



March 2020

GNLP Site Submission

Land South of Railway Line
Rectory Road
Coltishall
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Information

Client	Crocus Contractors Limited (Crocus Homes)
Site Address	Land South of Railway Line, Rectory Road, Coltishall NR12 7HR
Date	February 2020
Local Planning Authority	Broadland District Council

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Report Revision:1

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1.0 Introduction

- 1.1 The Greater Norwich Local Plan (GNLP) is being produced by Broadland District Council, (hereafter BDC), Norwich City Council and South Norfolk District Council working together with Norfolk County Council through the Greater Norwich Development Partnership (GNDP).
- 1.2 The GNLP will cover the period to 2038 and will identify sites for new homes, jobs and infrastructure. As well as welcoming the submission of new sites for potential allocation in their Local Plan as part of the GNLP Regulation 18 'Preferred Options' stage consultation, the consultation document also identified those site that it currently 'prefers' for allocation.
- 1.3 **Our client welcomes the identification of their site as a 'preferred option' for meeting the emerging housing requirement within the settlement of Coltishall.**
- 1.4 The intention of this statement is to reaffirm the suitability, availability and achievability of the site south of the railway line and east of Rectory Road for inclusion within the GNLP and the evidence base documents the that will inform its preparation. The consultation itself commenced on 29th January 2020 and will close on the 16th March 2020.
- 1.5 This statement has been prepared in order to satisfy the requirements of the joint Norfolk Housing and Economic Land Availability Assessment Methodology (HELAA, 2016) in addition to the requirements of the consultation response form issued as part of the current Regulation 18 stage consultation.

2.0 Site and Context

- 2.1 The site is currently used as a paddock land and lies to the east of Rectory Road. The existing village pavilion and playing fields lie to the south of the site. Residential development lies to the west of the site with agricultural land to the east. The Bure Valley Railway lies to the north forming the northern boundary of the site. The village primary school lies within 250m, to the south of the site via Rectory Road. The Doctors Surgery also lies in close proximity.
- 2.2 The site has an area of 1.43ha and has the potential to accommodate 20-25 dwellings. This figure is consistent with the HELAA methodology that prescribes a density of 25dph on sites (Broadland) District-wide. These dwellings would be in addition to the adjacent site that achieved outline planning permission on 06-11-2017 (red line – fig. 1) for 30 dwellings, planning reference 20170075 (Land adjacent former railway line, Rectory Road, Coltishall).

This adjacent site appears as an extant allocation within the context of BDC’s Site Allocations DPD (2016) and as a commitment in the emerging GNLP (reference COL1). Site GNLP2019 will come forward and be ‘master-planned’ alongside site COL1 in a comprehensive manner and in accordance with the requirements of emerging policy GNLP2019.

