce the extent of such views, with the retained hedgerows, trees and new

planting within the Site playing an important role in further reducing visibility of the new housing (see Development Framework Plan at **Appendix K**).

East

- 5.16 The Development Framework Plan illustrates how, by installing a linear area of POS associated with the HV cable route parallel to the eastern boundary, the development would be set back from this boundary. This would increase the distance between the development and Round House Way and Round House Park; whilst the development facing the linear POS would be visible from the road and existing housing, the extent would be reduced by setting the built form back. Whilst the existing vegetation to the southern Site boundary and to the field boundary to the east of the Site would filter such views, the Development Framework Plan illustrates how new planting to the southern boundary and within the POS could further address these impacts. It also shows how the retention of the southern-most existing hedgerow within the Site would help to screen views of the western extents of the development.

South

- 5.17 There are very limited opportunities for views of the Site from the south, with one such location being from the footpath along Round House Way, just north of the A11. Intervening vegetation and the trees to the southern Site boundary (shown as retained on the Development Framework Plan) would heavily filter views of the development meaning only glimpses of the upper limits of some of the housing would be visible. The extent of these views would also be limited due to the set back of the housing from the eastern Site boundary.

West

- 5.18 The development would not be visible from public vantage points to the west.

Landscape Effects

- 5.19 The Site is not covered by any statutory or non-statutory designations for landscape character or quality. It lies within the Yare Tributary Farmland with Parkland LCA as defined by the precedent landscape character assessments. The Site displays some characteristics typical of the wider landscape, namely arable farmland with gently undulating topography occupying the mid ground with some hedgerow and hedgerow tree enclosure.
- 5.20 Development at the Site would inevitably result in the loss of an area of rural farmland and the district landscape character assessment and

subsequent review identified a number of principal sensitivities and vulnerabilities of the LCA. From our assessment it is apparent that in this specific location the Yare Valley plays a less coherent role in the rural/urban divide as existing development at Cringleford and Norwich lie on either side of the valley. Also, as discussed in the previous section of this report, the gentle topography is a significant factor in limiting the visual envelope of the Site and development would not be visually intrusive within the landscape. Furthermore, there is no inter-visibility between the Site and the A47 or Norwich.

- 5.21 The Development Framework Plan illustrates how the Site could be developed with very limited, if any, removal of existing vegetation and that any such removals could be more than offset through new planting. Finally, the Site is not located on or in proximity to parkland and therefore development at the Site will have no impact upon such areas.
- 5.22 Regarding the development considerations identified within the landscape character assessment and review and the principles set out in the SNPMG, the Development Framework Plan illustrates how the Site could be developed whilst retaining the vast majority of the site's landscape assets. Indeed, it also shows where opportunities exist to preserve or enhance these, such as preserving the existing access track within a key Green Link.
- 5.23 Residential development at the Site would have no impact upon key views from the higher plateau landscape, the adjoining character areas and views towards Norwich. The Development Framework Plan illustrates how the rural character of the Norwich Southern Bypass Protection Zone could be maintained through retention of the hedgerows within the west of the Site and new landscaping to address boundary where the development meets the NSBPZ.
- 5.24 Overall, the Development framework Plan illustrates how the Site could be developed whilst respecting the existing rural character of the immediate area. Inevitably, there will be an impact upon the character of the Site itself, but through the retention and enhancement of the key landscape features and following the principles contained within the Development Framework Plan then the Site could accommodate residential development without materially impacting upon landscape quality.

Cumulative Effects

- 5.25 There are several sites within the immediate vicinity of the Site that have planning consent, as illustrated on the plan at **Appendix L**. The most significant of these relative to the Site are the Land South West of Newfound Farm (planning ref: 2013/1793) and Land East of A11 and

North and South of Round House Way (planning ref: 2013/1494). The former lies immediately to the northeast of the Site and occupies the arable farmland between the Site and Newfound Farm, with the latter occupying a linear strip of land to the east and southeast of the Site between the existing arable farmland and Round House Way.

- 5.26 In terms of visibility, the consented housing at Newfound Farm will be visible from the Hospital and woodland trail to the north of the Site, which would have a limited impact upon the extent of visibility of development at the Site from these vantage points. However, the context of these views would change as housing at the Site would then be seen alongside the housing at the consented Site, rather than arable farmland. Similarly, views of development at the Site from Round House Way and Round House Park to the east would be seen in the context of the housing at both consented sites, although in this case, the housing at the consented sites will have a screening effect on such views, the extent of which will be dependent upon how the design of the consented developments come forward.
- 5.27 Furthermore, the consented development at Newfound Farm would screen a significant proportion of the proposed development from the existing housing at Chancellor's Wood and Newfound Court to the northeast of the Site. Due to the undulation of the topography, the upper storeys of the houses on the higher ground to the western extents of the Site may remain visible from the rear of these properties.
- 5.28 When considering the Site and consented sites as a whole, the relationship between the Site and existing development identified within this assessment is altered quite significantly. The discussion previously identified that there would be a degree of separation between Cringleford and development at the Site. However, development at the consented sites would effectively close the gap between the Site and Cringleford, thus strengthening the relationship between the two. Whilst development in accordance with the Development Framework Plan would extend further west than the housing at the consented sites, it would do so no further than the Hospital or the A47.
- 5.29 The other consented scheme within the vicinity of the Site is the UEA Sports Facility located to the north of Colney Lane (planning ref: 2016/0233, see plan at **Appendix L**). This scheme would bear less of a direct relationship with the proposed development than the other consented sites and would enhance the recreational infrastructure of Cringleford.

Planning Policy

- 5.30 From our assessment we have found that development in accordance with the Development Framework Plan (see **Appendix K**) could be accommodated at the Site whilst respecting the character of the surrounding landscape. The Landscape Effects section within this assessment considers that development at the Site would be compatible with the findings of the South Norfolk Landscape Character Assessment (2001) and South Norfolk Local Landscape Designations Review (2012). Furthermore, the Development Framework Plan shows how the Site could be developed whilst retaining and enhancing the vast majority of the existing landscape features. Therefore development could be accommodated at the Site whilst adhering to JCS **Policy 2: Promoting Good Design**, DMPD **Policies DM1.4 Environmental Quality and Local Distinctiveness** and **DM4.5 Landscape Character and River Valleys** and CNDP **Policies ENV1 and ENV3**. Also, subject to detailed design, the Site could be developed in accordance with DMPD **Policy DM4.9 Incorporating Landscape into Design**.
- 5.31 The majority of the Site falls within the CNDP Housing Site Allocation, with the land within the northern-most corner lying outside of the allocation. Therefore, development at the Site would be compatible with the strategy for growth within the policy area as defined in JCS **Policy 9: Strategy for Growth in the Norwich Policy Area** and CNDP **Policy HOU1**.
- 5.32 It is proposed that the area between the Site and the A47 to the west (which forms part of the Norwich Southern Bypass Landscape Protection Zone) would not be developed and would be laid out as POS. The visibility assessment within this report found that the Site is not visible from the land to the west and there is no inter-visibility between the Site and Norwich to the northeast. Therefore, development at the Site would not offend DMPD **Policy 4.6 Landscape Setting of Norwich**.
- 5.33 The Development Framework Plan illustrates how the 2 hedgerows contained within the Site that are marked on the CNDP Proposals Map (see **Appendix F**) as to be retained could be retained as part of development proposals, thereby adhering to DMPD **Policy DM4.8 Protection of Trees and Hedgerows**.
- 5.34 Development at the Site would have no direct impact upon the setting of Cringleford Conservation Area or any of the listed buildings outside of this. The northern boundary to the Site lies around 0.6km to the southwest of the converted outbuildings at Newfound Farm and a significant proportion of the development at the Site would be screened by the consented development coming forward on the intervening farmland.

