

Proposed Residential Development On land at Buckenham Road, Lingwood

Submission of Representations relating to Regulation 18 Consultation, Greater Norwich Local Plan

**on behalf of Mr D G Youngs, Mr C M Youngs and Mrs S C Maitland,
Mrs H N Youngs and ESCO Developments Limited**

Ref: 027130

GNDP Site ref: GNLP0296

REPRESENTATIONS TO REGULATION 18 CONSULTATION ON THE GREATER NORWICH LOCAL PLAN MARCH 2020

Greater Norwich Local Plan: Land at Buckenham Road, Lingwood [Site Ref: GNLP0296]

Introduction

- 1.** The following comments are submitted in support of the suggested allocation of land at Buckenham Road (ref GNLP0296) for housing.
- 2.** Representations for this site were submitted to the previous Reg 18 Consultations for the Draft Local Plan in March and December 2018. In May 2019, further information was submitted in support of the site which looked in detail at the site's accessibility to key services and facilities in the village along with a comparison with other submitted sites, which is enclosed as part of this Representation.
- 3.** The following Representations both reiterate information already submitted in support of the site, as well as comments on the status of the site in light of the current consultation.

Comments on Draft Plan

- 4.** Policy 7.4 of the Draft Local Plan, 'Cluster Villages' sets out the remaining planned housing growth, 4024 homes, around 9% of the total for Greater Norwich in the plan period. In Broadland, the GNLP Sites Plan allocates sites to meet the requirement for up to 480 more homes, in addition to the 995 homes already committed in the village clusters in Broadland. The village clusters are based around primary school catchments, informed by the school capacity or ability to grow, along with the availability of other accessible services, defined as the 'social capacity' of a cluster. The Plan confirms that the sites with the fewest constraints have helped to provide the indicative view on the potential amount of growth in specific clusters.
- 5.** Lingwood is identified as forming part of the village cluster that includes Burlingham, together with Beighton and Strumpshaw. The cluster is identified as having a range of facilities including primary school, village hall, recreation land, shops and a train station.
- 6.** The Draft Plan suggests Lingwood as being capable of accommodating 50-60 units, with the site at Buckenham Road being identified as a 'reasonable alternative'. As set out in the following sections of this Representation, we believe the site is in a highly sustainable location, that does not harm the character of the local area, that offers usable public open space, is suitable for housing and therefore should be allocated for housing.
- 7.** Whilst we agree with the overall strategy for the village clusters contained in Policy 7.4, we object to the preferred site and do not agree this is the best option to deliver this amount of housing. The site at Buckenham Road offers a good opportunity with minimal constraints/ impact on the character of the village. The preferred site is, in our view, in a sensitive area in terms of the surrounding countryside, the church and approach to the village along Post Office Road. This part of the village has very much a rural feel with lower density development than to the south of the village, including barn conversions and larger properties in larger, more spaced out plots, adding to the rural character of the area, both on the approach from Church Road and Post Office Road. Development of the allocated site would be at odds with this rural character and would very much limit views of the church from Post Office Road.
- 8.** There is also an existing recreation ground along Post Office Road. Not only would additional houses in this location present more traffic near to the play area, but any further open space in

this area would focus too much public open space in the north of the village, thereby providing an imbalance with the southern end of the village. As discussed below, the site at Buckenham Road would provide informal public open space in the form of walks through from Buckenham Lane and Buckenham Road in the form of a linear park which would provide a more informal area of public open space in this part of the village rather than focusing all open space to the north of the village. the Preferred site also has a greater risk of surface water flooding to the frontage of the site and at the access point.

Current Proposals Site/Proposals

Layout

9. The layout submitted shows a scheme of approximately 60 units, which represents a reduction in the number of units originally submitted to the last consultation, following more detailed design and layout discussions. The dwellings, range from smaller semi detached properties to larger detached properties, provision of vehicular and pedestrian access, circular walks and areas of public open space.

10. Areas of public open space have been provided to the east, north, west and central areas of the site which both act as buffers between the proposal scheme and those properties to the east that back onto the site with smaller gardens, as well as provide a central focus for the site. A circular walk is proposed which links Buckenham Road and Buckenham Lane via an attractive linear walk via the south of the site through a linear park area of public open space with open views to the south. This also serves to soften the edge of the development. The walk also extends to the north of the site heading in a north westerly direction to meet Buckenham Lane, which travels through further areas of open space with attractive areas of tree planting stretching from east to west and vice versa. These walkways provide connectivity and usability for both future residents and members of the public in this part of the village. This provides a benefit for this part of the village, by providing walking routes and use of green space.

