PLANNING STATEMENT

LAND SOUTH OF SALHOUSE ROAD
SPROWSTON

ON BEHALF OF
UNITED BUSINESS AND LEISURE LIMITED

BY BARTON WILLMORE LLP

January 2017
LAND SOUTH OF SALHOUSE ROAD, SPROWSTON

PLANNING STATEMENT

January 2017

PREPARED FOR UNITED BUSINESS AND LEISURE LIMITED

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<th>Description</th>
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<tr>
<td>AONB</td>
<td>Area of Outstanding Natural Beauty</td>
</tr>
<tr>
<td>AMR</td>
<td>Annual Monitoring Report</td>
</tr>
<tr>
<td>BDC</td>
<td>Broadland District Council</td>
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<tr>
<td>BRT</td>
<td>Bus Rapid Transit</td>
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<tr>
<td>DPD</td>
<td>Development Plan Document</td>
</tr>
<tr>
<td>dph</td>
<td>Dwellings per Hectare</td>
</tr>
<tr>
<td>CWS</td>
<td>County Wildlife Site</td>
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<tr>
<td>EIA</td>
<td>Environmental Impact Assessment</td>
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<td>ES</td>
<td>Environmental Statement</td>
</tr>
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<td>FRA</td>
<td>Flood Risk Assessment</td>
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<td>GNDP</td>
<td>Greater Norwich Development Partnership</td>
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<td>GTAAP</td>
<td>Growth Triangle Area Action Plan</td>
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<td>JCS</td>
<td>Joint Core Strategy</td>
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<tr>
<td>LNR</td>
<td>Local Nature Reserve</td>
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<tr>
<td>LPA</td>
<td>Local Planning Authority</td>
</tr>
<tr>
<td>LVIA</td>
<td>Landscape and Visual Impact Assessment</td>
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<tr>
<td>NPA</td>
<td>Norwich Policy Area</td>
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<tr>
<td>NPPF</td>
<td>National Planning Policy Framework</td>
</tr>
<tr>
<td>PPG</td>
<td>Planning Practice Guidance</td>
</tr>
<tr>
<td>SCI</td>
<td>Statement of Community Involvement</td>
</tr>
<tr>
<td>SPD</td>
<td>Supplementary Planning Document</td>
</tr>
<tr>
<td>SSSI</td>
<td>Site of Special Scientific Interest</td>
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<tr>
<td>SuDS</td>
<td>Sustainable urban Drainage System</td>
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1.0 INTRODUCTION

1.1 This Planning Statement has been prepared on behalf of United Business and Leisure Limited (the Applicant) in support of an Outline planning application submitted in respect of ‘Land South of Salhouse Road, Sprowston’ (hereafter referred to as the Site), as shown on the Site and Location Plan (Appendix 1 Ref: Drawing No. 13)

1.2 The application seeks outline planning permission for:

‘the erection of up to 380 residential dwellings (inc. Affordable Housing) with new vehicular, cycle and pedestrian access from Salhouse Road and new pedestrian and cycle access from Plumstead Road incorporating an emergency vehicular access. The provision of open space, sustainable urban drainage systems, associated landscaping, infrastructure and earthworks’

1.3 The application seeks approval for the development with all matters reserved other than for the means of access.

1) Preparation and Submission of Supporting Documents

1.4 To prepare a comprehensive and thorough assessment in support of the Outline planning application, a number of specialist technical advisers and consultants have been appointed by the Applicants.

1.5 Various pre-application consultation exercises have been undertaken by the specialist technical advisers with Statutory Consultees inc. Norfolk County Council, Environment Agency and Natural England.

1.6 A separate ‘Statement of Community Involvement’ prepared by Barton Willmore is submitted in support of the Outline planning application and sets out in detail the extensive and robust consultation with the local community that has been undertaken for the proposed development.

1.7 Following a Scoping Direction adopted by BDC on 29 September 2016 (See ES Appendix 2.2), the Outline planning application is supported by an Environmental Statement (ES) and a number of other supporting statements/technical reports following detailed site investigation and assessment.
A. Environmental Statement

1.8 The ES comprises three volumes:

i) Volume 1: The ES Main Text and includes the full text of the ES comprising a total of 10 Chapters, illustrated throughout by tables and figures. This includes the following chapters:

- Chapter 1: Introduction (Barton Willmore Environmental);
- Chapter 2: EIA Methodology (Barton Willmore Environmental);
- Chapter 3: Site & Development Description (Barton Willmore Environmental);
- Chapter 4: Alternatives and Design Evolution (Barton Willmore Environmental);
- Chapter 5: Construction Methodology and Programme (Barton Willmore Environmental);
- Chapter 6: Transport and Access (Create Consulting Engineers);
- Chapter 7: Noise (Create Consulting Engineers);
- Chapter 8: Landscape and Visual Effects (Barton Willmore Landscape);
- Chapter 9: Ecology and Nature Conservation (Bioscan);
- Chapter 10: Summary of Residual Effects (Barton Willmore Environmental).

ii) Volume 2: The ES Technical Appendices including the technical documents undertaken as part of, or in support of, the ES as follows:

- Appendix 1.1: EIA Scoping Report;
- Appendix 1.2: BDC EIA Screening Opinion;
- Appendix 2.1: EIA Scoping Report;
- Appendix 2.2: BDC EIA Screening Opinion;
- Appendix 2.3: Environment Agency EIA Scoping Response;
- Appendix 8.1: Site Appraisal and Context Photographs;
- Appendix 8.2: Landscape Planning Policy and Landscape Character Assessment Extracts
- Appendix 8.3: LVIA Methodology
- Appendix 8.4: Visual Effects Table
- Appendix 8.5: Landscape Effects Table
- Appendix 9.1: Environmental Statement Ecology Chapter
- Appendix 9.2: Ecological Baseline Assessment
Appendix 9.3: Scoping Response
Appendix 9.4: Citations
Appendix 9.5: 2016 Site Photos
Appendix 9.6: 2013 Bat Activity Data
Appendix 9.7: 2013 Reptile Survey Results
Appendix 9.8: 2013 Newt Survey Results
Appendix 9.9: 2013 Breeding Bird Survey Results
Appendix 9.10a: HRA information for Adjoining Site
Appendix 9.10b: Information to support HRA

iii) Volume 3: Transport Assessment (Create Consulting Engineers).

B. Other Supporting Statements/Technical Reports

1.9 Other supporting reports includes:

- Design and Access Statement (Barton Willmore Design);
- Planning Statement (Barton Willmore Planning);
- Environmental Statement Non-Technical Summary (Barton Willmore Environmental);
- Statement of Community Involvement (Barton Willmore Planning);
- Flood Risk Assessment (Create Consulting Engineers);
- Phase 1 Contaminated Land Assessment (Create Consulting Engineers);
- Utilities Assessment (Create Consulting Engineers);
- Travel Plan (Create Consulting Engineers);
- Archaeological Desk-Based Assessment (CgMs Consulting); and
- Aboricultural Report (Greenlight Environmental Consultancy).

C. Supporting Plans and Drawings

1.10 The Outline planning application is supported by a number of drawings and plans which either seek to fix parameters for any subsequent Reserved Matters scheme (i.e. those drawings in which permission is sought), or are illustrative material demonstrating how a scheme could work using the established design principles. For the purposes of clarity, the following drawings are submitted for approval:

- Site and Location Plan (Ref: Drawing No. 13, Appendix 1)
- Parameters Plan – Access and Movement (Ref: Drawing No. 14 Rev B, Appendix 2)
- Parameters Plan – Land Use (Ref: Drawing No. 15 Rev B, Appendix 2)
- Parameters Plan – Density (Ref: Drawing No. 17 Rev B, Appendix 2)
1.11 An Illustrative Layout Plan has been prepared based on the established parameters demonstrating how a development could work on the Site (Ref: Drawing No. 10 Rev D, Appendix 4). It should be noted that the description of development seeks permission for up to 380 dwellings. This is to allow for future flexibility if an alternative scheme comes forward at the Reserved Matters stage (i.e. if the mix of dwellings changes). This figure has been tested by the ES.

ii) Scope and Purpose of the Planning Statement

1.12 The purpose of this Planning Statement is to assess the planning merits of the development against adopted planning policy guidance and best practice, and to assess the proposed development in the light of any other material considerations. This Planning Statement, along with the accompanying reports justifies the Outline planning application presently submitted.