Therefore, development at the Site would have no material impact upon the converted outbuildings at Newfound Farm.

- 5.35 The Development Framework Plan shows that development at the Site could facilitate a SuDS scheme and illustrates how the development could incorporate areas of POS that incorporate footpath links within the Site and the wider landscape. This approach is compatible with the objectives of CNDP **Policies ENV5** and **ENV6**.
- 5.36 Regarding local planning guidance, the 2017 HELAA concluded the Site to be *suitable* for development which would concur with our assessment of the Site. The report identifies access as a constraint that would need to be mitigated which, if taken off the consented scheme to the north as shown on the Development Framework Plan, would not impact upon the existing landscape features contained within the Site. The other relevant impact requiring mitigation as identified within the HELAA is the Norwich Southern Bypass Landscape Protection Zone; the Development Framework Plan illustrates how development at the Site provides the opportunity to enhance the NSBLPZ within POS.
- 5.37 The South Norfolk Place-Making Guide SPD promotes high quality design in new developments by identifying key design and place-making principles. The Development Framework Plan sets the principles for how the Site could be developed in accordance with the principles within the SPD that could be followed through to the detailed design of development proposals.

6.0 CONCLUSION

- 6.1 The Site lies to the west of Cringleford and occupies a roughly rectangular piece of land currently in use as arable farmland. This Landscape Overview has been prepared in support of representation to be made to SNC and has informed the preparation of a Development Framework Plan which illustrates how residential development with open space and associated infrastructure could be accommodated at the Site without giving rise to any significant landscape or visual effects.
- 6.2 The Site is not covered by any statutory or non-statutory designations for landscape character or quality and our assessment considers the Site to be of *medium/low* landscape quality and value and *medium* sensitivity. Therefore, the Site has a good ability to accommodate development, which is consistent with the 2017 HELAA that found the Site to be suitable for development.
- 6.3 In considering the suitability of the Site for development, it is also important to consider any consented sites not yet developed within the vicinity. There are several consented schemes within the immediate vicinity of the Site which provide a framework for planned development within the area and have a positive relationship with the Site.
- 6.4 Taken in isolation, the Site is slightly disconnected from Cringleford, however, when taking into account the consented development schemes within the immediate vicinity, the Site bears a more cohesive relationship with Cringleford and development would not be at odds with the existing settlement.
- 6.5 There are a number of existing landscape features to the Site boundaries and within the Site which, as illustrated on the Development Framework Plan, could satisfactorily be accommodated within the proposed development.
- 6.6 This assessment has concluded that the Site is generally well contained in views from the surrounding landscape due to the combination of topography, built form and existing vegetation and that views of the Site are generally restricted to the near distance. The Development Framework Plan illustrates how existing vegetation and new planting could form an integral part of the development and would play an important role in minimising any localised visual impacts. It also illustrates how the Site could accommodate residential development without materially impacting upon the landscape character of the immediate area.

APPENDIX 4: DRAINAGE REVIEW

To: Sean Marten, Planning Manager

CC:

Ref: H5151

From: Andrew Weight, Engineering Manager

Date: 8 March 2018

Subject: Cringleford – Land South of Newfound Farm (Option Land), Drainage Review

A review of the site has been undertaken to establish constraints and opportunities relating to drainage provision for the land south of Newfound Farm as shown on Savills Development framework plan appended.

The site is bounded to the northeast by a proposed residential development which has planning consent for 650 dwellings and associated infrastructure. The southern and northwestern boundaries are farmland and the western boundary is a landscape buffer to the A47 trunk road.

The topography of the site generally falls from approx. 28-30m AOD on the southern boundary to a low point of approx. 17.5m AOD in the northern corner of the site.

Flood Risk

Review of the Environment Agency Flood Mapping shows that the site is wholly located within Flood Zone 1 (Land having a less than 1 in 1,000 annual probability of river or sea flooding). A site specific Flood Risk Assessment will be required to review other sources of flooding (eg ground water and surface water drains).

Surface Water Disposal

A geotechnical investigation has been undertaken for the adjoining consented site which demonstrates that disposal of surface water will be feasible using infiltration to subsoil as part of a SuDS scheme. From inspection of the specific investigation on the boundary of the site, it should be feasible to use the same methodology for the Option Land. Sufficient land for SuDS features will need to be incorporated into the site layout.

Foul Water Disposal

From review of the topography it is anticipated that an onsite foul pumping station will be required to convey flows to an offsite sewer. Initial contact has been made with Anglian Water Services (AWS), their advice at this stage of the development is that from April 2018, AWS will have an obligation to provide a suitable, practical connection point and provide any network reinforcement as required. This point being the nearest sewer of equal or greater size to the site specific infrastructure. Any detriment in

consequence of the connection will be dealt with by AWS with developers contribution through the new Zonal Charge scheme. AWS have advised that there is another land parcel in the vicinity which is currently promoting a scheme to drain to an existing sewer in Newmarket Road, with the possibility that these works could allow for the Option Land.

In order to connect to the offsite sewer, there will be a requirement to cross third party land. AWS are able to use Sections 158 and 159 of the Water Industry Act (Powers to lay pipes in streets and Power to lay pipes in other land, respectively) to requisition the new sewers.

AWS have been consulted in the preparation of this statement and support the proposals set out above.

Conclusion

- The site is wholly located in Flood Risk Zone 1 (Low Probability)
- The underlying ground conditions are suitable for surface water disposal using infiltration SUDS
- Foul Water disposal will require further analysis, however, Anglian Water Services have confirmed that they are obliged to provide a suitable, practical connection point and provide any network reinforcement as required.

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APPENDIX 5: TRANSPORT REPORT

Land at Newfound Farm

Local Plan Representation
Transport

Barratt David Wilson Homes (Eastern Counties)

Project number: 60445049
LPR

22 March 2018

Quality information

Prepared by	Checked by	Verified by	Approved by
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Introduction

01

1. Introduction

1.1 Background

AECOM have been appointed by Barratt David Wilson Homes (Eastern Counties) to provide transport planning advice in relation to a site, known as the 'Land to the south-west of Newfound Farm', Colney Lane, Cringleford, submitted as part of the Call for Sites for the Greater Norwich Local Plan (GNLP), ref GNLP0307.

Following submission, the site was reviewed as part of the Housing and Economic Land Availability Assessment (HELAA) and considered to be 'suitable'. As part of the consultation process which follows the HELAA, further evidence regarding the site is being provided to demonstrate the site's suitability to accommodate a number of dwellings which would form part of the GNLP housing supply.

This report sets out to demonstrate the site's suitability in terms of connectivity to the existing walking, cycling and public transport facilities as well as local amenities and facilities. Further to this, access locations to the site and the capacity of the junctions in the vicinity site have been reviewed to establish if there are any constraints to the development coming forward.

1.2 Report Structure

The remaining sections of this report are set out as follows:

- **Section Two** provides a brief description of the site's existing location and the development proposals;
- **Section Three** sets out a review of the sustainable transport network, including the existing and future facilities for pedestrians, cyclists and public transport users;
- **Section Four** discusses the existing highway network and vehicular access to the site, and provides a review of the capacity of the junctions local to the development site;
- **Section Five** considers the mitigation requirements of the proposed allocation; and
- **Section Six** provides a summary and conclusion for the report.

