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## Proposed Residential Development of land east of Langley Road, Chedgrave

### Submission of additional information relating to Regulation 18 Consultation, Greater Norwich Local Plan

on behalf of ESCO Developments Limited

Ref: 17/191

GNDP Site refs: GNLP0463

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For and on behalf of Brown & Co.

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Date: December 2018.

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## 1. INTRODUCTION

- 1.1 The site has been submitted by the “Call for Sites” undertaken in May/July 2016. In response to the Housing and Economic Land Availability Assessment (HELAA) undertaken in December 2017. The purpose of this submission is to be provided greater clarity on the delivery of this site as part of its contribution to the future growth of Greater Norwich.
- 1.2 We have undertaken additional work to identify how development could potentially occur on this site. We have taken a landscape-led approach and reviewed the constraints of the site. As a consequence, we wish to amend the configuration of the site from the initial submission made during the ‘Call for Sites’. The initial landscape assessment has been undertaken to produce an initial layout for the site.
- 1.3 The intention is to use this initial layout for a discussion with the Parish Council and any other stakeholders to understand any comments they may have to the principle of developing this site. A copy of the initial layout is attached in Appendix 1.

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## 2. THE PROPOSAL

2.1 As a result of the initial work undertaken to understand the landscape constraints of the site, the submitted site has been extended northwards along the Langley Road and contained within a single field. The site is now approximately 5.641 hectares in size (approximately 14 acres) which includes the following:

- Formal open space 1.44 hectares (3.56 acres)
- Informal open space 0.35 hectares (0.86 acres)
- SuDS basin area 0.26 hectares (0.64 acres)

2.2 The site has been amended so that the proposed residential development is contained in the valley area adjacent to Langley Road and the northern end of the field rather than the prominent land to the south east which forms part of Snows Hill. The area of land that forms part of Snows Hill is retained as open space and relates to the village as well as the proposed development. The intention is to create the open space of Snows Hill as a central feature of the development with open views to the south across Chedgrave. The layout has been designed with a residential development element of 78 dwellings incorporating 24 affordable units and accompanies this representation in Appendix 1. The layout also allows for the formation of Alms-houses, at the request of the landowner, as part of the affordable housing provision.

### 3. CONSTRAINTS IDENTIFIED THROUGH HELAA

3.1 The HELAA exercise identified the following scores for this site:

#### Constraints Analysis

Access	Amber
Accessibility to Services	Green
Utilities Capacity	Green
Utilities Infrastructure	Green
Contamination & Ground Stability	Green
Flood Risk	Green
Market Attraction	Green

#### Impacts Analysis

Significant Landscapes	Amber
Townscapes	Amber
Biodiversity & Geodiversity	Amber
Historic Environment	Amber
Open Space and GI	Green
Transport & Roads	Amber
Compatibility with Neighbouring Uses	Green

3.2 The HELAA analysis classifies the site as being suitable for housing development and indicates there are no constraints to development other than access.

#### *Highway safety*

3.3 The constraint of access is qualified in the supporting text which indicates that the potential access constraints on the site can be overcome through development. Reference is also made to the need for suitable footpath provision which we believe occur both on site and in connecting with existing footpaths.

3.4 Good visibility would be available from the proposed access onto Langley Road in both directions which would occur within the 30 mph speed limit. There is an existing footway on the opposite (western) side of Langley Road which continues through to the village centre. The speed limit for the road is maintained through to the village centre.

3.5 Links through the site and to the adjacent footways on Langley Road will be incorporated to provide suitable links to homes, open space and the village centre.

#### *Access to services*

3.6 Chedgrave is identified in the current Joint Core Strategy as a Key Service Centre when combined with Loddon. It benefits from a range of shops, services and community facilities, including an infant, junior and high school, medical centre, library, several pubs and a range of independent retail businesses. The village centre is approximately 350m from the access to the site off Langley Road, and would be readily accessible from it on foot or by bicycle.

- 3.7 There are frequent bus services running from the village to Norwich City Centre, Beccles and Lowestoft (Ambassador Service 879, and Eastern Counties X21 and X22), with some services running on Sunday. The nearest bus stop is at the White Horse PH approximately 650m to the south on Norwich Road.
- 3.8 Accordingly, it is considered that the proposal development would benefit from good access to local services and would accord with local and national planning policies which indicate that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Given their accessibility, existing local businesses and services would be likely to derive support from the development due to the addition to the local economy of the spending power of new residents. In these respects, the proposal would support the social and economic dimensions of sustainability as defined in the NPPF. The proposed development will bring benefits to the local area including local housing, amenity area and a community area.
- 3.9 The site would be part of a Key Service Centre with a range of services and facilities. It is acknowledged that these services and facilities will assist in providing the day-to-day needs of future residents. Whilst there will be a degree of car travel for their main shopping and leisure trips there are a number of sustainable transport options would, nonetheless, be available to access local services, including walking, cycling and public transport.

*Local character*

- 3.10 The land proposed for development comprises of an open field located on Langley Road to the north of the village. The proposed development is adjacent to existing residential development and well related to the village, so would not appear out of place. From Langley Road, views of the proposed houses would be limited as the site will be screened by a series of established hedgerows and trees. The intention would be to ensure that the proposed development would not be a prominent feature and not occupy the high ground to the southeast. In addition, it is intended that the rising ground known as Snow Hill would be used a public open space where views across the village can be enjoyed. Consequently, whilst the proposal would inevitably result in a loss of openness, its impact on the landscape setting of the village and the character of the area generally would be limited. An annotated plan showing the initial landscape assessment undertaken accompanies this representation as Appendix 2.

*Heritage assets and impact on biodiversity*

- 3.11 The HELAA assessment refers to the proximity to Langley Park and the potential impact on the wider setting of the Grade 1 listed building. It also refers to the proximity of the Norfolk Broads, the special area of conservation and SSSI. We believe that these particular points can be mitigated against as we develop our proposals for the site.

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*Flooding*

- 3.12 The site is at a low risk of fluvial and surface water flooding, the majority of the site falls with Flood Risk Zone 1 (low risk). Further technical work, including a site-specific flood risk assessment, will be commissioned to demonstrate that the proposed development would not be a risk of flooding or be likely to result in an increased flood risk elsewhere in the locality. The site has good soakage properties; therefore, SuDs will be designed throughout the site with a pond area at the end of the drainage system to retain any excess surface water.

*Infrastructure*

- 3.13 There are no significant infrastructure constraints identified to date which would be likely to delay or impede the development of the site for development. Attached in Appendix 3 is a plan illustrating the routes of services around and in the vicinity of the site.

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## 4. CONCLUSIONS

- 4.1 The site is in a single ownership and no further land is needed to enable the land to be brought forward for development. The land is currently available for development and, subject to approval being given, could deliver housing in the short term.
- 4.2 The proposed development would make a positive contribution to the supply of market and affordable housing in the area. The proposal would also add to the range of housing sites available in the locality, providing flexibility and a wider choice of development opportunities to the market, and thus strengthening the local supply of housing land. By providing sufficient land of the right type in the right place to support growth the development would address the economic dimension of sustainable development, as defined in the NPPF.



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## 5. APPENDICES