1.13 The Planning Statement therefore:

i) Describes the proposed development (Section 2);
ii) Describes the site and the surrounding area (Section 3);
iii) Details the planning history and adjacent developments (Section 4);
iv) Identifies the relevant adopted or emerging National, Regional and Local planning policy framework (Section 5);
v) Provides a Planning Analysis of matters relating to the Development (Section 6); and
vi) Concludes by summarising the key implications of the proposed development and sets out the reasons why this application should be approved (Section 7).
2.0 THE PROPOSED DEVELOPMENT

2.1 The description of development is as follows:

‘Outline planning application for the erection of up to 380 residential dwellings (inc. Affordable Housing) with new vehicular, cycle and pedestrian access from Salhouse Road and new pedestrian and cycle access from Plumstead Road incorporating an emergency vehicular access. The provision of open space, sustainable urban drainage systems, associated landscaping, infrastructure and earthworks’

2.2 The planning application is submitted in Outline with all matters reserved except for access which is to be determined. A number of principle elements are established within the Parameters Plans which are detailed in the Design and Access Statement including building heights, land use and open space (Appendix 2 of this statement). Matters relating to layout, scale, appearance and landscaping will be the subject of future Reserved Matters Applications.

i) Residential Development

2.3 The proposed development provides for up to 380 residential dwellings located within Broadland District. The proposed residential dwellings will be built at a range of densities that reflect the surrounding area, as well as current best practice design principles. The average net density across the site is 40 dwellings per hectare (dph), with a gross density of approximately 22 dwellings per hectare.

2.4 It is proposed that the development will accommodate a mixture of dwelling types and sizes, including affordable dwellings.

2.5 The specific housing mix is not fixed at this stage due to the Outline nature of the application. The final mix will respond to design and market considerations at any subsequent Reserved Matters stage. The indicative mix is as follows:
Table 2.1 - Indicative Housing Mix

<table>
<thead>
<tr>
<th></th>
<th>Market</th>
<th>Affordable</th>
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<tbody>
<tr>
<td>1-bed</td>
<td>5.5%</td>
<td>15.9%</td>
</tr>
<tr>
<td>2-bed</td>
<td>19.7%</td>
<td>38.1%</td>
</tr>
<tr>
<td>3-bed</td>
<td>55.5%</td>
<td>38.1%</td>
</tr>
<tr>
<td>4-bed+</td>
<td>19.3%</td>
<td>7.9%</td>
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</table>

**ii) Other Uses**

2.6 Eastgate Place Business Centre, located within the Site, provides approximately 1,500sqm of employment floorspace. The Business Centre is to be retained and will provide the employment floorspace required under Growth Triangle Area Action Plan Policy GT1 for the population increase arising from this development.

**iii) Access and Parking**

2.7 A new primary vehicular access is proposed from Salhouse Road situated to the north of the Site. The access will take the form of a new signalised junction. The route will provide access to the Site and could provide an opportunity to link to the southern site boundary which could form part of the orbital link road that is being proposed by Broadland DC if it seeks to implement such a scheme.

2.8 The route through the Site will be a ‘Type 2’ Feeder Road, with a 6 metre carriageway, and a 3 metre footway/cycling on one side and a 1.8 metre footway on the other.

2.9 A secondary point of access to the Site will be provided for pedestrians, cyclists and emergency vehicles to the south of the Site, which will join Plumstead Road adjacent to the junction with Heath Road and Green Lane North. This will be a 3-metre-wide footway/cycleway, with access control arrangement in order to prevent unauthorised vehicular access. The secondary access could be converted to a pedestrian and cyclist only path in future, if a full through-route for vehicles has been provided to connect with Plumstead Road as part of Broadland DCs aspirational Orbital Link road.

2.10 Options are available to provide additional points of access to the proposals east and west of the Site, offering connectivity to the adjacent land with proposed facilities such as the proposed new primary school. These connections would be supplementary to the Site access requirements but would cater for local pedestrian and cycle movements, as well as some vehicular movements.
2.11 In addition to the 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 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.

2.12 As the mix of units is not fixed, there are no fixed proposals in respect of parking provision. However, it is proposed that the development will fully comply with current adopted policy in respect of both car and cycle parking provision.

iv) Design Principles

2.13 Overall the development form has been designed to create an attractive development that complements the established local spatial characteristics and sits well within its context, making the most of the visual enclosure and tranquil feel created by the woodland and hedgerows forming the boundaries of the Site.

2.14 A strong landscape-led approach has been undertaken to ensure the development is successfully integrated into the existing landscape. The proposal utilises and enhances the existing Green Infrastructure of the Site to provide an attractive setting for new homes. This includes, the enhancement of the Country Wildlife Site woodland within the Site, 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.

2.15 Key areas of open space are proposed as part of the development. This includes the extension of existing green infrastructure around the Site, providing green routes for people and informal recreational space. Furthermore, a sequence of formal open spaces are provided within the Site, providing sufficient capacity 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.

2.16 The application is accompanied by a Landscape Strategy which seeks to:

- Integrate the proposed development within the landscape and existing settlement pattern so as to minimise adverse landscape and visual effects;
- Retain and enhance existing Green Infrastructure, including the provision of new areas of open space and increased Green Infrastructure Linkages;
• Generate an attractive setting through the creation of a variety of landscape elements; and
• Retain a separation from Thorpe End through the creation of a native hedgerow boundary with tree canopies to support a potential new bat corridor.

2.17 The Flood Risk Assessment (FRA) confirms the Site is at low risk of flooding from all sources, appropriate measures are required to alleviate any increase in flood risk as a result of the impermeable areas across the Site. Soakaways will be used across the development, draining into infiltration basins within the Site area. The infiltration basins are designed to accommodate all rainfall events up to and including the 1 in 100-year storm plus a 40% allowance for climate change. Furthermore, the basins provide additional storage for a 1 in 10-year rainfall event. The basins are designed with shallow side slopes and a minimal overall depth to ensure they can be readily incorporated into the overall landscape strategy for the proposal.

2.18 The Design and Access Statement accompanying this application explains the design concept of the proposal in further detail.

2.19 The design approach adopted has ensured the delivery of a comprehensive high quality development which responds to the character and setting of the Site and its surroundings.
3.0 SITE LOCATION AND DESCRIPTION

i) The Application Site

3.1 The Site consists of two large fields, totalling 17.6 hectares, approximately 3 miles north east of Norwich City Centre. The fields are in the main undeveloped and in agricultural use, all the land falls within the control of the Applicant. The two fields are separated by a woodland strip which runs east-west across the northern boundary of the southernmost field.

3.2 The northernmost field is well contained by existing boundary vegetation, including mature woodland vegetation along the majority of the southern and western boundaries of the field. A hedgerow with trees runs along the eastern boundary of the field.

3.3 The existing 3-storey 1980’s buildings of Eastgate Place Business Centre providing circa 1,500sqm of B1 Office space and 9 residential flats are located within the north-west corner of the northernmost field of the Site. John Faircloth Cars is located adjacent to the north-east corner of the northernmost field of the Site, comprising an outdoor forecourt space, showroom and associated buildings for the service of the business together with a residential house.

3.4 Salhouse Road, which runs along the northern boundary of the northernmost field, is an important arterial route connecting employment and retail areas within Norwich with the villages of Salhouse and Rackheath. It also acts as an alternative through route to Wroxham/Hoveton and beyond.

3.5 The southernmost field is located adjacent to a non-statutory wildlife site (Racecourse Plantation CWS) which abuts the western boundary of the field. A small area of the wildlife site is located within the field, part of which has been under long-term arable cultivation and therefore is not considered to warrant continued inclusion within the CWS. The eastern and southern boundaries of the field adjoin the existing residential development of Thorpe End village, these boundaries consist of hedgerows, with some trees, and garden fences.

3.6 The Site area extends south beyond the southernmost field along an existing track to an existing access gate adjoining Plumstead Road.

3.7 The Site area is split between two parishes with the northernmost field being located within the newly named town of Sprowston and the southernmost field being located within Great and Little Plumstead Parish.
ii) The Surrounding Area

3.8 The Site and surrounding area are located within the Broadland Growth Triangle area which has been identified as an area of significant growth over the current plan period. Within the immediate area surrounding the Site, the land to the north of Salhouse Road, which currently comprises woodland and agricultural land, is allocated for residential development under adopted GTAAP policies GT5 and GT20. Furthermore, Land to the south of Plumstead Road is allocated for residential development under policy GT6, and subject to an outline consent (Ref: 20090886).

3.9 The Site forms part of an allocation for mixed-use development, under Policy GT7 of the GTAAP. The fields adjacent, east and west, to the northernmost field, which currently comprise agricultural land and a horse paddock and racetrack, also form part of this allocation, and are subject to a separate planning application.

3.10 The village of Thorpe End is located east and southeast of the Site, adjoining the southernmost field. The area of Thorpe End south of Plumstead road, and a limited area north of the road centred on the village green and shops, was developed in the 1930's in the form of a ‘garden village’. The residential areas north of Plumstead Road were constructed in part in the late 1940’s with further development in the 1980’s and 1990’s, at a much higher density than the 1930’s scheme.

3.11 Thorpe End Conservation Area encompasses the residential dwellings south of Plumstead Road and village green and shops north of Plumstead road. The residential development north of Plumstead road is considered to have a very different character from the original development and therefore the newer estates of Thorpe End village are not included within the Conservation Area boundary. The westernmost corner of the Conservation Area is located on the opposite side of Plumstead Road from the southern end of the track forming part of, and leading into, the southernmost field of the Site.