Development
Proposals

02

2. Development Proposals

The proposed 'Land south-west of Newfound Farm' is put forward for residential development and would form an extension to the committed Newfound Farm development, ref 2013/1793/O, which is currently being delivered by Barratt David Wilson Homes (Eastern Counties).

2.1 Site Location and Description

The proposed site is located in Cringleford, Norwich. The site is bound to the north-east by the permitted Newfound Farm development, to the south-west by a landscape corridor which runs parallel to the A47, to the north-west by existing agricultural land, and the south-eastern boundary is shared with the committed 'Cringleford Extension, ref 2013/1494/O. The site location is illustrated on **Figure 1** below.



Figure 1. Site Location

The proposed site is greenfield, and currently used for agricultural purposes.

A masterplan has been prepared for the 'Land south-west of Newfound Farm' which is provided in the representation for the site, along with other supporting material. This illustrates that access to the site is proposed through the committed Newfound Farm development.

The size of the site and the greenfield nature ensures that the site is capable of delivering an efficient layout which is compliant with national guidance in the form of Manual for Streets (MfS). This would ensure that road widths are sufficient to cater for the vehicles, which would require access to the development and that there is a strong emphasis on provision for sustainable modes such as walking, and cycling.

2.2 Background

Newfound Farm ref 12013/793

Newfound Farm Development, was granted outline planning permission in 2013 for 650 dwellings, a school and local centre and detailed permission for access. The development is currently being delivered by Barratt David Wilson Homes (Eastern Counties). Access is to be provided from Colney Lane through a new roundabout, and a priority T-junction which are currently being progressed through the S278 process. The proposed site layout has been designed to accommodate access to the 'Land south-west of Newfound Farm', now proposed for allocation for residential use.

The transport mitigation package for Newfound Farm comprises:

- Two site accesses from Colney Lane
- Improvements to the Round House Way/Colney Lane roundabout
- Improvements to Thickthorn Interchange
- Improvements to the A11/ Round House Way roundabout
- Travel Plan

All measures are in the process of being delivered through ongoing discussions with Norfolk County Council (NCC) and Highways England (HE).

The mitigation package was agreed based on the Transport Assessment which assessed a proposed provision of 852 dwellings. The development proposals were reduced prior to submission for planning permission to 650 dwellings. As such the access strategy and mitigation supporting the permitted Newfound Farm development has been designed to cater for additional dwellings, beyond that permitted.

The Transport Assessment tested the cumulative impact of the following committed and planned development in the area:

- Round House Park – a committed residential development comprising 1,065 dwellings, primary school and local shops on land to the east of Colney Lane, accessed from The Pines and Dragonfly Lane;
- Norwich Research Park (NRP) North – a committed expansion of NRP North site by 65,000 sqm GFA;
- NRP South – a committed development comprising health, research and development and ancillary land uses;
- Hethersett North – a committed residential development comprising up to 1,196 dwellings supported by complimentary land uses;
- Bowthorpe – a planned residential development comprising 1,200 dwellings, community facilities, a care home and new open space, located to the north of Watton Road;

- Colney Hall – a planned redevelopment of the Colney Hall site with 18,550sqm of mainly C2 (Special Health Care use) with a small amount of A1/3 and B1(b), located to the north of Watton Road;
- Wymondham – a planned residential development comprising 750 dwellings and primary school on land to the south east of Wymondham (Endurance Estates) and 550 dwellings and community facilities on land to the south of Wymondham (Park Farm); and
- ‘Cringleford extension’ Development – a planned residential development comprising approximately 650 units and retail/community facilities.

All of these developments are now fully committed with the exception of Colney Hall, which has since been de-allocated.

‘Cringleford Extension’ development, ref 2013/1494/O

The ‘Cringleford Extension’ development secured planning permission in 2016 on appeal. The site is owned by a consortium of landowners and it is understood that negotiations with developers are well progressed. The indicative site layout is illustrated in **Appendix A**, which illustrates that part of the site abuts Newfound Farm, and the proposed ‘Land south-west of Newfound Farm’. Access to the site fronting Round House Park is intended to be from a number of access points along Round House Way, including Round House Way/ Dragonfly Lane roundabout.

Access from Newfound Farm and the ‘Land south-west of Newfound Farm’ through the ‘Cringleford Extension’ site to Round House Park has been discussed in the past and highlighted as being desirable to NCC and as identified in the Cringleford Neighbourhood Plan. This would allow for desire lines between Cringleford and the Newfound Farm development school, local centre and amenity areas, to be catered for efficiently, whilst also allowing for bus permeability through this development area. Whilst it is not within the power of the Newfound Farm development to deliver this, the layout of the Newfound Farm Development and the proposed the ‘Land south-west of Newfound Farm’ is such that access will be possible should the ‘Cringleford Extension’ make allowance for a through route.

Sustainable
Transport Network
Review

03

3. Sustainable Transport Network Review

3.1 Introduction

This section sets out a review of the sustainable transport network in the vicinity of the site and discusses how accessible the site is without recourse to the private car.

The proposed site is well positioned, within close proximity to the new school site on Newfound Farm, along with the existing school in Cringleford delivered as part of the Round House Park development.

Situated within 1km of the rapidly expanding employment hubs of NRP, the Norfolk and Norwich University Hospital (NNUH) and the University of East Anglia (UEA) the site is well positioned to provide sustainable access to jobs. Equally the site is positioned very close to the main corridor into Norwich City, the A11, where a wealth of employment opportunities and access to services is available.

A summary of the facilities and links available from the site are set out in the following paragraphs.

3.1.1 Walking and Cycling

The site is well served by pedestrian and cycle links, with pedestrian and cycle access from Colney Lane which runs along the northern boundary of the site.