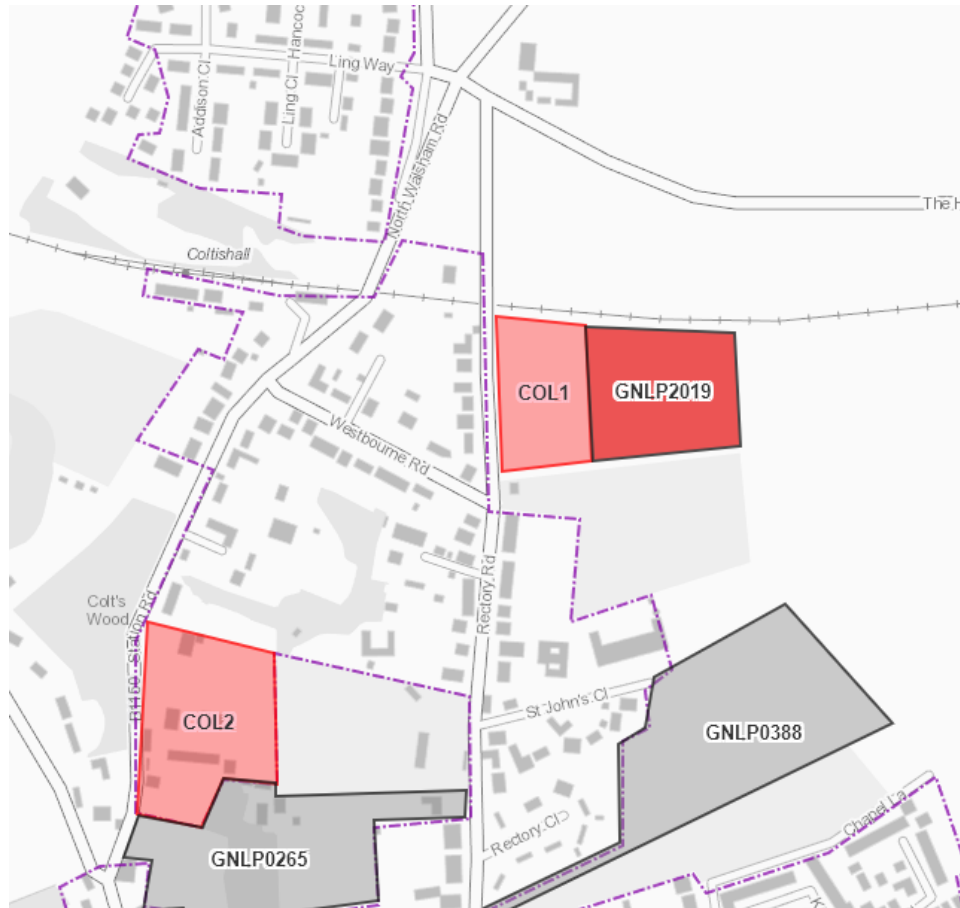


Fig.1 Plan illustrating the position of or client’s potential allocation (GNLP2019) in relation to the existing commitment (COL1) and the Bure Valley railway line along the northern boundary of both sites. Source: GNLP Reg. 18 Consultation Interactive Map.

3.0 Designations & Constraints

3.1 Coltishall (with Horstead) is an established ‘Service Village’ (Joint Core Strategy 2014) and therefore a relatively sustainable location for new development, within the context of the GNLP based on its level of ‘Core’ and ‘Secondary’ service provision.

- 3.2 The development site is identified by the Environment Agency as being within 'Flood Zone 1', as such the site is at low risk of flooding from surface water.
- 3.3 The site lies in an area designated as 'countryside' (i.e. outside of any defined settlement boundary) where new development would normally be more restricted (Policy GC2, BDC Development Management Policies DPD, 2015). However, our client is seeking the inclusion of their site within the development boundary as an allocation within the context of the Council's emerging GMLP, so this 'constraint' is not particularly relevant.
- 3.4 There are no historic buildings near the site and there are no archaeological records pertaining to the site. Coltishall has a conservation area albeit the site is not located within or adjacent to it.
- 3.5 Coltishall Parish Council has started work on preparing a Neighbourhood Plan and formally designated the parish boundary as the 'neighbourhood area' for planning purposes in late summer 2017. This would suggest that Coltishall Parish Council are at a relatively early stage in the preparation of their Neighbourhood Plan. Although the site falls within the designated area, the plan has not been adopted and there are not known to be any conflicts between the allocation of this site and the contents of the emerging plan at this time.

4.0 Suitability including assessment of potential 'constraints' & 'impacts'

- 4.1 As indicated, Coltishall (with Horstead) has been established as a 'Service Village' on the basis of its level of 'Core' and 'Secondary' service provision. The settlement is therefore considered to be a relatively sustainable location for new development.
- 4.2 The settlement of Coltishall is also well related to higher order settlements including Norwich (7 miles to the City Centre) Wroxham (a Key Service Centre) 2.5 miles with North Walsham (a 'Principal Settlement' according to North Norfolk's Local Plan) 6.4 miles. There is a wider range of communities and facilities available in these locations. Coltishall is served by several bus services including 5A, 55, X55 (North Walsham - Norwich City Centre) and 291 (Wroxham – Reepham).
- 4.3 To assess the suitability of sites the HELAA methodology document (intended to accord with both local and national planning policy and guidance) prescribes a **red**, **amber**, **green** (RAG) approach to assessing various types of 'constraints' on a site's deliverability in addition to

potential 'impacts' arising.