3.12 There are no Listed Buildings within, or in close proximity to the Site, the closest being the Grade II listed Rackheath Hall approximately 1.4km to the north.

3.13 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.
3.14 There are no public rights of ways within the Site or in the immediate vicinity of the Site. The closest public rights of way are located approximately 1.5km east of the Site.

3.15 The Site is not located within, or near to, any other statutory designations, such as an Area of Outstanding Natural Beauty (AONB), nor is it located within the Green Belt.

3.16 Norwich Railway Station is located approximately 4km south west of the Site and is directly accessible via existing bus services from Plumstead Road south of the Site. Regular bus services to Norwich Town Centre are located within walking distance to the Site on Plumstead Road and Salhouse Road.

3.17 The Site is in an accessible location in close proximity to a number of existing key facilities in Thorpe End and the wider area.
4.0 PLANNING HISTORY

i) The Site

4.1 The recent planning history for the Site is limited to the Screening and Scoping Opinions in relation to the development (Ref: 20161018 and 20161492) and as part of an outline application to facilitate a proposed orbital link road as part of the wider allocation area. Furthermore, a Scoping Opinion in relation to the Site and wider allocation was decided in 2014 (Ref: 20140357).

4.2 There are a number of historic application relating to Eastgate Place Business Centre, including a change of use from Hotel and Leisure centre to Office use approved on 19 April 1995 (Ref: 950138) and, most recently, an application refused permission on 08 July 2005 for the Demolition of Existing Building and Erection of 10 New Dwellings and Associated External Works (Outline) (Ref: 20050674).

4.3 The Site is located within the Broadland Growth Triangle area which has been identified as an area of significant growth over the current plan period. Within this area, the Site forms part of Policy GT7 (Land South of Salhouse Road) of the adopted Broadland Growth Triangle Area Action Plan (July 2016), as an allocation for mixed-use development which can deliver a significant number of housing to meet the rising need for homes in the Greater Norwich area.

4.4 The Site and the wider allocation are bounded by residential development west and southeast, with existing access routes into Norwich located north and south of the Site. The Site therefore represents a sustainable urban extension and is viewed in the context of the existing urbanising backdrop.

ii) Adjacent Development

4.5 The Site forms part of Policy GT7 (Land South of Salhouse Road) of the adopted Broadland Growth Triangle Area Action Plan (July 2016), as an allocation for mixed-use development. Two planning applications were submitted in April 2016 (LPA Ref: 20160498 and 20160499) for the remainder of the allocation area, for which decision is pending.

4.6 The two Outline planning applications are for:

- **20160498** - 1. Proposed residential development of a minimum 803 dwellings with access roads and associated infrastructure 2. Site for a new primary school 3. Land for
a Bus Rapid Transit (BRT) 4. Section of orbital link road 5. Retained areas of woodland and creation of open space.

- **20160499** - Outline planning permission is sought for part of the proposed orbital link road south of Salhouse Road to facilitate a link to Plumstead Road.

4.7 Application reference 20160498 was heard at BDC Planning Committee on 11 January 2017 where authority was delegated to the Head of Planning to approve the application subject to the satisfactory completion of a Section 106 agreement and conditions.

4.8 Neither application would prejudice delivery of the proposed development on the Site.

4.9 Other allocated sites are located north of the Site (Policy GT5 and GT20), on the opposite side of Salhouse Road, and south of the Site (Policy GT8), these are summarised below:

- **Policy GT5: White House Farm (South-West)** comprises of a 40ha site with existing outline planning permission for up-to 1,233 dwellings, including link road, recreational areas, primary school, open space and other associated works (ref: 20080367, approved 23 May 2011). Numerous discharge of condition and reserved matters applications have been submitted and approved since, with a couple of outstanding reserved matters applications pending relating to phase 2 of the development;

- **Policy GT8: Land North of Plumstead Road** comprises of a 2ha site allocated for residential development and an aspirational road link between Salhouse Road and Plumstead Road; and

- **Policy GT20: White House Farm (North East)** comprises of a 20ha site allocated for mixed-use development, including 33% affordable housing, the provision of land to enable the delivery of road widening to support the Bus Rapid Transport corridor and a landscape masterplan to include formal recreation space and green infrastructure. Furthermore, local services and facilities to be focused adjacent to Salhouse Road to reinforce the local centre to be delivered through the development of Land South of Salhouse Road.
5.0 PLANNING POLICY

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that where the development plan contains relevant policies, applications for development which are in accordance with the plans should be allowed unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG) are a material consideration.

5.2 The relevant planning policy framework for this application includes National Guidance and the policies of the adopted Development Plan comprising:

- The Joint Core Strategy (Jan 2014);
- The Development Management DPD (August 2015);
- The Site Allocations DPD (May 2016); and
- The Growth Triangle Area Action Plan (July 2016).

5.3 The Site is designated in the adopted Growth Triangle Area Action Plan (July 2016) as part of a wider allocation under policy GT7 for mixed-use development.

5.4 The Council cannot demonstrate it has a 5-yr Supply of Land for Housing. A recent appeal decision\(^1\) in September 2016, recovered by the Secretary of State, allowed the development of 390 dwellings in the Norwich Policy Area (NPA). At this appeal, the Inspector agreed that the correct physical area upon which to assess the housing land supply position is the NPA, as defined in the Joint Core Strategy (JCS). The Inspector concluded that the five year shortfall amounts to some 2,189 dwellings, with the NPA housing supply level amounting to 4.22 years of supply. The shortfall resulted in the need to apply serious weight in the planning balance due to the persistent under-delivery within the NPA.

i) National Planning Policy

A) National Planning Policy Framework (March 2012)

5.5 The National Planning Policy Framework (NPPF) was published in March 2012 and replaced all previous Planning Policy Guidance Notes, Planning Policy Statements and Circulars. The NPPF places sustainable development at the heart of all decision taking and is a consistent message throughout the entire document be that in relation to economic and housing growth, housing

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\(^1\) Planning Inspectorate reference - APP/L2630/W/15/3007004
development, or the environment. The NPPF sets out the Government’s approach for delivering the homes, infrastructure and places that are needed whilst both protecting and enhancing the natural and historic environment.

5.6 Paragraph 14 of the NPPF sets out the presumption in favour of sustainable development as “the golden thread running through the Government’s approach to both plan-making and decision-taking”. The NPPF advises that development proposals that accord with the Development Plan should be approved without delay.

5.7 The application accords with the Development Plan and should be approved without delay.

5.8 Sustainable development is defined as having three dimensions: economic, social and environmental. For development to be considered as being sustainable, it must comply with all three elements of sustainability. It is recognised that these roles should not be undertaken in isolation, because they are mutually dependant. “Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system” (NPPF Para 8). The definition of sustainable development is defined as that which complies with Para 18 to 219 of the NPPF.

5.9 The Government instructs LPAs to plan positively for new sustainable development and approve all individual proposals where possible. The NPPF (Para 14) puts at the forefront of planning ‘a presumption in favour of sustainable development’ in respect of which it states that for decision-taking, LPAs should:

Approve development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, grant permission unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted

5.10 One of the key objectives of the NPPF is to secure economic growth. Para 19 states “the Government is committed to ensuring that the planning system does everything is can to support sustainable economic growth”. It continues: “Significant weight should be placed on the need to support economic growth”.

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5.11 The 12 No. core planning principles which should underpin both plan marking and decision taking are outlined in Paragraph 17. These principles highlight the support for high quality design, the need to manage patterns of growth to make best use of public transport, walking and cycling, along with the requirement to conserve and enhance the natural environment.

5.12 Paragraphs 29 to 41 support the promotion of sustainable transport recognising that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas” (para 29). Paragraph 32 states that developments which generate significant amounts of movement should be supported by a Transport Assessment.

5.13 Paragraph 47 of the NPPF requires LPA to, “significantly boost the supply of housing” by using their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing in the market area. They should also identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements with an additional buffer of 5% or 20% to ensure choice and competition on the market for land.

5.14 Paragraph 49 requires housing applications to be considered in the context of the presumption in favour of sustainable development. Policies for the supply of housing can only be considered up to date if the LPA can demonstrate a five year supply of deliverable housing sites.

5.15 The NPPF attaches great importance to good design which is considered synonymous with sustainable development. Planning policies and decisions should therefore aim to ensure that developments:

- Function well and add to the quality of an area;
- Establish a strong sense of place;
- Optmise the potential of a Site;
- Respond to local character and history;
- Create a safe and accessible environment; and
- Be visually attractive and include appropriate landscaping.

5.16 However, paragraph 60 clearly establishes that “planning policies and decisions should not attempt to impose architectural styles or particular tastes”. The scheme is considered to positively respond to the above requirements.
5.17 The NPPF (Paras 69 – 78) promotes the importance of allowing local communities to shape their own local environment. It is considered that LPAs (and developers) should involve all sections of the community in the planning decisions it makes, in order to help create a shared vision with communities of the residential environment and facilities they wish to see.