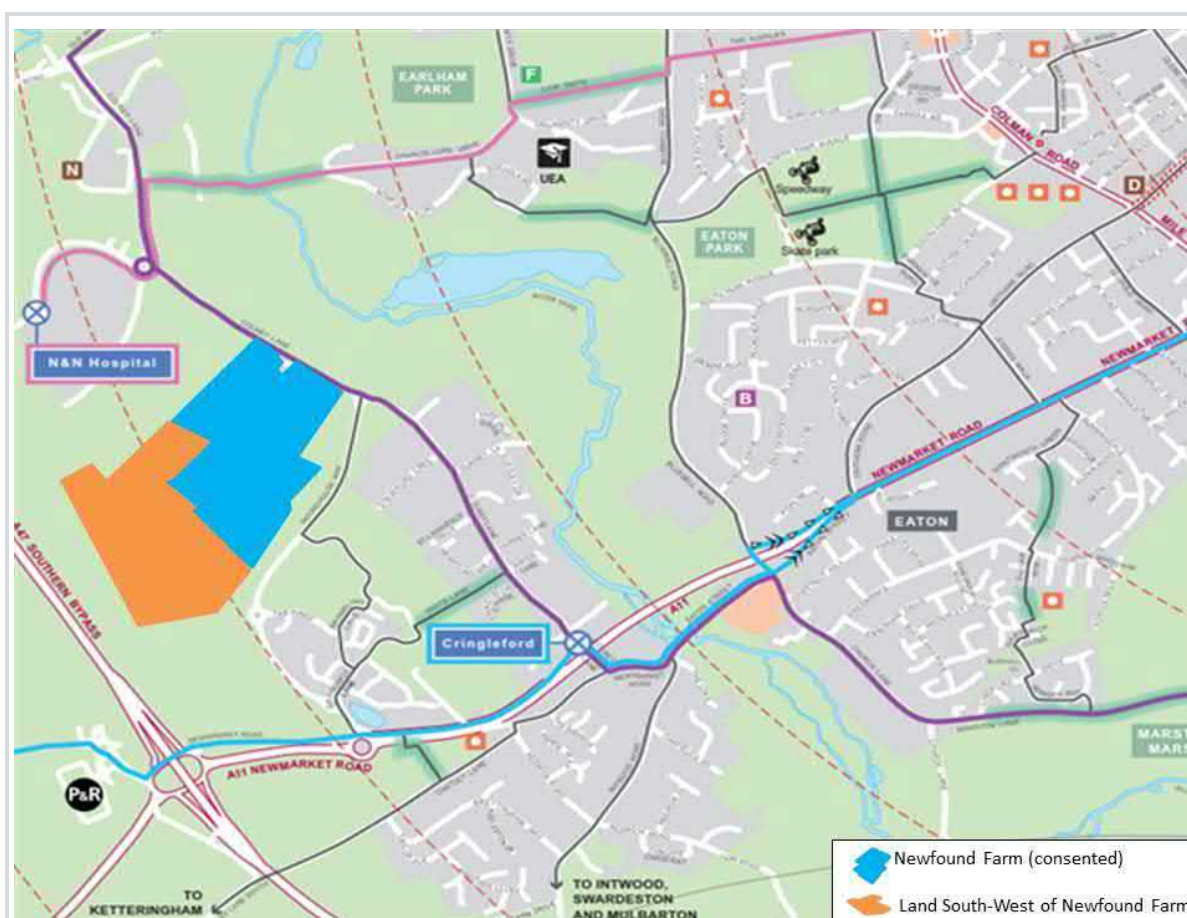


Figure 2. Extract from Norwich Cycle Map, Norwich City Council (With Site Location Shown)

The Purple Pedalway passes along the site frontage along Colney Lane and intersects with both the Blue Pedalway and the Pink Pedalway, routes which are currently subject to investment by NCC. NCC have an ongoing investment programme to expand and improve the Blue Pedalway, a cycle link between Sprowston and Wymondham, via Norwich city centre. NCC have recently upgraded parts of the Pink Pedalway which passes between the NNUH and Norwich city centre, via UEA. The Pink Pedalway is expected to extend towards Hethersett once further NRP development comes forward. The location of these routes in respect of the development site is shown on **Figure 2** above. The provision of these routes in the vicinity of the site ensure that excellent access to the cycle network is provided from the site thereby encouraging greater use of sustainable modes from the development and reducing the reliance on the private car.

Colney Lane

There is a shared footway/cycleway on the northern side of Colney Lane in the vicinity of the site, which connects Colney Lane to the north-west with Cringleford to the south-east. The route follows Colney Lane between the junction with Watton Road and Round House Way. The footway continues to the north of the NNUH access on the eastern side of the road. To the north of the NRP delivery entrance, footways are provided on both sides of the road, which continue to the main NRP access junction. This footway also provides access to Earlham Park and the UEA.

There are a number of controlled and uncontrolled pedestrian crossing facilities on Colney Lane. Uncontrolled pedestrian crossing facilities are provided on approach to the NNUH access junction in the form of tactile paving and dropped kerbs. To the north of the NNUH access junction, a toucan crossing is provided between the UEA Sports Pavilion junction and the NRP delivery entrance. There are signal controlled pedestrian crossings on the southern and eastern arms of the main NRP access junction which provide safe crossing points for those pedestrians travelling north-south along Colney Lane and east-west between the various NRP developments. A toucan crossing is also provided on the eastern arm of the Watton Road/Colney Lane junction, connecting to the shared footway/cycleway which runs along the northern side of Watton Road.

Round House Way

The footway along Round House Way, between the Colney Lane roundabout and the A11 Newmarket Road junction is not continuous but the verge is wide enough that pedestrians can be accommodated. There is a wide footway on Round House Way between the Dragonfly Lane roundabout and the A11 Newmarket Road junction. At the Colney Lane/Round House Way roundabout, there is an uncontrolled pedestrian crossing on the eastern arm of the junction which provides a safe crossing point for pedestrians travelling north-south along Colney Lane and Round House Way.

There are no formal cycle facilities along Round House Way with routes provided within the Round House park development provided to connect with Colney Lane and the A11. It is expected that the 'Cringleford Extension' development will deliver facilities along the frontage to connect with the route on Colney Lane and routes available through the Round House Park Development.

A11 Newmarket Road

To the east of the Round House Way/A11 Newmarket Road junction there are footpaths on both sides of Newmarket Road. Immediately to the east of the junction there is a staggered toucan crossing which provides a safe crossing point for pedestrians wishing to cross the busy A11. This crossing also provides a connection to the shared footway/cycleway route serving the desire line south towards Cringleford.

The A11 Newmarket Road forms part of the Cringleford-Sprowston route of the Norwich Cycle Network. This route runs east-west, connecting Sprowston to the east with Hethersett Village to the west via the City Centre.

Further improvements to cycling infrastructure could be provided along the frontages with shared footway / cycleway facilities incorporated into the site design such that they connect with other facilities encouraging trips to be made by bicycle and reducing the need to use the private car.

The existing facilities, future improvements by others, as well as the possibilities provided by the development would result in an excellent enhancement of facilities for pedestrians and cyclists such that greater use of these modes is made.

Summary

The above confirms that the site is situated such that there are excellent walking and cycling facilities linking the site with nearby major employment areas and the city centre which will encourage trips to be made by more sustainable modes of transport reducing the developments impact on the highway network.

3.1.2 Bus

The development is well served by public transport, with a number of highly frequent bus routes available within a short walk of the site. The closest bus stop is located on Colney Lane at the roundabout with Round House Way. Further bus stops are available at NNUH and within the neighbouring Round House Park development. The services using these stops are summarised in **Table 1** below.

Table 1. Bus Services Serving the Nearest Bus Stops to the Development Site

Service	Route Description	Weekday	Saturday	Sunday	Operator
9A	Hethersett – NNUH	1 per day	No Service	No Service	Konectbus
11	NNUH – Norwich – Sprowston	Every 20 mins	Every 30 mins	Every 30 mins	First
12	NNUH – Norwich – Sprowston – Wroxham	Every 20 mins	Every 30 mins	No Service	First
13A	Attleborough – Norwich	2 per day	3 per day	3 per day	First

Source: *Traveline South East*

The First services 11 and 12, combined, provides a weekday service every ten minutes and a Saturday service every 15 minutes. This demonstrates that there are a number of highly frequent services using the bus stops within walking distance of the site, therefore encouraging trips to be made by bus reducing the impact of the development on the local highway network. The site is therefore well located to encourage trips by bus.

Furthermore, a Bus Rapid Transit (BRT) route has been identified within the Norwich Area Transport Strategy (NATS) to Wymondham from Norwich city centre, via the A11, to enable those living on Colney Lane to access the BRT, as well as other services, a new bus interchange will be provided at the Round House Way / Dragon Fly Lane roundabout. The bus interchange will include cycle parking and will be an attractive option for the proposed development to access the City Centre by Bus. The interchange will include a shared pedestrian and cycle facility as far as the boundary to the development land west of Round House Way. A link from the proposed 'Land south-west of Newfound Farm' to Round House Park, if delivered, would be beneficial in promoting further access to the proposed interchange.

3.1.3 Rail

Norwich Rail Station is located in Norwich City Centre, a journey time of approximately 35 minutes by bus and 15 minutes by taxi. Bus route 11/11A provides a direct connection between NNUH and the rail station with six services per hour whilst the Pedalway network provides the ability to travel to the station by cycle. At present there are some 442 cycle parking spaces at the station.