- 4.4 For a site to be 'taken forward' and included in the HELAA capacity assessment, sites are expected to achieve either an amber or green rating against all suitability criteria and furthermore, meet the availability and achievability 'tests'. Some sites will have constraints and impacts that are insurmountable and thus undermine their suitability for development.
- 4.5 Following the RAG assessment prescribed in the methodology, the LPA concluded within the context of the *HELAA Addendum October 2018* document (relevant extract to be found at appendix B):

Based on the site suitability analysis it is considered that the site is appropriate for the land availability assessment....The constraints identified are likely to have possible mitigations and so the site is concluded as suitable for the land availability assessment.

- 4.6 Furthermore, the Consultation Draft GNLP identifies:

After careful consideration this is the only site considered suitable for allocation in Coltishall.

- 4.7 It is for this reason that the site now appears as a 'Preferred Option' within the context of the consultation draft GNLP. Whilst Parker Planning welcome this, we have attempted to reaffirm the sites suitability for inclusion within the HELAA and GNLP and undertaken our own RAG assessment, intended to accord with the combined Authority methodology (2016).

Potential Site Constraints

- 4.8 **Access to site** – The access to the site will be taken from Rectory Road with the existing 'scheme' for 30 dwellings 'future-proofed' to allow for a coherent and logical extension to the settlement in this location. There is an informal agreement in place with the Highway Authority that this access could serve up-to 50 dwellings. **RAG assessment = Green.**
- 4.9 **Access to Local Services and facilities** - The site relates particularly well to the settlement and its centre including all the facilities and amenities found therein and as outlined in this statement. The LPA (within the context of their HELAA addendum – Appendix A) recognised that *the site is well related to the centre of Coltishall, where there is (among other) a primary school, doctor's surgery, bus stops and shops.* Given the allocation of the neighbouring site

and consequent planning permission, the principle of development in this location is established and therefore must be considered (relatively) sustainable. **RAG assessment = Green.**

- 4.10 **Utilities Capacity** – Although ‘greenfield’, the site relates well to the existing form of Coltishall and any increased utilities capacity requirement can be considered in combination with the adjoining site that has planning permission. There is no evidence to suggest that utilities capacity will be a constraint. **RAG assessment = Green.**
- 4.11 **Utilities infrastructure** – Again, although ‘greenfield’, the site relates well to the existing form of Coltishall and any increase in utilities infrastructure requirements can be considered in combination with the adjoining site that has planning permission. There is no evidence to suggest that utilities infrastructure will be a constraint. **RAG assessment = Green.**
- 4.12 **Contamination** – There is no indication that this (greenfield) site has contamination issues or has been subject to any (previous) contaminating land-uses. There are unlikely to be any potential ground stability issues either. There were no contamination issues pertaining to the adjacent site that now has an outline planning permission. **RAG assessment = Green.**
- 4.13 **Flood Risk** – The site lies within Flood Zone 1 in its entirety although an appropriate Flood Risk Assessment (FRA) is a likely requirement given the scale of the development and at the appropriate stage. A flood Risk Assessment produced by Kingdom TP (2016) and in support of the outline application on the adjoining site area found no reasons, from a drainage and flood risk perspective, that the planning authority could not support the proposed development of 30 dwellings in this location. **RAG assessment = Green.**
- 4.14 **Coastal Change** – This site is located some distance from the coast and is not associated with any Coastal Hazard Zone(s) or similar. **RAG assessment = Green.**
- 4.15 **Market Attractiveness** – This is an extremely popular place to live with a demonstrable need for both market and affordable homes. As with the adjoining site, our client can confirm that development is viable. The site lies within CIL Charging Zone B which itself would suggest that development in this location must be viable. **RAG assessment = Green.**