5.18 The NPPF sets out the planning framework for conserving and enhancing the natural environment. Paragraph 109 summarises that as:

- Protecting and enhancing valued landscapes, geological conservation interests and soils;
- Recognising the wider benefits of the ecosystem;
- Minimising impacts of biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including establishing coherent ecological networks that are more resilient to current and future pressures;
- Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
- Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

5.19 Paragraph 118 advises inter alia, “When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following Principles:

- opportunities to incorporate biodiversity in and around developments should be encouraged;
- planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss;”

5.20 As previously stated, the three roles of sustainable development should not be undertaken in isolation. The NPPF acknowledges that economic growth can secure higher social environmental standards, and a well-designed development can boost biodiversity and enhance the natural environment.
5.21 The NPPF sets out the planning framework for the conservation and enjoyment of the historic environment. Paragraph 126 sets out the LPAs should take into account:

- *The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- *The desirability of new development making a positive contribution to local character and distinctiveness; and*
- *Opportunities to draw on the contribution made by the historic environment to the character of a place.*

5.22 The NPPF directs that LPAs should approach decision making in a “positive way” (Para 186). LPAs should therefore work positively with applicants to find solutions and to deliver sustainable developments that secure improvements to the economic, social and environmental conditions of an area.

5.23 Pre-application engagement and front loading is positively supported as part of improving the efficiency and effectiveness of the planning system. Wherever possible early engagement with Planning Officers, statutory consultees, key stakeholders and the local community is encouraged (Para 188). The proposed development has been the subject of extensive consultation and this is set out in the supporting Statement of Community Involvement (SCI).

5.24 Paragraph 196 confirms the NPPF is a material consideration in planning decisions and LPAs should apply the ‘presumption in favour of sustainable development’ (Para 197). Paragraphs 203 – 206 confirm planning conditions and obligations should be sought where necessary and relevant. For obligations this means being necessary, directly related to the development and fairly and reasonably related in scale and kind to the development. Conditions, attached to any approval should be relevant, enforceable, precise and reasonable in all other respects.

5.25 The NPPF reiterates the role of the plan-led system, but also the need to have regard to the content of the NPPF in decision making. Annex 1 Paragraph 215 states that for decisions made on applications post March 2013, due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework.
B) Planning Practice Guidance (March 2014)

5.26 In March 2014 the CLG published a suite of National Planning Practice Guidance (NPPG), to “reflect and support” the NPPF. The purpose of the NPPG is to simplify and replace a significant proportion of the planning policy guidance that was cancelled by the NPPF. This includes the Written Ministerial Statement: Planning for Growth (2011).

5.27 The NPPG reaffirms the requirement for new development proposals to exhibit good design, and to consider their integration into the existing landscape character. The NPPG advises:

**Natural features and local heritage resources can help give shape to a development and integrate it into the wider area, reinforce and sustain local distinctiveness, reduce its impact on nature and contribute to a sense of place. Views into and out of larger sites should also be carefully considered from the start of the design process.**

(Paragraph: 007 Reference ID: 26-007-20140306)

5.28 The development proposals fully accord with the above guidance by implementing a design that is sympathetic and in-keeping with the surrounding land uses, therefore respecting the local distinctiveness.

5.29 The NPPF states in Reference ID: 3-035-20140306 that ‘Local planning authorities should aim to deal with any undersupply within the first 5 years of the plan period where possible. Where this cannot be met in the first 5 years, local planning authorities will need to work with neighbouring authorities under the ‘Duty to Cooperate’.’ (our underline).

5.30 The development proposals would offer BDC the opportunity to contribute to its current housing shortfall at an early stage of the plan period.

ii) The Development Plan

A. The Joint Core Strategy (January 2014)

5.31 The Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk was adopted by Broadland District Council, Norwich City Council and South Norfolk Council on 10 January 2014. The adoption follows the resolutions made by Broadland District Council on 12 December 2013, Norwich City Council on 17 December 2013, and South Norfolk Council on 9 December 2013, to adopt their respective parts of the plan, and the necessary legal and administrative processes to secure adoption. The plan forms part of the Local Plans for each district, containing strategic policies covering the period 2008-2026. The plan area covers the entire
districts of Broadland, Norwich and South Norfolk, excluding those areas administered by the Broads Authority.

5.32 The JCS sets the spatial strategy for the GNDP area, including the Norwich Policy Area (NPA) which is the focus for growth in the plan period. The following polices are material considerations to the application:

- **Policy 01: Addressing Climate Change and Protecting Environmental Assets** seeks to address climate change and promote sustainability. All development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather.

- **Policy 02: Promoting Good Design** seeks that all development will be designed to the highest possible standards, creating a strong sense of place. In particular development proposals will respect local distinctiveness.

- **Policy 03: Energy and Water** seeks that development in the area will, where possible, aim to minimise reliance on non-renewable high-carbon energy sources and maximise the use of decentralised and renewable or low-carbon energy sources and sustainable construction technologies.

- **Policy 04: Housing Delivery** identifies that allocations will be made to ensure at least 36,820 new homes can be delivered between 2008 and 2026, of which approximately 33,000 will be within the Norwich Policy Area (NPA), distributed in accordance with the Policies for places. In addition, proposals will contribute to the mix of housing required to provide balanced communities and meet the needs of the area, as set out in the most up to date study of housing need and/or Housing Market Assessment. A proportion of affordable housing, including an appropriate tenure mix, will be sought on all sites for 5 or more dwellings (or 0.2 hectares or more). The proportion of affordable housing, and mix of tenure sought will be based on the most up to date needs assessment for the plan area. On sites for 16 dwellings or more (or over 0.6 ha) 33% with approximate 85% social rented and 15% intermediate tenures will be sought. The proportion of affordable housing sought may be reduced and the balance of tenures amended where it can be demonstrated that site characteristics, including infrastructure provision, together with the requirement for affordable housing would render the site unviable in prevailing market conditions.

- **Policy 06: Access and Transport** seeks that the transportation system will be enhanced to develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transportation Strategy, and will improve access to rural areas.
• **Policy 07: Supporting Communities** seeks that all development will be expected to maintain or enhance the quality of life and the well being of communities and will promote equality and diversity, and protect and strengthen community cohesion. In order to deliver thriving communities, tackle social deprivation and meet diverse needs across the area, a multi-agency approach will be required to ensure that facilities and services are available as locally as possible, considering the potential for co-location, and are accessible on foot, by cycle and public transport. Healthier lifestyles will be promoted by maximising access by walking and cycling and providing opportunities for social interaction and greater access to green space and the countryside. Provision will be made for sufficient, appropriate and accessible education opportunities for both residents and non-residents, including:
  • wider community use of schools, including through design;
  • new primary and new or expanded secondary schools to serve the major growth locations;
  • promoting the ‘learning city’ role of Norwich by facilitating the continuing enhancement of tertiary education facilities including the University of East Anglia, the Norwich University College of the Arts, City College and Easton College.

• **Policy 09: Strategy for Growth in the Norwich Policy Area** identifies that the Norwich Policy Area (NPA) is the focus for major growth and development will be addressed by the identification of new allocations to deliver a minimum of 21,000 dwellings distributed across the following locations of which the Growth Triangle will deliver a minimum of 7,000 dwellings by 2026, continuing to eventually delivering 10,000 dwellings.

• **Policy 10: Locations for major new or Expanded Communities in the Norwich Policy Area** identifies for the Growth Triangle area that delivery ‘is dependent on implementation of the Northern Distributor Road’, however there is scope for partial delivery. This location will include:
  • **at least** 7,000 dwellings, rising to a total of at least 10,000 dwellings after 2026;
  • a district centre based around an accessible ‘high street’ and including a new library, education and health facilities;
  • new pre-school provision and up to six new primary schools, plus a new secondary school;
  • new employment allocations;
  • retention of existing important green spaces and significant levels of heathland recreation;
  • restoration and conservation of historic parkland and important woodland;
- Bus Rapid Transport to the city centre, possible via Salhouse Road, and a choice of safe and direct cycle routes;
- safe and direct cycle and pedestrian routes, and orbital bus services;
- permeability and community integration with existing communities; and
- a new household waste recycling centre.

Detailed proposals will be developed through the preparation of an Area Action Plan. (bold underlining our emphasis)

- **Policy 19: The Hierarchy of Centres** identifies that the development of new retailing, services, offices and other town centre uses as defined by government guidance will be encouraged at a scale appropriate to the form and functions of the hierarchy of defined centres of which the Growth Triangle area is identified under category 3 of ‘large village and district centre’.

- **Policy 22: Action to ensure the delivery of housing land in the Broadland part of the Norwich Policy Area** states that if any Monitoring Report produced after two full years from the adoption of the local plan demonstrates there is a significant shortfall in the five-year supply of housing, then a short, focused Local Plan, identifying additional locations for immediate delivery of housing land to remedy that shortfall, will be produced.