A range of rail services to local and national destinations can be accessed at the station. Greater Anglia operates a half hourly service to local destinations such as Wymondham, Diss, Ipswich, and Cambridge. This service then continues into central London with a journey time of approximately 1 hour 55 minutes. East Midlands Trains operate regular services from Norwich to a range of national destinations including Peterborough, Nottingham, Sheffield, Manchester and Liverpool.

3.2 Summary

The above paragraphs summarise how well connected the proposed development site is with existing facilities and amenities near to the site and in the surrounding area. The site is located within reasonable walking distance of a number of facilities and amenities and accessible through well maintained and lit walking routes. A number of walking and cycling routes are provided through the adjacent residential areas to the south reducing the reliance on the private car for journeys.

Well served bus stops are located within walking distance of the site whilst Norwich rail station is accessible by both bus and cycle. The new bus interchange located off Round House Way is also located near to the site such that easy access to greater bus services including the BRT will be available.

The existing and proposed connections ensure that the use of sustainable modes of transport for journeys to work, retail and schools are possible therefore reducing the reliance on the private car and the potential impact of the proposed development on the local road network.

Vehicular Access

04

4. Vehicular Access

The proposed site would be accessed from the new access junctions from Colney Lane, serving Newfound Farm, comprising Colney Lane/ Newfound Farm Roundabout and Colney Lane/ Newfound Farm T-Junction.

Figure 3 below illustrates the results of the modelling for the existing network in the vicinity of the site and proposed Newfound Farm site access, extracted from the Transport Assessment for Newfound Farm.

Table 6.45: Overall Impact of Development on Key Junctions, With Planned Development (Max RFC)

Junction	Scenario 3		Scenario 4		Change	
	RFC	Queue	RFC	Queue	RFC	Queue
AM Peak (0800-0900)						
Site Access Roundabout	-	-	96%	13	-	-
Site Access T-Junction	-	-	99%	4	-	-
Colney Lane/Watton Road	79%	35	81%	38	+2%	+3
Colney Lane/NRP Access	73%	36	76%	38	+3%	+2
Colney Lane/NNUH	72%	3	75%	3	+3%	0
Round House Way / Colney Lane	100%	28	105%	51	+5%	+23
Round House Way / The Pines	88%	7	92%	10	+4%	+3
Round House Way / Dragonfly Lane	89%	7	93%	11	+4%	+4
Round House Way / A11	105%	75	108%	87	+3%	+12
Thickthorn Interchange	106%	82	110%	99	+4%	+17
PM Peak (1700-1800)						
Site Access Roundabout	-	-	86%	6	-	-
Site Access T-Junction	-	-	13%	1	-	-
Colney Lane/Watton Road	68%	28	70%	29	+2%	+1
Colney Lane/NRP Access	67%	28	70%	31	+3%	+3
Colney Lane/NNUH	77%	3	79%	4	+2%	+1
Round House Way / Colney Lane	82%	4	89%	7	+7%	+3
Round House Way / The Pines	69%	2	75%	3	+6%	+1
Round House Way / Dragonfly Lane	74%	3	81%	4	+7%	+1
Round House Way / A11	119%	174	125%	230	+6%	+56
Thickthorn Interchange	92%	20	93%	22	+1%	+2

Figure 3. Junction Modelling Results, Without Mitigation extracted from Newfound Farm Transport Assessment, 2013

These results are discussed in the context of the proposed additional residential development on 'Land south-west of Newfound Farm'.

Scenario 4 represents the design scenario with the following developments in place:

- Round House Park –1,065 dwellings & other uses
- Norwich Research Park North & South Masterplan – delivered in full.
- Hethersett North –1,196 dwellings & other uses;
- Bowthorpe –1,200 dwellings & other uses;
- Colney Hall – healthcare & employment uses; **NOTE this development has since been deallocated.**
- Wymondham – 1300 dwellings & other uses across sites south east and south of Wymondham;

- 'Cringeford extension' Development– 650 units & other uses; and
- Newfound Farm; 852 dwellings & other uses. **Note: Newfound Farm has permission for 650 dwellings & other uses.**

4.1 Site Access junctions

The Newfound Farm access junctions have been designed in detail and are currently under technical review by NCC as part of the S278 process. The layout of these junctions is included in **Appendix B**. The junctions were designed to accommodate 852 dwellings on the Newfound Farm development site rather than the permitted 650 dwellings.

Bearing in mind that Newfound Farm will only deliver 650 dwellings, and the Colney Hall development is no longer coming forward the results in **Figure 3** illustrate that the site accesses will have additional capacity for more than currently permitted at Newfound Farm.

Many of the committed developments have now come forward, at least in part. Given the fact that the previous assessment was based on a first principles approach, layering the respective developments on top of each other, taking no account for overlap between employment and residential trips, the likelihood is that further capacity would be available.

Furthermore, the recent investment in sustainable travel by NCC and changing travel patterns are likely to result in more sustainable travel patterns than assumed at the time of the previous assessment.

A planning application for the proposed 'Land south-west of Newfound Farm' would require a transport assessment which would examine the traffic forecasting to reflect the current situation and this would clarify the true capacity for development of the proposed site.

4.2 Highway Network Constraints

A review of Transport Assessment prepared for the consented residential development which forms part of the development site identifies that, in the future, parts of the network are predicted to operate close to or at capacity. The junctions local to the site where capacity issues were identified by other developments, or are known through AECOM's experience, are:

- NNUH / Colney Lane Roundabout.
- Round House Way/ Colney Lane Roundabout
- Round House Way/ A11 Roundabout
- Thickthorn Interchange

NNUH/ Colney Lane roundabout

The existing roundabout suffers from congestion at peak periods and the junction was identified for improvement as part of the NRP Masterplan developments, North and South. A scheme is expected to be delivered within the next two years by NCC, as soon as an alternative route into the NNUH hospital is built. The improvement scheme will be delivered by NCC and a S278 relating to the works is expected to be signed in the coming months.

The provision of a new route into the NNUH from Hethersett Lane as part of the NRP South development is expected to alleviate some pressure on the local network, Funding is in place for delivery of this road.

Round House Way/ Colney Lane Roundabout

Based on the findings of the Transport Assessment for Newfound Farm, an improvement scheme was identified for the Round House Way/ Colney Lane roundabout, which is currently in the process of being delivered by Barratt David Wilson Homes (Eastern Counties) as part of Newfound Farm. The results of junction capacity modelling, with the improvement scheme in place, with all committed development previously referenced in place is provided in **Figure 4** below.

Table 9.4: Future Base + Development Junction Capacity Assessments With Planned Developments: Colney Lane/Round House Way Junction with Improvements

Arm	Base + Com + Plan without Potential Mitigation (Scenario 3)		Base + Com + Plan + Dev with Potential Mitigation (Scenario 4)		Difference	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Colney Lane (N)	30%	82%	49%	88%	+19%	+6%
Colney Lane (S)	0%	0%	0%	0%	0%	0%
Round House Way	100%	29%	100%	41%	0%	+12%
Max RFC	100%	82%	100%	88%	0%	+6%

Figure 4. Junction Modelling Results for Colney Lane/ Round House Way roundabout , extracted from Newfound Farm Transport Assessment, 2013

The results illustrate that the improved roundabout will operate at or within capacity with all developments in place. As with the site accesses, this junction has been tested to accommodate more development than currently committed and will have capacity to accommodate further development on the proposed development site.