11. The more central area provides an open area of green space that allows east west views through the site, adding an open feel to the site.

Highway access

12. Vehicular access is provided from Buckenham Road. The accompanying report prepared by Create Consulting Engineers Ltd demonstrates that the requisite visibility splays can be achieved on Buckenham Road for the obtained design speeds. A separate cycle/pedestrian access is proposed off Buckenham Lane, as well as a pedestrian access on Buckenham Road.

13. A new footway will be provided from the site, heading north along Buckenham Road to connect with the existing footway to the northern section of Buckenham Road and linking to Norwich Road. This will provide a continuous footway from the site to Norwich Road and beyond to the primary school and services within the village. The Create report demonstrates that a safe footway can be achieved for this link, which gives occupiers of the site a safe route to school as well as to other local services and facilities and the shortest distance to walk to the school of all the sites. Buckenham Road is wide enough to accept traffic that would be associated with the proposed site and is within the 30 mph speed limit of the village.

14. Norwich Road provides a direct link to the village centre and is constructed to a good standard, providing for two -way traffic. and benefitting from street lighting. The road is subject to a 30mph speed limit. Good visibility would be available from the junction onto Norwich Road in both directions, meeting the requisite standards.



Benefits/Impact

15. Lingwood is identified in the Draft Plan as a Service Village and has a newly built Primary Academy, a new village hall, shops and a public house. The additional information submitted in 2019 (attached again) in support of the site, set out the site's performance in relation to key sustainability indicators. Of particular note is the site's distance to the primary school, village hall and shop, considered to be key sustainability indicators and in line with the aims and objectives of policies contained in the Draft Local Plan. The site at Buckenham Road lies just 580m from the primary school, the closest out of all the sites, both preferred and reasonable alternatives. Similarly, the site lies at a distance of only 110m from the shop and 480m from the village hall, both some distance less than the other sites to these services. Whilst the site performs less well on the distance to the train station, this is still within readily achievable walking and cycling distance and is not the furthest site from the station. The shortest distance to the primary school is the most significant and in line with the aims and objectives of the cluster village policy.

16. We believe, therefore, the location of services in the village, would be readily accessible from it on foot or by bicycle to the proposed site.

17. A number of bus services operate on weekdays and Saturdays through the village, providing links to Norwich, Great Yarmouth and Wroxham. There are bus services running from Norwich Road, service 15A (to Wymondham operated by first bus), 74 (Little Plumstead - Blofield - Brundall - Lingwood - Great Yarmouth operated by Ourhire), 292 (Cantley - Brundall - Wroxham operated by Ourhire). The nearest bus station is located approximately 5 minutes walk from the site.

18. 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.

Landscape/Character

19. The land proposed for development comprises a field located in the southern section of the village, that is well-contained visually by existing housing to the north and by established boundary hedges and trees to the east and west. From Norwich Road, views of the proposed houses would be limited to views along the eastern boundary along Buckenham Road and to the west via Buckenham Lane. 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 contained with a visual gap being maintained between Lingwood and Strumpshaw.

20. There are no specific landscape designations in the immediate area of the site. The land is generally flat in character with countryside hedges and individual mature trees.

21. The established pattern of development in the vicinity is mixed, although the density is generally higher in this part of the village compared to the northern section. Historically, in this part of the village, development has extended to the north of Norwich Road between the railway station and Chapel Road, extending to the south of Norwich Road mainly to the east of Buckenham Road. The proposed development would mirror previous development in the village which has occurred between the principal roads running north and south off Norwich Road, thereby redressing the balance between housing to the north and south of Norwich Road and effectively rounding off this part of the village, in line with existing development to the east of Buckenham Road.

Utilities Infrastructure

22. We do not believe there is any fundamental impediment to the delivery of the site through any constraints relating to utilities infrastructure. The Utilities summary attached as part of these Representations demonstrates that there is sufficient capacity to accommodate the development scheme.

Flooding

23. The attached summary report also demonstrates that the risk to flooding is minimal. Whilst a small area of the site adjacent to the site is at 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, would be commissioned as part of any future planning application, 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.

Delivery of development

24. No significant infrastructure constraints have been identified to date which would be likely to delay or impede the development of the site for housing. 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 so, subject to approval being given, could deliver housing in the short term.

25. A developer has been identified (Flagship Homes) to partner with ESCO throughout the Local Plan process and any future planning application. This adds a greater level of certainty in terms of the delivery of the development. The attached letter from Flagship confirms that they are committed to developing the site and that the site can be delivered within the next 3 years.

26. The proposed development would make a positive contribution to the supply of high quality housing in the area and could facilitate improvements to the local utilities capacity. 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.