5.33 The Broadland Development Management DPD was adopted by the Council on 03 August 2015 and sets out generic policies for the authority area in line with those contained within the Joint Core Strategy. The Development Management DPD contains policies covering the period 2015-2026. The following polices are material considerations to the application:

- **Policy GC1: Presumption in favour of sustainable development** states that the Council will take a positive approach that reflects the presumption in favour contained within the NPPF. Planning applications which accord with the policies within the Development Management DPD, and, where relevant, policies in neighbourhood plans, will be approved without delay, unless material considerations indicate otherwise.

- **Policy GC2: Location of new development** seeks that all development is accommodated within settlement limits defined by the policies map. Outside of these limits, development which does not result in significant adverse impacts will be permitted where it accords with specific allocations and/or policy of the development plan.

- **Policy GC4: Design** expects development to achieve high standards of design, avoiding significant detrimental impacts, having particular regards to:
the environment, character and appearance of an area;
- reinforcing local distinctiveness
- meeting reasonable amenity needs of all potential future occupiers;
- considering the impact upon the amenity of existing properties;
- making efficient use of land and resources;
- being accessible via sustainable means, including public transport;
- creating safe environments;
- incorporating appropriate infrastructure linking to surrounding area;
- creating sustainable, inclusive and mixed communities; and
- minimising resource and energy consumption and designing to withstand the longer term impacts of climate change.

- **Policy EN1: Biodiversity and Habitats** seeks to ensure that development protects and enhances biodiversity of the district, avoids fragmentation of habitats and supports the delivery of a green infrastructure network. Where harmful impacts may occur, it should be demonstrated that the development cannot be located where it would cause less or no harm, adequate mitigation is incorporated, and the benefits of the development clearly outweigh the impacts.

- **Policy EN2: Landscape** directs proposals to have particular regard to the Landscape Character Assessment SPD and, in particular, consider any impact upon, as well as seek to protect and enhance, gaps between settlements, visually sensitive skylines and nocturnal character. Furthermore, impacts need to be considered on Conservation Areas, Scheduled Ancient Monuments and Historic Parks and Gardens.

- **Policy EN3: Green Infrastructure** states that all development will be expected to maximise opportunities for the creation of well-managed network of wildlife habitats. All residential developments of five dwellings or more will be required to provide at least 4 hectares of informal open space per 1,000 population including at least 0.16 hectares of allotments.

- **Policy EN4: Pollution** requires all development proposals to include an assessment of potential pollution, and where pollution may be an issue, adequate mitigation measures will be required.

- **Policy RL1: Provision of formal recreational space** expects residential development of five dwellings or more to make adequate provision, including management arrangements, for recreation. This should equate to at least 1.68 hectares per 1,000 population including at least 0.34 hectares of children’s play space.

- **Policy TS1: Protection of land for transport improvements** safeguards land which is required for the improvement of the transport network.
• **Policy TS2: Travel Plans and Transport Assessments** seeks that all major development, or where a particular need is identified, is accompanied by a Transport Assessment and/or Travel Plan.

• **Policy TS3: Highway safety** resists development which would result in a significant adverse impact upon the functioning or safety of the highway network.

• **Policy TS4: Parking guidelines** requires all new development to proposed appropriate parking and manoeuvring space to reflect the use and location as well as its accessibility by non-car modes.

• **Policy CSU3: Provision of community facilities or local services within large-scale residential development** seeks that all large-scale residential developments include provision for community facilities.

• **Policy CSU4: Provision of waste collection and recycling facilities within major development** requires proposals for major development to include appropriate provision for waste collection and recycling facilities.

• **Policy CSU5: Surface water drainage** ensures that development proposals incorporate mitigation measures to deal with surface water arising from development to minimise the risk of flooding on site without increasing flood risk elsewhere. Proposals will be required to demonstrate development would not:
  - Increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows; and
  - where practicable, have a positive impact on the risk of surface water flooding in the wider area.

C. **Site Allocations DPD (May 2016)**

5.34 The Broadland Site Allocation DPD was adopted by the Council on 03 May 2016 and identifies sites where specific types of development will be directed within the Council area, also identifying development boundaries and settlement limits. The Site Allocations DPD excludes the Growth Triangle area covered by the Growth Triangle Area Action Plan.

D. **Growth Triangle Area Action Plan (July 2016)**

5.35 The Growth Triangle Area Action Plan was adopted by Broadland District Council on 04 July 2016. The Area Action Plan sets out strategic and area based policies, including allocation of sites for residential and mixed-use development, for the Growth Triangle Area, in order to meet the potential for major urban development identified within the JCS.
5.36 The Area Action Plan period ends in 2026, consistent with the plan period of the JCS. However, provision is made for further development beyond this period in order to ensure sufficient critical mass to support services and facilities. This further development will count towards identified housing need in subsequent plan periods to be determined through an early review of the plan, to be completed by 2021.

5.37 The following strategic policies contained within the Growth Triangle Area Action Plan are material considerations for the application:

- **Policy GT1: Form of Development** seeks to ensure that development creates, or contributes to the creation of, distinct quarters, the characteristics of which should be based upon the principle of mixed use walkable neighbourhoods. Development is expected to provide, or provide contribution to the provision of, community services and facilities, as set out in the allocation policies. Where the allocation is for a mixed-use development, there should be in the region of 1sqm of employment, retail or community floor space for each 30sqm of residential development. Each proposed development site is to be masterplanned having regard to other development proposals in the locality, illustrating how homes, jobs, services and facilities have been integrated with walking, cycling and public transport facilities and green infrastructure. Design and Access Statement supporting masterplans should:
  - demonstrate how the design of the development has evolved as a response to a thorough understanding of the history of the site, attributes of surrounding area, existing communities, and how the area functions and its relationship to adjacent development sites;
  - articulate clearly what it will be like to live, work and visit the development and how it functions as part of its immediate locality and greater Norwich; and
  - establish a clear vision for how the development will evolve from its current state to its final form, and how this final form might evolve beyond the timescale of the plan.

- **Policy GT2: Green Infrastructure** identifies an appropriate landscape setting buffer to Thorpe End, as shown on the proposals map, within which development would not be permitted that would significantly intrude on the sense of separation between the village and new development. Furthermore, biodiversity and habitat connectivity will be achieved through the requirement of primary and secondary green infrastructure corridors, as shown on the policies map. Formal and informal open space, sports pitches, play areas, walking and cycling routes, landscaping and sustainable urban drainage systems will be located and orientated to support the delivery of the identified primary and secondary green infrastructure corridors.
• Policy GT3: Transport seeks to secure the implementation of a new orbital road link to provide connectivity between new and existing development, to be delivered through the development of the Growth Triangle. The new orbital link will be suitable for buses and incorporate cycling facilities, including a link between Salhouse Road and Plumstead Road as indicatively shown on the proposals map. The internal layout of new quarters will be consistent with the delivery of public transport orientated developments.

5.38 The Site forms part of (17.6ha) area based policy GT7 (Land South of Salhouse Road) which states:

“A site of approximately 56ha is allocated for mixed use development south of Salhouse Road. This Development will include:

- Residential development including the provision of 33% affordable housing;
- Local transport improvements as necessary to offset the impact of development to include:
  - A road layout that does not prevent a direct vehicular connection between Salhouse Road and Plumstead Road, through allocation site GT8, being completed; and
  - An internal road network within the development that is suitable for the passage of buses, cycling friendly and makes allowances for on street car parking where it occurs.
- A Travel Plan identifying an appropriate package of measures to support sustainable transport. Measures providing for in this travel plan should include:
  - Cycling links connecting the development to the Norwich cycling network at Greenborough Road;
  - A cycling link between Salhouse Road and Plumstead Road; and
  - Extended local bus services to serve the development.
- The provision of land adjacent to Salhouse Road as far as is necessary to enable the delivery of a bus rapid transport corridor and a cycle link along Salhouse Road;
- A local centre adjacent to Salhouse Road which provides for an appropriate range of facilities, services and employment uses;
- The delivery of appropriate social infrastructure in accordance with the latest Greater Norwich Infrastructure Plan, including nursery
facilities, a site of at least 2ha for a new primary school, a community hall, or appropriate alternative, and an appropriate site for a police beat office;

- An agreed Landscape Masterplan will be required prior to the commencement of development. This Landscape Masterplan should include:
  - Formal and Informal recreational open space in accordance with the Council’s adopted policies;
  - The open space and landscaping delivered as part of this development should provide separation between new development and Thorpe End including a tree belt along the north eastern edge of the allocated site. An indicated area of land that would form a suitable landscaped setting to Thorpe End is shown on the proposals map; and
  - The delivery of the green infrastructure links in accordance with policy GT2, which should include links between Thorpe Woodlands, Harrisons Plantation and Rackheath Park.