Round House Way/ A11 Roundabout

A improvement scheme was identified for the Round House Way/ Colney Lane roundabout, to be delivered by the Newfound Farm Development. An emended version of this scheme was later identified as part of the 'Cringleford Extension' development which facilitated access to that site. Both developments have been coordinating delivery of a combined scheme with NCC.

The results of junction capacity modelling, with the improvement scheme in place, with all committed development previously referenced in place is provided in **Figure 5** below.

Table 9.2: Comparison of Assessments With and Without Potential Mitigation Scheme (With Planned Dev): A11/Round House Way Junction

Arm	Base + Com + Plan without Potential Mitigation (Scenario 3)		Base + Com + Plan + Dev with Potential Mitigation (Scenario 4)		Difference	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Round House Way	71%	83%	98%	81%	+27%	-2%
A11 (E)	98%	119%	81%	86%	-17%	-33%
Cringleford Site Access	59%	64%	45%	52%	-14%	-12%
A11 (W)	105%	61%	97%	78%	-8%	+17%
Max RFC	105%	119%	97%	86%	-8%	-33%

Figure 5. Junction Modelling Results for Colney Lane/ Round House Way roundabout , extracted from Newfound Farm Transport Assessment, 2013

The results illustrate that the improved roundabout will operate within capacity with all developments in place, allowing the strategic purpose of this A11 corridor to be maintained. As with the site accesses, this junction has been tested to accommodate more development than currently committed and will have capacity to accommodate further development.

Thickthorn Interchange

Whilst this junction has long been acknowledged as a constraint to traffic growth, and a number of committed improvements have been identified for implementation by local permitted developments. These are being progressed through discussions with the highway and planning authorities. Newfound Farm is one of those developments committed to delivering or part funding improvements to Thickthorn Interchange. Furthermore this junction has been identified for improvement under as part of £15.1 billion investment to improve journeys on England's major A roads and motorways. A scheme to upgrade the junction to a high quality interchange including free-flow links in both directions between the A11 and the A47 eastern link is being progressed through the Development Consent Order (DCO) process.

The proposals for improvements to the Thickthorn Interchange are at an advanced stage with work to improve the junction likely to start in 2020/2021. The proposals are designed to cater for a 30% increase in traffic up to 2036. The junction will therefore be more than able to cater with the traffic associated with the proposed development.

4.3 Summary

It is clear that these existing constraints are being addressed through improvements which have been carried out, or are planned to address existing problems.

In terms of the strategic road network the improvements planned will allow for further growth in this area and the need for substantial further capacity improvements is unlikely, but this would be assessed in detail at planning stage.

Equally the development site is positioned such that reliance on private car can be minimised with available public transport and cycle networks, employment and local services all in close proximity of the site.

In addition the site accesses have sufficient capacity to cater for additional growth on the 'Land south west of Newfound Farm'.

Mitigation

05

5. Mitigation

5.1 Introduction

This section of the report provides a review of the potential mitigation requirements associated with the proposed development and the deliverability of those requirements.

Firstly it is important to note that the mitigation package identified for Newfound Farm was derived based upon a scheme greater than that committed and it is considered that the potential impacts arising from the proposed allocation site are already being mitigated, at least in part. A planning application associated with the proposed 'Land south-west of Newfound Farm' would undertake a new traffic impact assessment, whereby the traffic impacts can be identified in full and any further mitigation requirements identified.

5.2 Sustainable Travel

Given the site location in close proximity to schools, services, jobs and sustainable links to other major centres, it is anticipated that focussing on sustainable transport promotion in the first instance is the most appropriate way to approach development mitigation.

In order for the development to come forward it is anticipated that the following mitigation may be required:

- Provision of enhanced cycle and pedestrian facilities and infrastructure, particularly linking to existing and planned developments;
- Provision of enhanced facilities at nearby bus stops;
- Implementation of a Travel Plan; and,
- Investment in local travel planning in the nearby residential areas to support generalised mode shift in Cringleford.

5.3 Highway Network Mitigation

The highway network constraints local to the proposed development were discussed in Chapter 4, with the following junctions identified:

- NNUH/ Colney Lane Roundabout;
- Newfound Farm Roundabout access from Colney Lane;
- Newfound Farm T-Junction access from Colney Lane;
- Colney Lane/ Round House Way;
- Round House Way/ A11; and
- A47 / A11 junction, known as Thickthorn Interchange.

It is clear that these existing constraints are being addressed through improvements which have been carried out, or are planned to address existing problems. And that these will allow for further growth.

The capacity of site will be determined in part through the ability of the local network to cater for further growth and a detailed transport assessment would provide this information. There is limited scope for further capacity enhancements, with Round House Way/ Colney Lane roundabout likely to be a constraint.

In terms of the strategic road network the improvements planned will allow for further growth in this area and the need for substantial further capacity improvements is unlikely, but this would be assessed in detail at planning stage.

In addition to the proposals for the Thickthorn Interchange, NCC and HE are proposing improvements at locations slightly further afield which will further increase the capacity at Thickthorn Interchange. This includes the extension of the Norwich Distributor Road (NDR) to the west linking with the A47 whereby traffic currently travelling through Thickthorn Interchange from the west to reach destinations to the north of Norwich will use the NDR therefore reducing traffic and pressure at Thickthorn. These strategic improvements are likely to alter future traffic movements into the NRP area, potentially attracting more traffic to access from the B1108 Watton Road, rather than via Colney Lane.

5.4 Development Mitigation Deliverability

It is considered that the local highway network has committed improvements coming forward which are designed at least in part to cater for the proposed allocation site. These improvements are readily deliverable and will assist significantly in mitigating the development impacts.

Summary and Conclusions

06

6. Summary and Conclusions

The proposed development site is located in Cringleford, Norwich, south-west of the committed Newfound Farm development. Access to the site is proposed through Newfound Farm, which is under the same ownership, onto Colney Lane through the two new access points. The site access junctions are currently being delivered through S278.

The access junctions and highway mitigation package for the committed Newfound Farm development were design to accommodate 852 dwellings, rather than the 650 dwellings for which planning permission was sought and secured. This will assist in offsetting any capacity requirements for additional dwellings at 'Land south-west of Newfound Farm', which will be determined following detailed assessments and will inform the mitigation package necessary to deliver this site.

This site is a natural extension of the Cringleford area, and is in a sustainable location. The major employment hubs of the Norfolk and Norwich Hospital, the Norwich Research Park and the University of East Anglia are within walking and cycling distance. Equally the site is along the key cycle and bus corridors serving Norwich City Centre. The area is well served by local services and there will be a new school adjacent to the site on Newfound Farm.

The development site is provided with good links to existing facilities and amenities within Cringleford and the surrounding area, with services within a reasonable walking or cycling distance along existing routes conducive to both modes. The existing primary schools are within walking and cycling distance of the site. Given the location on Norwich City suburb, a number of high schools are within cycle or bus distance of the site, with bus services currently in place.

Well served bus stops are located within reasonable walking distance of the site. Frequent routes serving Norwich and local towns such as Wymondham, Hethersett, and Attleborough pass along the site frontage. Many of these bus services will benefit from planned and ongoing improvements to the bus network, including a Bus Rapid Transit (BRT) route which has been identified within the Norwich Area Transport Strategy (NATS) along A11, including a new bus interchange adjacent to the development site on Roundhouse Way.

The proposed site is linked to the Norwich City cycle network, with direct access to the Purple Pedalway provided on Colney Lane. The provides access to the NRP, the Pink Pedalway between NRP and Norwich City, via the UEA, and also links with the Blue Pedalway connecting Wymondham with Sprowston. The provision of these routes in the vicinity of the site ensure that excellent access to the cycle network is provided from the site thereby encouraging greater use of sustainable modes from the development and reducing the reliance on the private car.