Potential Site Impacts

- 4.16 **Landscape/townscape** – Any development would be sympathetic to existing development in the locality (including that on the adjoining site) and consequently there is unlikely to be a detrimental impact on the townscape – the predominant established land-use in the vicinity is residential. Development is unlikely to have a detrimental impact on sensitive landscapes or their setting either. Furthermore, there will be an appropriate buffer between the development and open fields to the east of the site in the interest(s) of visual amenity and as required by emerging Policy GNLP2019. Every Crocus Homes development is carefully designed to ensure a well-balanced, spacious, larger than average plot-size development, incorporating local architecture to create a street scene and appeal both for residents and neighbours. **RAG assessment = Green.**
- 4.17 **Biodiversity and geodiversity** – An arboricultural assessment is likely to be required (on submission of any planning application) to establish (among other) the ‘value’ of the naturalised scrub woodland on the Bure Valley Railway embankment which adjoins the site along the northern boundary and any mitigation necessary (as was the case for the proposals on the adjacent site).
- 4.18 The ecology report prepared in support of the application on the adjoining site (Wild Frontier Ecology, 2016) found that it encompassed some habitats of ecological value, which were likely to support a number of animals, all of which may be impacted to various degrees by the development. However, the mitigation and avoidance measures, as detailed within the report and if subsequently adopted, would ensure that the magnitude and likelihood of these impacts were reduced to an acceptably low level. **RAG assessment = Green.**
- 4.19 **Historic environment** - As identified above, the site is not within a Conservation Area or near any buildings of historical significance and as such it is unlikely that there will be a detrimental impact on designated heritage assets. There are no archaeological records pertaining to the site according to the Norfolk Heritage Explorer, albeit the LPA are likely to insist on a scheme of investigation, were the site to be allocated, as was the case with the adjoining site. **RAG assessment = Green.**
- 4.20 **Open Space** – The site is not the subject of any ‘open space’ designation(s). Appropriate and accessible open space will be provided in accordance with local planning policy and guidance in due course and subject to successful inclusion within the context of the Local Plan as an allocation. **RAG assessment = Green.**
- 4.21 Transport and Roads** – There is already an informal agreement with NCC that the proposed

highway improvements relating to the existing permission could support a development of up-to 50 dwellings in this location. As per the emerging Policy GNLP2019 requirements, a transport assessment will be submitted as required and at the appropriate stage. **RAG assessment = Green.**

4.22 **Compatibility with neighbouring uses** – The proposed development will be entirely compatible with the neighbouring land uses to the west. This is a predominantly residential area of Coltishall. **RAG assessment = Green.**

4.23 The above ‘suitability’ criteria are just one element of the assessment for the HELAA. In addition to establishing whether sites are potentially suitable for development, sites are also assessed in terms of whether they are ‘available’ for development and whether they are ‘achievable’.

5.0 Assessment of Availability

5.1 A site will normally be considered available by the Council if it is in the ownership of a developer or landowner who has expressed an intention to develop or sell land for development. This ‘new’ site south of the railway line is known to be available immediately and Crocus have the option on the land and are in the process of purchasing it from 2 x joint landowners who are willing to sell (see deeds included with this submission).

6.0 Assessment of Achievability (including viability)

6.1 A site will be considered achievable within the context of the HELAA where there is a reasonable prospect that development will occur on the site at a point in time. A key determinant of this will be economic viability of the site. This will be influenced by the market attractiveness of a site, its location in respect of property markets and any abnormal constraints on the site. It is considered that development on this site is viable, being in an area with considerable demand for both market and affordable dwellings. Furthermore, there are no abnormal constraints pertaining to the site (i.e. ‘reds’ in the context of the RAG assessment – see section 4 above).

7.0 Summary

- 7.1 It is trusted that this report has reaffirmed, in line with both national and local planning considerations, that our client's 'preferred' site south of the railway line (GNLP2019) is available, achievable and suitable for continuing inclusion within the context of the next HELAA capacity assessment and as a future allocation within the context of their emerging GNLP.
- 7.2 Parker Planning consider that the site would make a valuable contribute to housing land supply as part of a more logical, coherent and crucially sustainable settlement expansion scheme that, with the addition of the extant allocations including COL1, could potentially meet all the GNLP's growth aspirations for Coltishall in the plan period to 2036.