- No development will be permitted until a phasing plan indicating the orderly sequence of development has been approved. This will need to show broadly how the infrastructure (including green infrastructure) and services are to be coordinated with development.”

iii) Other Material Considerations

A. Sprowston Neighbourhood Plan (2014)

5.39 The Sprowston Neighbourhood Plan, within which the northwest field of the Site is located, was formally adopted, following a local referendum, in March 2014. The Neighbourhood Plan serves as a tool for the local community to influence the future of the area by promoting a strategy for growth within the plan area over the plan period.

5.40 The Neighbourhood Plan does not seek to plan out the Sprowston area part of the Growth Triangle, as this responsibility continues to lie with BDC, however the following policies are relevant for consideration:
• **Policy 1: Addressing climate change and protecting environmental assets** aims to protect environmental assets and seek opportunities for their maintenance and enhancement, including through enhanced connectivity and provision of a multi-functional green infrastructure network.

• **Policy 2: Promoting good and appropriate design** seeks to ensure development is well designed to fit with the local area and contribute to a strong sense of place.

• **Policy 3: Housing development** states that housing development will be acceptable, in principle, within settlement limits or on allocated sites. A mix of housing is expected including the provision of affordable housing and to meet the needs of the elderly and those with disabilities.

• **Policy 8 and 10: Health, education and quality of life** seeks development to maintain or enhance quality of life and the wellbeing of the local communities, including through maximising access by walking and cycling, and providing opportunities for greater access to green space.

**B. Great Plumstead, Little Plumstead and Thorpe End Garden Village Neighbourhood Plan**

5.41 The Great Plumstead, Little Plumstead and Thorpe End Garden Village Neighbourhood Plan, within which the southeast field of the Site is located, was formally adopted, following a local referendum, in July 2015.

5.42 The Neighbourhood Plan identifies how growth should respect the three distinct villages and prevent the coming together of Thorpe End and development related to surrounding settlements. The following policies are relevant:

• **Policy 1: Growth** states that new development will respect and retain the integrity of the villages as distinct settlements, protecting their character and avoiding coalescence. In particular, development related to the area surrounding Thorpe End should ensure the village retains the appearance and character of a ‘garden village’.

• **Policy 2: Design** requires development to deliver high quality design, demonstrating how they will integrate into and enhance the existing villages and communities, and to be of an appropriate scale and density to the wider context. A mix of housing types should be provided to meet local needs, to include one and two bedroom dwellings. Garages should be provided for each dwellings of a minimum size set out in the Broadland Parking Standards SPD and, where feasible and practical, car parking for each new dwelling be a minimum of 2 spaces for 1 and 2 bedroom dwellings, 3 spaces for 3 bedroom dwellings and 4 spaces for dwellings of 4 or more bedrooms.
• **Policy 3: Transport** seeks to ensure that development maximises opportunities for walking and cycling.

• **Policy 4: Transport** requires development to assess the level of traffic they are likely to generate and its accumulative effect with other developments. Potential impacts on road safety, pedestrians, cyclists, parking and congestion should also be identified and measures provided to mitigate any negative impacts.

• **Policy 5 and 6: Environment and Landscape** seeks to ensure that where green infrastructure is provided it improves biodiversity and connections with existing green spaces. Further, the developer will be required to demonstrate an effective and sustainable management programme.

C. **Housing Land Supply Position**

5.43 JCS Policy 4 identifies a requirement for at least 36,820 new homes to be built over the period 2008-26 within the council areas, with 33,000 to be delivered within the Norwich Policy Area. JCS Policy 9 states that 7,000 new homes will be built within the Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle by 2026, with an ambition of eventually delivering 10,000 dwellings within this area.

5.44 The NPPF states that, in order to deliver a wide choice of high quality homes, Council’s should use their own evidence base to ensure their Local Plan can meet the full objectively assessed needs for housing within the housing market area, including identifying key sites where housing is to be delivered (paragraph 47). Relevant policies from the Development Plan for the supply of housing should not be considered up-to-date if the LPA cannot demonstrate a 5-year supply of deliverable housing sites (paragraph 49).

5.45 The latest Broadland Annual Monitoring Report (AMR, December 2015) confirms that there has been a persistent under delivery within the Norwich Policy Area (NPA) such that it is necessary to apply the higher 20% buffer to the required level of housing supply. As a consequence, it is confirmed in paragraph 28 of the AMR that there is five-year projected under-supply of 1,669 units resulting in a 4.39 year housing supply within the NPA. Further, specifically in the Broadland part of the NPA there is only a 3.11 year supply (using the Liverpool calculation method).

5.46 More recently, in an Appeal Decision in South Norfolk², the Secretary of State and Inspector agreed that there had been a five year shortfall of some 2,189 dwellings within the NPA, with

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² Planning Inspectorate reference - APP/L2630/W/15/3007004
the NPA housing supply level amounting to 4.22 years of supply. The significant shortfall was given serious weight in the planning balance in the determination of this appeal due to the persistent under-delivery within the NPA.

5.47 It is evident that BDC cannot currently demonstrate a 5-year supply of land against the current or emerging housing figure, and that this position will become more severe if sites allocated as part of the Development Plan are not brought forward. Policies contained within the Development Plan, including the made Neighbourhood Plans relevant to the supply of housing are therefore out-of-date in accordance with paragraph 49 of the NPPF, and the NPPF presumption in favour of sustainable development should be afforded full weight.

D. **Broadland Supplementary Planning Documents**

5.48 BDC have a number of Supplementary Planning Documents (SPD) providing further detail and guidance to policies contained within the Development Plan Documents.

5.49 Due regard has been given to the contents of the Recreational Provision in Residential Development SPD (April 2016), Parking Standards SPD (June 2007) and Affordable Housing SPD (December 2008) in preparation of the parameter plans supporting the proposal. Full consideration will be given to the requirements of the SPDs at the later Reserved Matters approval.
6.0 PLANNING APPRAISAL

6.1 This section of the report sets out an assessment of the proposed development against the issues raised in the relevant planning policy and guidance. A topic based approach is taken in respect of the prevailing planning considerations, with due regard to the earlier rehearsed planning polices at National and local level.

6.2 In compiling this application submission, it has been possible to identify the following overarching planning considerations:

i) Principle of Sustainable Development;
   - Presumption in favour
   - Housing Land Supply
   - Neighbourhood Plans

ii) Suitability of the Site for Development;

iii) Definition of Sustainable Development;

iv) Design and Layout;

v) Transport and Traffic;

vi) Flooding and Drainage;

vii) Landscape and Visual;

viii) Ecology;

ix) Arboriculture;

x) Heritage and Archaeology;

xi) Agricultural Land Classification;

xii) Noise and Vibration;

xiii) Planning Obligations.

i) Principle of Sustainable Development

A. Presumption in Favour

6.3 The central theme of the NPPF is the presumption in favour of sustainable development, described as the 'golden thread' running through both plan-making and decision-taking. Development proposals that accord with the development plan should be approved without delay and that where plans are absent, out of date, silent or indeterminate, applications should be approved unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits.
6.4 Broadland Development Management DPD, adopted August 2015, policy GC1 states that the Council will take a ‘presumption in favour of sustainable development’ in reflection of the positive approach contained within the NPPF. Furthermore, applications which accord with the policies within the DPD will be approved without delay, unless material considerations indicated otherwise.

B. Housing Land Supply

6.5 The adopted JCS identifies a requirement for 36,820 dwellings to be delivered over the plan period within the Council areas. As identified in Section 5, there is a persistent under delivery within BDC, as a result of which it is necessary to apply the higher 20% buffer to the required level of housing supply. This results in an identified 3.11 year supply within the Broadland part of the NPA, considerably less than the required 5-year supply.

6.6 NPPF (para 49) states:

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. (Our emphasis)

6.7 In accordance with para 49 of the NPPF, BDC’s policies for the supply of housing are therefore considered out-of-date and the presumption in favour of sustainable development applies (no Footnote 9 designations apply in this instance).

6.8 Para 14 of the NPPF states that, where the development plan is absent, silent or relevant policies are out-of-date, LPAs should grant planning permissions unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted

6.9 The Site is located in a sustainable location and contributes to the economic, social and environmental roles of sustainable development as set out in NPPF (para 7). The proposed development therefore accords with para 14 of the NPPF as above.
6.10 Therefore, it is considered there is an imperative need to ensure the delivery of the proposed
development on the Site in order to address the significant deficits within the levels of housing
supply in Broadland.

6.11 The remainder of this section shows that the adverse impacts of granting planning permission
for the proposed development would not significantly and demonstrably outweigh the benefits.
The proposed development on the Site should therefore be allowed.

C. Neighbourhood Plans

6.12 The adopted Neighbourhood Plans do not seek to direct development to particular sites within
their defined areas but seek to influence how proposals should be designed in order to promote
sustainable growth which integrates with the existing character.