Given the links to sustainable modes of transport, the use of the private car should not be the first mode of choice for residents of the development therefore limiting the impact of the development on nearby constrained junctions.

Whilst there are a number of existing highway constraints in the area around the site, these constraints are the subject of planned improvements as part of committed developments, including the Newfound Farm development.

A planning application associated with the proposed 'Land south-west of Newfound Farm' would undertake a new traffic impact assessment, whereby the traffic impacts can be identified in full and any further mitigation requirements identified.

The Thickthorn Interchange between A11 and A47 is a long standing local network constraint which will be addressed as part of a major scheme being delivered by Highways England. Construction of the major scheme is planned to commence in 2022. The proposed scheme has been identified to cater for growth up to 2036.

In order for the development to come forward it is anticipated that the following mitigation may be required:

- Provision of enhanced cycle and pedestrian facilities and infrastructure on site;
- Potential provision of bus facilities within the site;

- Provision of enhanced facilities at nearby bus stops;
- Implementation of a Travel Plan;
- Investment in local travel planning in the nearby residential areas to support generalised mode shift in the local area.

These measures are all deliverable and in keeping with the scale of the development proposals. As such it is considered that the development site can cater for a significant number of dwellings required as part of the housing supply for the Greater Norwich Local Plan and is accessible by sustainable modes to the existing nearby facilities and amenities and to key employment centres.


Appendix A – Plans

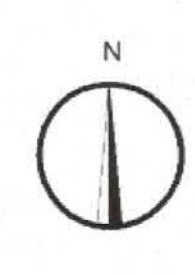
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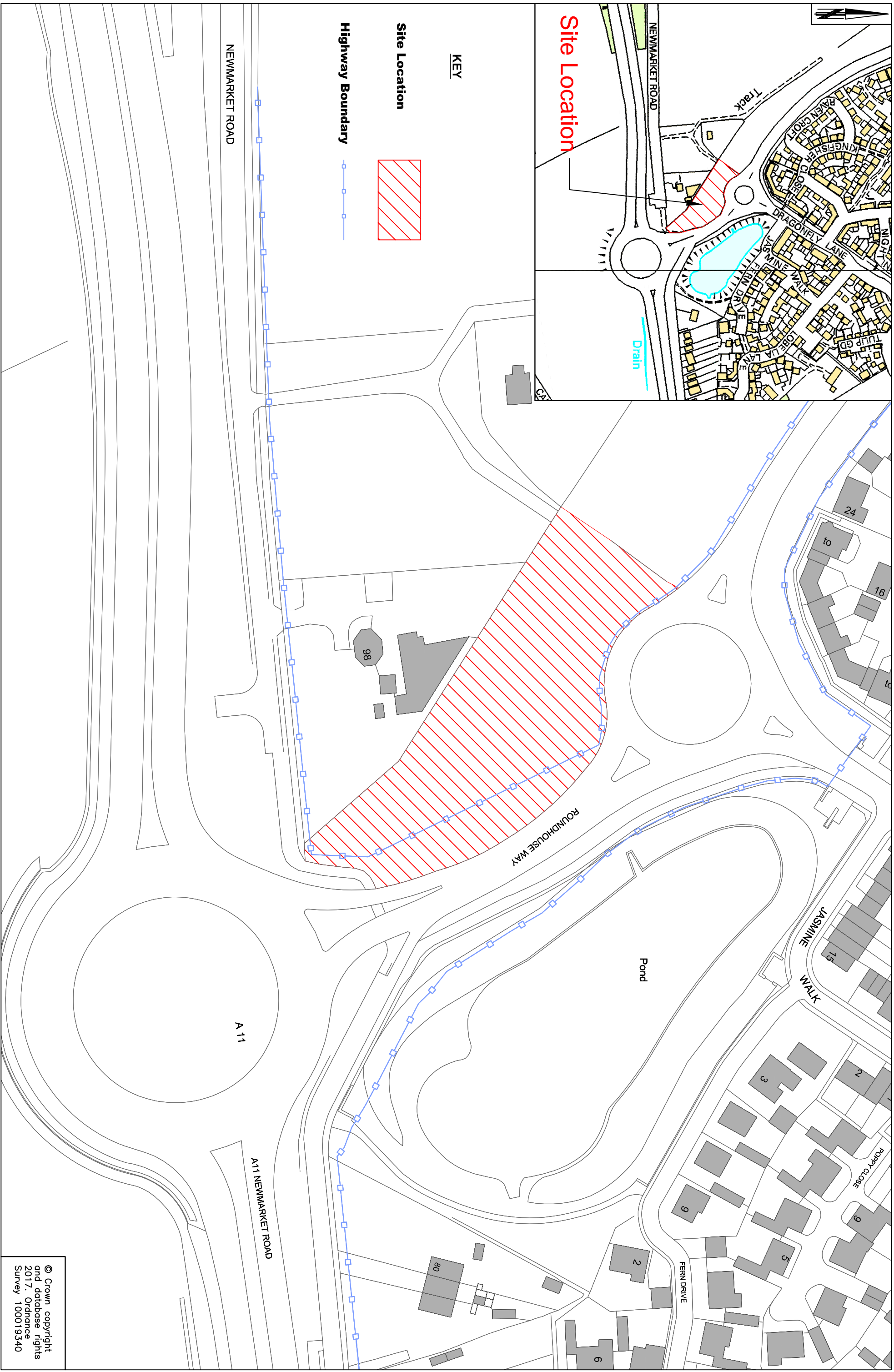
- Indicative Masterplan for 'Cringleford Development'
- Cringleford Round House Way Bus Interchange Layout



Mast

 Access for Pedestrian and Cyclists Only
 Note: Potential access for pedestrians and cyclists only - not submitted for approval at this stage.