Appendix A – Site Assessment Proforma

Site Address: Land South of Railway Line, Rectory Road, Coltishall, NR12 7HR	
Current Planning Status	'Preferred' site emerging GNLP (GNLP2019)
Site Size (Ha.)	1.43
Greenfield/PDL	Greenfield
Ownership	Single Landowner
Absolute Constraints Check	
SPA, SAC, SSSI or Ramsar	N/A
National Nature Reserve	N/A
Ancient Woodland	N/A
Flood Risk Zone	N/A
Scheduled Ancient Monument	N/A
Statutory Allotments	N/A
Locally Designated Green Space	N/A
At risk from Coastal Erosion	N/A

Development Potential (No. units): 25/30		
Density Calculator		
Suitability Assessment		
Constraint	Score (RAG)	Comments
Access	Green	See Above
Accessibility	Green	See Above
Utilities Capacity	Green	See Above
Utilities Infrastructure	Green	See Above
Contamination/Stability	Green	See Above
Flood Risk	Green	See Above
Coastal Change	Green	See Above
Market Attractiveness	Green	See Above
Impact	Score (RAG)	Comments
Landscapes	Green	See Above
Townscape	Green	See Above

Biodiversity/Geodiversity	Green	See Above
Historic Environment	Green	See Above
Open Space	Green	See Above
Transport & Roads	Green	See Above
Compatibility	Green	See Above
Local Plan Designations		
Designation	Policy Reference	Comments
Emerging GNLP2019 Site Allocation	GNLP2019	The landowner supports the allocation of site GNLP2019
Availability		
Is the site being marketed?	Yes	
When might the site be available?	Immediately	
Estimated annual build-out rate	Site can be delivered in year 1	
Achievability (including viability)	See above	
Overcoming Constraints	See above	
Trajectory of development	Within year 1	

Barriers to delivery	None
Theoretical Capacity	20-25 homes as per emerging Policy GNLP2019

Appendix B – Extract HELAA Addendum October 2018

**Parish: Coltishall
Suitability Assessment**

Site reference: GNLP2019

Site area (Ha): 1.43

LOCATION: South of rail line

PROPOSED DEVELOPMENT:
Residential development (20-25 dwellings proposed)

District: Broadland

CONSTRAINTS ANALYSIS

Access	Amber
Accessibility to Services	Green
Utilities Capacity	Green
Utilities Infrastructure	Green
Contamination and Ground Stability	Green
Flood Risk	Green
Market Attractiveness	Green

IMPACTS ANALYSIS

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

SITE SUITABILITY CONCLUSIONS

This is a 1.4 ha site promoted for 20-25 dwellings, accessed from Rectory Road, via a site in the same ownership with outline permission (ref: 20170075). Initial Highway Authority advice has raised concern about forming an acceptable site access and the suitability of the road network. The site is well-related to the centre of **Coltishall**, where there is a primary school, doctors surgery, bus stops, and shops. No absolute constraints are identified as to contaminated land, flood risk or utilities infrastructure crossing the site. Whilst not likely to preclude development, an ecological consideration is that site is within the 3,000 metre radius of a SSSI (Site of Scientific Interest) and the Broads Authority Area is 700 metres to the south-east. In townscape terms, the **Coltishall** conservation area is 300 metres to the east. The constraints identified are likely to have possible mitigations and so the site is concluded as suitable for the land availability assessment.

For the purposes of the HELAA capacity assessment this site is considered to be: **Suitable**

Parish: Coltishall
Availability and Achievability Assessment

Availability and Achievability Conclusions

The proposer has indicated that the site is likely to be AVAILABLE in the following timescale:	Immediately	(timescales have not been specified by the proposer if these fields left blank)
The proposer has indicated that the site is likely to be DEVELOPABLE in the following timescale:	Within 1-5 years (by March 2021)	

In terms of site viability, this site has been submitted by a landowner/promoter as viable for the form of development proposed and is assumed to be developable within the plan period in accordance with the timescales above (where given). Further area-wide work on viability typologies will be done as plan-making progresses and will inform decisions on viability.

Overall Conclusions for Site GNLP2019

Based on the site suitability analysis it is considered that this site is appropriate for the land availability assessment, subject to any caveats in the Suitability Conclusions.