6.13 The Neighbourhood Plans are consistent with the overarching policy contained within the JCS
and Growth Triangle Area Action Plan. The proposal has been designed in compliance with the
Development Plan policies and with the aspirations of the Neighbourhood Plans, as detailed in
this Planning Statement and the supporting Design and Access Statement.

6.14 It is therefore concluded, the proposal fulfils the objectives of, and complies with the policy
of, the adopted Neighbourhood Plans for the area.

ii) Suitability of the Site for Development

6.15 As part of the evidence underpinning the JCS and other development plan documents, BDC
and adjacent Councils have identified a significant level of growth requiring in excess of 36,820
dwellings to be constructed over the plan period.

6.16 Within the JCS area, the Growth Triangle area, consisting of the settlements of Old Catton,
Sprowston, Rackheath and Thorpe St Andrew and surrounding countryside, has been identified
to accommodate 7,000 dwellings during the plan period, rising to 10,000 dwellings beyond
2026.

6.17 To direct development to appropriate locations, BDC have produced and adopted a Site
Allocations DPD (May 2016) and Growth Triangle Area Action Plan (July 2016).

6.18 The Growth Triangle Area Action Plan identifies site allocation GT7 (Land South of Salhouse
Road) of which the Site forms part of. This confirms the suitability of the Site for mixed-use
development, predominately residential in nature.
6.19 The Site will contribute to the delivery of residential development where there is currently a severe shortfall. The proposal is well considered and achieves a number of other benefits. A key focus of current National policy is the delivery of housing. The proposed development would deliver housing in a location identified as suitable for development.

6.20 Policy GT1 of the Growth Triangle AAP states that mixed-use development proposals will be required to provide in the region of 1sqm of employment, retail or community floorspace for each 30sqm of residential development. Based on an average UK house size of 105 sqm, there is a requirement for the provision of 1,330sqm of employment, retail or community floorspace. The existing Eastgate Place Business Centre, located within the site area, provides approximately 1,500sqm of employment floorspace. Therefore, the proposal complies with the requirement of policy GT1.

iii) Definition of Sustainable Development

6.21 The NPPF (March 2012) provides the Government’s latest attempt in defining “sustainable development”, which included reference to:

...the purpose of planning is to help achieve sustainable development [and] development means growth.
(NPPF, Ministerial Foreword, Gregg Clark MP)

6.22 As directed in para 6 of the NPPF, paragraphs 18 to 219 should be taken as a whole to constitute to the Government’s view of what sustainable development means in practice for the planning system.

6.23 Para 7 of the NPPF identifies that there are three dimensions to sustainable development, being economic, social and environmental. It is recognised that these roles should not be undertaken in isolation, because they are mutually dependant:

Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.
(NPPF, para 8)

6.24 The NPPF and BDC’s Development Plan both stress the importance of supporting growth and creating sustainable communities. The proposal will have long lasting economic benefits by providing housing, community buildings and maintaining vibrancy of local communities and facilities.
6.25 When considering the immediate economic benefits, along with the broader social and environmental benefits resulting from the proposed scheme, it is considered that the development accords fully with the policy objectives of the NPPF, namely:

**An Economic Role:**

- The Proposed Development will accommodate a growing workforce which will deliver economic output (Gross Value Added);
- Increase in spending on convenience goods, comparison goods and expenditure on leisure goods and services in the local area;
- BDC would gain income from New Homes Bonus Scheme and Council Tax Revenue; and
- Additional jobs would be created through construction of the Site and the introduction of a new labour force into the area that is currently not being brought about by the lack of meeting the housing need.

**A Social Role:**

- The creation of up-to 380 dwellings will support the creation of strong, vibrant and healthy communities. This is significant in the light of the lack of meeting the present 5-year supply of housing need;
- Residential development on the Site would create unique choice and opportunity in the housing market and the range of housing that could be built;
- The provision of affordable housing will increase the Borough's supply of affordable homes and help reduce inequalities;
- The provision of open space on site contributes to increasing the quality of the environment, providing a range of social experiences; and
- Open space, which will be incorporated throughout the development, will be in easy walking distance of the new homes and thereby encourage the development of healthy communities.

**An Environmental Role:**

- The Site is not within an area of flood risk;
- Development of the Site with a high quality sensitive scheme provides the opportunity to significantly improve the natural environment both in terms of landscape and ecology;
- An accessible location with additional connections and improvements to pedestrian and cycle routes;
• Improvements to public transport by providing a range of transport modes to future residents and reducing the reliance on the private car;
• Protection and enhancement of ecological features and provision of new habitats e.g. attenuation ponds required for Sustainable Urban Drainage Systems (SuDS); and
• There are no designated sites of international or national importance either within, or in the immediate vicinity of the Sites. There is also no Site of Special Scientific Interest (SSSI) either within, or in the vicinity of the Sites.

6.26 These are examined more fully in the remainder of this Statement.

iv) Design and Layout

6.27 The application is in Outline and as such not all of the detailed design elements are for determination at this time. However, the proposed development takes into account the NPPF which places great importance on the design of the built environment (para 56), conserving and enhancing the natural environment (para 109) and conserving and enhancing the historic environment (para 131).

6.28 The accompanying Design and Access Statement establishes the quality of the proposed development and describes the design process taking into account consideration of issues such as existing vegetation, local character, massing, height, access etc.

6.29 The development proposals include ‘up to 380 residential dwellings’. Detailed technical work demonstrates that the Site can accommodate this amount of development and would not result in unacceptable impacts. The proposed development makes effective and efficient use of land in accordance with national and local policy.

6.30 Notably, the development parameters/illustrative masterplan respond to technical work, the site context, local policy, including the site allocation policy, and feedback from the Council and local community.

6.31 The application proposes up to 33% affordable housing subject to viability (a maximum of 125no. units based on 380no. residential dwellings being provided on the Site). The affordable housing will be located in small clusters throughout the Site to ensure they are integrated with market housing.

6.32 The scheme will provide for a suitable mix and tenure of affordable dwellings to meet the local needs.
In respect of both open market and affordable housing, it is proposed that the housing mix is not set as part of the Outline application in order to provide greater flexibility at the Reserved Matters stage.

The average net density across the Site will be 40dph, with a gross density of 22dph. The development will provide for a range of densities across the Site, with higher densities being located near to Salhouse road and lower densities near to and along the southern boundary, to create a softer edge to Thorpe End.

Policy EN3 and RL1 of the Development Management DPD (2015) state a requirement for 4 hectares of informal open space per 1,000 population (including 0.16ha of allotments) and 1.68 hectares of formal recreational space per 1,000 population (including 0.34ha of children’s play space), which equates to 4.77 hectares of informal open space and formal recreational space for the proposed 380 dwellings (based on 2.21 persons per dwellings). The Illustrative Masterplan identifies 6.94 hectares of Green Infrastructure, of which 3.76 hectares is informal open space and 1.4 hectares is formal recreational space, therefore complying with the requirements of Policy EN3 and RL1 of the Development Management DPD.

As explained in the accompanying Design and Access Statement, the proposed development has been designed to respect the landscape character and setting of its location would therefore accord with the provisions of the relevant ‘design and character’-based policies, contained within the NPPF (including paras 50 and 56 - 59), policy 02 of the Joint Core Strategy, policy GC4 of the Development Management DPD, policies GT1 and GT7 of the Growth Triangle Area Action Plan and the design based policies of the adopted Neighbourhood Plans.

v) Transport and Traffic

The Transport Assessment contained within Volume 3 of the Environment Statement has assessed the impact of the development on the local road network. Furthermore, it has assessed the sustainability of the site in respect of access to local facilities.

The principal point of access to the Site will be taken from Salhouse Road in the form of a new signalised junction. A secondary point of access will be provided for pedestrians, cyclists and emergency vehicles to the south of the site, which will join Plumstead Road.

A Type 2 style Feeder Road is proposed through the Site, with a 6m carriageway, a 3m footway/cycleway on one side and a 1.8m footway on the other. The route would not prevent the aspirational orbital link road being delivered should Broadland DC seek to implement such a scheme, in line with the adopted policy.
6.40 An internal network of access roads and residential streets will be provided within the Site giving access to the residential properties and open space, designed 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. 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.

6.41 Car and cycle parking will be provided as part of the proposed development in accordance with Norfolk County Council’s standards which are detailed in the document “Parking Standards for Norfolk 2007”.

6.42 The Transport Assessment demonstrates that the traffic generated by the development will not detrimentally impact on the operation of local highway junctions.

6.43 Furthermore, a Travel Plan (Create Consulting Engineers, December 2016) has been prepared which considers the travel needs of future users of the proposed development and provides a long-term management strategy to deliver future sustainable transport objectives. This includes, the appointment of a Travel Plan Coordinator, undertaking of Travel Surveys and the encouragement of walking, cycling and public transport as an alternative to single-occupancy private car journeys.