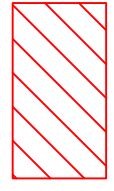




KEY

Site Location

Highway Boundary



NEWMARKET ROAD

NEWMARKET ROAD

ROUNDHOUSE WAY

Pond

A 11

A11 NEWMARKET ROAD

JASMINE WALK

ROSEY CLOSE

FERN DRIVE

24

16

15

9

2

3

5

9

6

80

98

Track

Drain

NEWMARKET ROAD

Track

Raven Croft

Dragonfly Lane

Jasmine Walk

Fern Drive

98

98

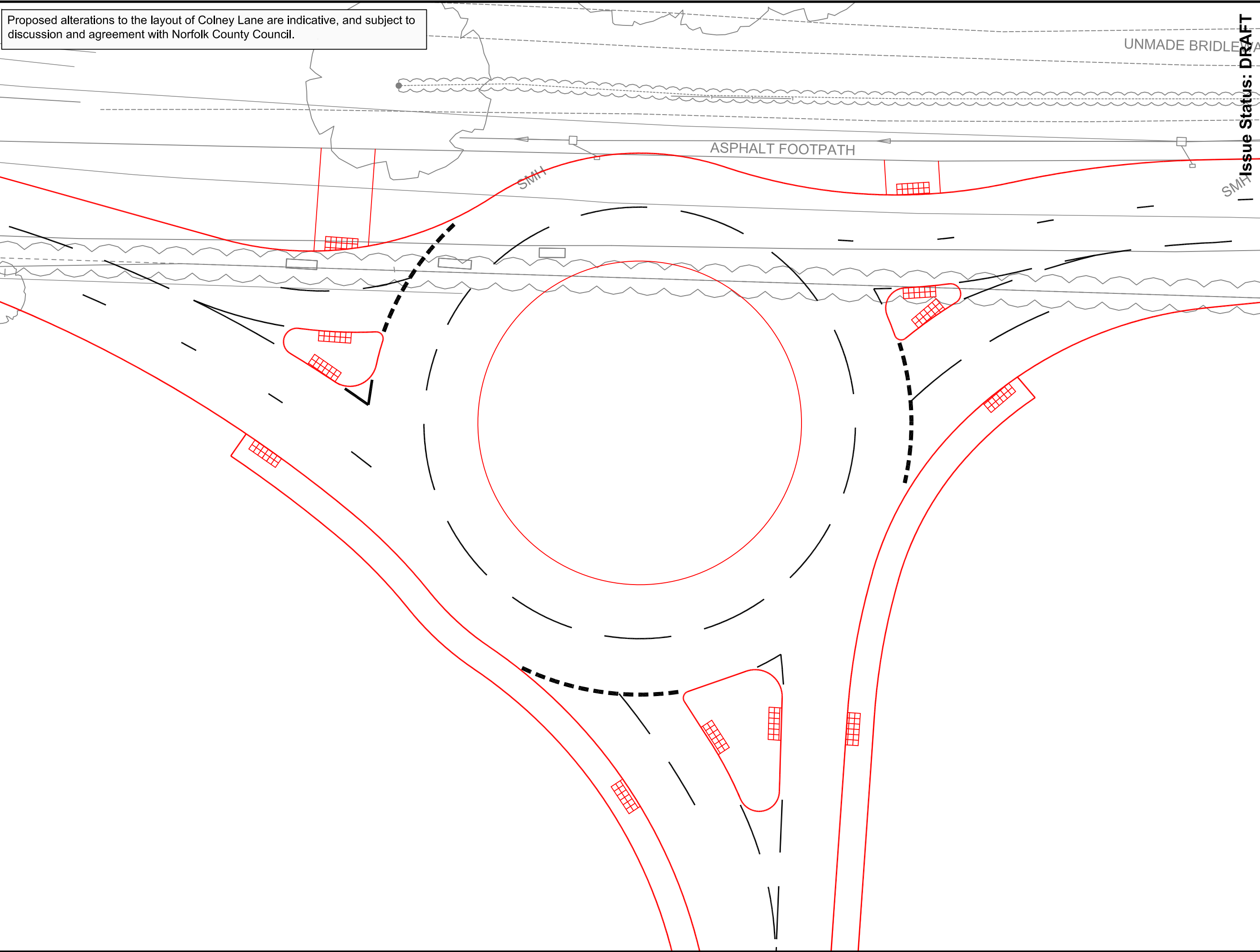
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REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
DESIGNED BY	XF	11/15	PC2046-HP1-001
DRAWN BY	XF	11/15	PROJECT TITLE
CHECKED BY	DJC	09/17	Chingford Roundhouse Way Transport Interchange
			SCALE
			1:1000 / 1:5000
			FILE No. PC2046

Appendix B – Access Drawings

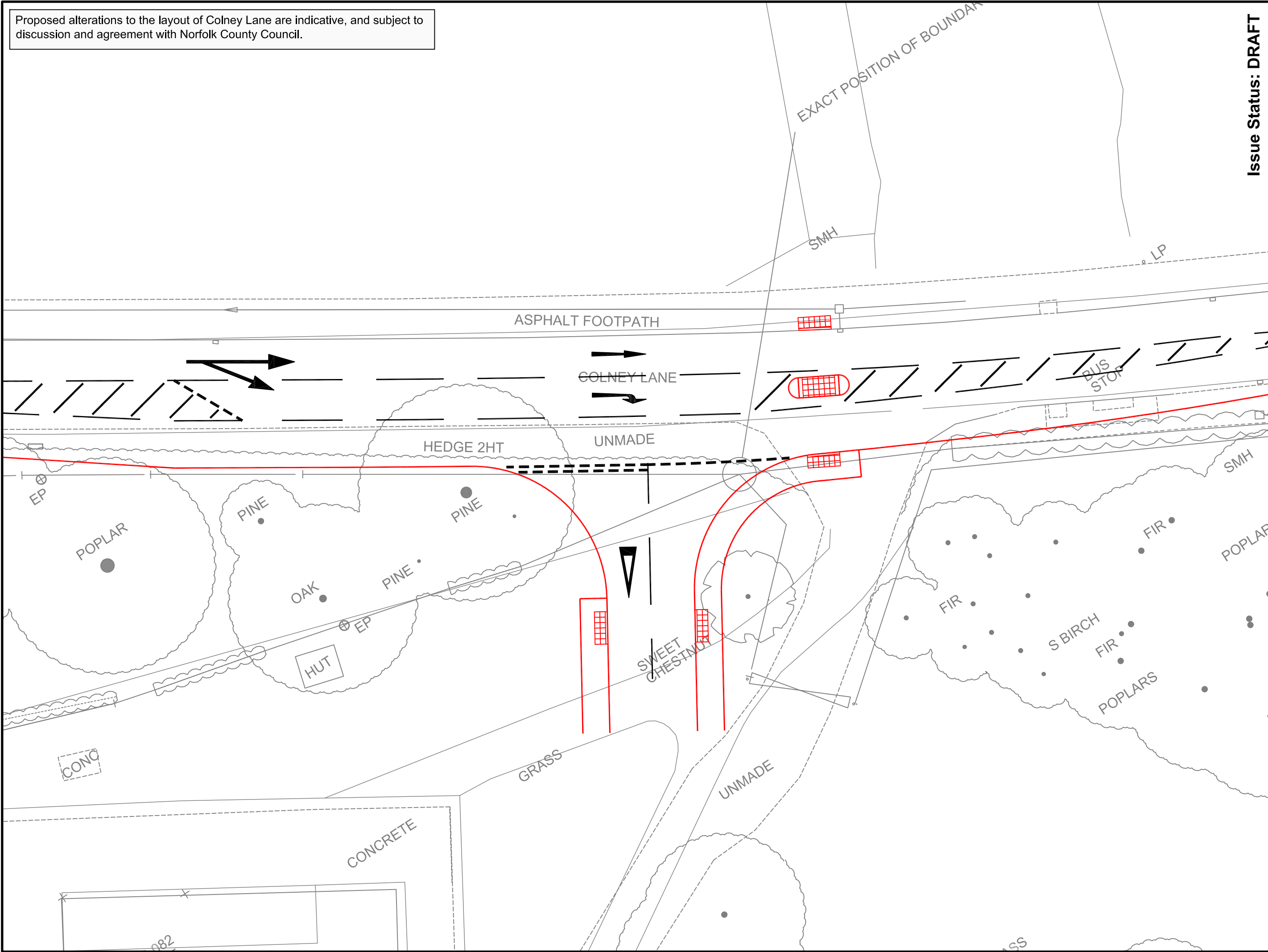
Proposed alterations to the layout of Colney Lane are indicative, and subject to discussion and agreement with Norfolk County Council.



Issue Status: DRAFT

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Filename: P:\UK\ON-TIL\ONDON DEV\PLANNING LIBRARY\PROJECTS\60163960 NEWFOUND FARM SUSTAINABLE VILLAGE\DRAWINGS\FIGURES 6.7 AND 6.8.DWG

Proposed alterations to the layout of Colney Lane are indicative, and subject to discussion and agreement with Norfolk County Council.



Issue Status: DRAFT