3.0 SITE AND DEVELOPMENT DESCRIPTION

Site Context

3.1 The Site extends to approximately 17.6 ha and is located to the north east of Norwich, the southern part of which abuts Thorpe End on the eastern boundary, and is 3.1km to the south of Rackheath. Salhouse Road forms the northern boundary of the north western part of the Site, where it adjoins the road between Eastgate Place Business Centre to the west and John Faircloth Cars to the east. Eastgate Place Business Centre comprises managed office space providing approximately 1,500 square metres (sqm) of office space and nine residential flats, whilst John Faircloth Cars comprises outdoor forecourt space, showroom and associated buildings for the service of the business. Land to the north of Salhouse Road comprises woodland, and agricultural land that is allocated for residential development under the Growth Triangle Area Action Plan (GTAAP) policies GT5 and GT20. Agricultural land is located immediately adjacent to the east of the Site and beyond. Residential development at Thorpe End is also located to the east and south east of the Site. Plumstead Road is located to the south of the Site.

3.2 Woodland associated with the Racecourse Plantation is located to the west of the Site with residential development and the city of Norwich located beyond. The Racecourse Plantation, also known as Thorpe Woods, is a privately owned commercial forestry plantation and collectively comprises the areas known as Racecourse Plantation, Belmore Plantation and Brown’s Planation. These are all located in close proximity to the Site.

Site Description

3.3 The Site consists of two large fields, one of which is in arable use and the other uncultivated, divided by a wooded strip. Hedgerows are present along field boundaries and a large area of mixed woodland, Racecourse Plantation County Wildlife Site, lies adjacent to the south of the Site. The Site contains Eastgate Place Business Centre in the north western corner which consists of office buildings and a block of nine apartments. Castle Carvery restaurant is located directly to the west and Grange Farm (John Faircloth Car Sales) is located directly to the east on Salhouse Road.

Description of Development

3.4 The Applicant intends to submit an outline planning application for up to 380 residential dwellings, with new vehicular, cycle and pedestrian access from Salhouse Road, and new
pedestrian and cycle access from Plumstead Road; as well as the provision of open space, sustainable drainage systems; associated landscaping, infrastructure and earthworks.

Parameter Plans

3.5 EIA case law has established that for an outline planning application where an ES is required, the description of the development must be sufficient to enable the requirements of the EIA Regulations to be fulfilled, and in particular, to allow the potential significant effects of the development to be identified, while still allowing the developer flexibility afforded by outline consents. In the case of the Development, it would not be feasible to make a detailed application that encompasses the entire development at this stage, however, to ensure that as the Development evolves over time it remains consistent with what has been assessed within this ES, "Development Parameters" have been established and assessed.

3.6 Development Parameters detail all the limits, or controls, necessary to define and fix those aspects of a development capable of having significant environmental effects. This will enable planning conditions to be drawn up and agreed to control the implementation of the Development. The Development Parameters to be defined by such conditions include:

- the location and types of land use;
- the maximum heights of development; and
- access and linkages.

3.7 The Parameter Plans (Figures 3.1 to 3.3) detail this information, along with the description of the Development included below.

Residential Development

3.8 The land use parameter plan (Figure 3.1) shows the proposed land use within the Site. The Development will provide up to 380 residential dwellings in a mixture of dwelling types and sizes. The average net density across the Development will be 40 dwellings per hectare. The specific housing mix is not fixed at this stage due to the outline nature of the application however, an indicative mix is set out in Table 3.1.

<table>
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<tr>
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<tr>
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<tr>
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</tr>
<tr>
<td>4-bed+</td>
<td>19.3%</td>
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<td>100%</td>
</tr>
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Access

3.9 A new primary vehicular access, a signalised junction, is proposed from Salhouse Road in the north of the Site. A secondary point of access to the Site will be provided for pedestrians, cyclists and emergency vehicles in the southern part of the Site and will join Plumstead Road adjacent to the junction with Heath Road and Green Lane North. The proposed accesses to the site are shown on the access parameter Figure 3.2.

3.10 In addition to a main vehicular route through the Site, an internal network of access roads and residential streets will be provided giving access to residential dwellings and community facilities. These roads and streets will be designed at the detailed design stage in accordance with the relevant design standards and will prioritise movements by walking and cycling in order to encourage the use of sustainable modes for short trips.

Building Heights and Massing

3.11 The proposed maximum heights of the Development are shown on Figure 3.3. The Site is generally flat with a gentle fall towards the south-east corner, and the following storey heights have been applied across the Site:

- Higher storey heights (3 - 4.5 storeys) will define the main Site entrance from Salhouse Road;
- Lower storey heights (up to 2 storeys) are appropriate adjacent to Thorpe End Village; and
- An overlap zone allows for flexibility to adapt to the alignment of the main road.

Green Infrastructure

3.12 The proposed landscape and open space strategy for the Development is shown on Figure 3.1. A strong landscape-led approach has been undertaken as part of the design to ensure the Development is successfully integrated into the existing landscape. The proposals utilise and enhance the existing green infrastructure of the Site and the Development includes:

- the enhancement of the County Wildlife Site woodland within the Site, where possible;
- the retention and protection of existing green corridors within and adjacent to the Site; and
- the provision of a sequence of open spaces, serving a variety of functions including visual amenity and providing space for sports and play.
3.13 Key areas of open space are proposed as part of the Development parameters. These include the extension of existing green infrastructure around the Site, providing green routes, and informal recreational space. Furthermore, a sequence of formal open spaces are provided within the Site, providing sufficient capacity to meet the requirements for play areas and formal sports recreation. The networks of open spaces created, extending through the Site, would be linked by foot and cycle paths.

**Drainage**

3.14 A Flood Risk Assessment undertaken in support of the planning application has confirmed that although the Site is at a low risk of flooding appropriate measures will be required to alleviate the risk of flooding associated with the change from green field to built development. Therefore, the Development will use sustainable drainage systems to manage surface water run-off in a sustainable manner and measures such as soakaways have been considered. The final drainage design will be confirmed at the reserved matters stages.

3.15 Foul water flows from the Development will be drained with a connection to the Anglian Water network to the south (either within Thorpe End or Plumstead Road East).

**Lighting**

3.16 The detailed design of the Development will ensure that all street lighting for highways and footpaths, private estate roads and footpaths and car parks complies with appropriate standards\(i\). The design will promote safe and secure movement for all users by including street lighting, integrated road safety features and natural surveillance of routes to create safe and accessible neighbourhoods.

**References**

\(i\) BS 5489:2013 Code of Practice for The Design Of Road Lighting: Part 1 Lighting Of Roads And Public Amenity Areas