6.44 The Travel Plan is the start of an on-going process which will require future monitoring, review and revision, to ensure that it remains active and relevant to the proposed development and its future residents.

6.45 The proposal will therefore have no negative Transport or Traffic impacts, and complies with the NPPF and Policy 6 of the JCS, Policies TS2, TS3 and TS4 and Policy GT7 of the Growth Triangle Area Action Plan.

vi) Flooding and Drainage

6.46 The whole Site is located within Flood Zone 1 with less than 1 in 1000 probability of fluvial or tidal floodplains in any year. All forms of development are acceptable in Flood Zone 1.

6.47 The Environment Agency website confirms that the Site is not located in an ‘area that might be flooded if a reservoir were to fail’.
6.48 The Flood Risk Assessment (FRA) assesses the risk of flooding from other sources such as the addition of hard surfaces and the effect of the new development on surface run-off. The FRA also takes into account the effects of climate change. The nearest watercourses to the Site are a network of drains associated with the Racecourse Plantation south and west of the Site.

6.49 The FRA confirms that the Site is situated within Flood Zone 1 and therefore satisfies the requirements of the Sequential Test.

**Surface Water**

6.50 The proposed development will utilise a Sustainable urban Drainage System (SuDS) and employ a wide ranging combination of drainage techniques to manage surface water runoff in a sustainable manner.

6.51 All dwellings and roads will drain to one of two infiltration basins, located in north eastern corner of each field.

6.52 A management plan for the drainage features will be prepared and agreed as part of the detailed design.

**Foul Water**

6.53 Foul water from the Site will be designed to drain via gravity to the foul water network within Plumstead Road East to the south of the Site. A detailed review of site and sewer levels will be carried out at the detailed design stage to confirm whether a pumped connection will be required, although it is anticipated this can be avoided.

6.54 A Water Pre-Planning Assessment Report is included in Appendix B of the FRA and confirms that a connection is acceptable subject to appropriate offsite upgrade works being carried out.

6.55 The scheme therefore accords with policy CSU5 of the Development Management DPD and National Planning Policy and Guidance.

**vii) Landscape and Visual**

6.56 Chapter 8 of the Environment Statement assesses the likely significant effects of the development on the environment with respect to landscape and visual impact.
6.57 The Landscape and Visual Impacts Assessment (LVIA) identifies that open views of the Site are restricted to its most immediate setting due to a combination of the location of the Site, the topography of the Site and its surroundings and the extensive tree structure within and adjoining the Site. The southern part of the Site is visible in private view from the rear of adjoin properties in the settlement of Thorpe End, and the northern Site boundary is visible from a short section of Salhouse Road. Beyond its immediate setting the Site and its boundary vegetation is screened from view by intervening vegetation and built form.

6.58 The LVIA states that, although the Site will change in character, the main features that contribute to that character will be retained and assist in absorbing the development within its landscape context. As a result, the potential impact of the development on the character of the surrounding landscape will be reduced. The change in character from settlement edge to urban as a result of the development will result in a minor magnitude of change and represent a minor adverse significance of effect at completion.

6.59 Mitigation measures will be effect during construction to reduce the temporary effects of construction, including the use of hoarding around the construction site, control of lighting from construction compounds and machinery and locating compounds and stockpiles in the least visible locations within the Site.

6.60 The design, form, layout and appearance of the development, as set out in the Design and Access Statement, will enable the development to integrate into the existing landscape, which would be improved and enhanced by a landscape strategy and management regime to be agreed. The scale and massing of the development responds to the existing urban edge context and introduces open space, increasing green infrastructure provision through improved recreational and habitat opportunities.

6.61 The LVIA concludes that the Site is capable of accommodating the development without significant adverse landscape or visual impacts.
viii) Ecology

6.62 The Site is not located within a designated site for nature conservation. The nearest ecologically sensitive area is St James’ Pit Site of Special Scientific Interest (SSSI) which is located approximately 3km to the south west of the Site. There are no statutory designations which impinge on the Site. Mousehold Heath Local Nature Reserve (LNR) is located approximately 1.6km to the south west of the site. The eastern edge of the Racecourse Plantation County Wildlife Site extends into the west of the Site.

6.63 A Phase 1 Habitat Survey was undertaken by Bioscan in 2013 and specific Phase 2 surveys undertaken in respect of bats, badger and great crested newts in 2014 and 2015 by Practical Ecology Ltd. A further walkover survey of the Site was carried out by Bioscan in October 2016. Chapter 9 of the Environment Statement, Ecology and Nature Conservation, assesses the likely significant effects of the proposed development in respect of ecology and nature conservation.

a) Flora

6.64 No nationally rare or nationally scarce species of flora have been recorded during the survey period.

6.65 The nearest ancient replanted woodland to the Site is Bulmer’s Coppice, situated approximately 330m north-east of the Site. Tollshill Wood ancient replaced woodland is located approximately 1.7km north of the Site. The proposed development is not likely to have any significant direct effects on areas of Ancient Woodland.

b) Fauna


- **Birds** – habitats within the Site have the potential to support nesting birds, however there is no evidence to suggest the Site is of an elevated value at more than a local level. At such, it is considered to be of no more than low ecological value to birds at a local level;
- **Bats** – the Site is considered to be of moderate value for foraging and community bats at a district level;
- **Reptiles** – no reptiles were recorded on the Site; it is considered the Site is of no more than low ecological value to reptiles at the local level;
- **Badgers** - no signs of Badgers foraging in, or commuting through, the Site were found. The Site is considered to be of low value to Badgers at the local level;
- **Newts** - no record of Great Crested Newts were recorded on the Site;
- **Dormouse** - no suitable habitats for dormice within the Site;
- **Invertebrates** - no evidence the presence of any protected, rare or notable invertebrate species was recorded within the site, therefore it is considered there the Site is likely to be no more than a low ecological value to invertebrates.

6.67 Mitigation measures will be employed during the operational phase construction and operational phases, as detailed in Chapter 9 of the Environment Statement, including:

- Designing and implementing any temporary lighting requiring during construction in accordance with the Bat Conservation Trust interim guidance ‘Artificial Lighting and wildlife’;
- Erection and retention of tree fencing during construction in accordance with BS5837:2012 to protect retained trees and hedgerows;
- Undertaking vegetation clearance works during construction outside of the bird nesting season or under ecological watching brief; and
- Provision of onsite Green Infrastructure to mitigation any potential impacts on off-site increases in recreational pressured.

6.68 Furthermore, a Landscape and Ecological Management Plan will be prepared and submitted to BDC for approval prior to commencement, specifying additional ecological enhancements to be provided as part of the development, such as bird and bat boxes, native planting and provision of log piles.

6.69 The scheme therefore accords with National Planning Policy and Guidance and Policies EN1 and EN3 of the Development Management DPD.

### ix) Arboriculture

6.70 The Site does not lie within a Conservation Area and no trees within the Site, or those off-site which overhang the boundaries, are subject to a Tree Preservation Order (at present).

6.71 An Arboricultural Survey (Greenlight Environmental Consultancy Ltd., December 2016) is submitted in support of the application, which identifies that the majority of the site is used for agricultural purposes with some areas of tree plantation. A mixed broad-leaved plantation belt runs east to west across the middle of the Site. The majority of boundary trees on the Site
are broad-leaved, mature or over-mature and are of significant arboricultural value. Racecourse Plantation CWS abuts the west of the site.

6.72 Protective measures will be in place during construction to limit impacts upon existing woodland and a scheme of landscaping proposed following construction. The survey concludes that following mitigation and enhancement, the impacts will be beneficial at the local level.

6.73 Overall, given the low Arboricultural impact, the proposed development is acceptable in arboricultural terms and therefore accords with the NPPF and Policy EN3 of the Development Management DPD.

x) Heritage and Archaeology

6.74 An Archaeological Desk Based Assessment (CgMs Ltd., May 2016), submitted as part of the planning application, concludes the Site to have low to moderate potential for below ground archaeological deposits of the late Prehistoric to Modern periods.

6.75 The Assessment identifies that there are no designated Heritage Assets located within the site or within the immediate vicinity.

6.76 An undated ‘entrenchment’ is located, in part, within the northeast corner of the southern field of the Site, it is considered that this non-designated archaeological asset has a local (low) significance.

6.77 As no remains of more than a local (low) significance have been identified, any further archaeological mitigation measures required can be secured by an appropriately worded condition.

6.78 The scheme therefore accords with the NPPF and Policy 1 of the JCS and Policy EN2 of the Development Management DPD.

xi) Agricultural Land Classification

6.79 The Site is identified on Natural England’s Provisional Agricultural Land Classification of England and Wales map (1985) as being Grade 3 agricultural land.

xii) Noise and Vibration

6.80 Chapter 7 of the Environment Statement assesses the significant effects of the proposal on the environment in respect of Noise and Vibration during construction and operation.
6.81 The assessment identifies no significant noise and vibration predicted, however in order to minimise noise from construction activities to adjacent properties consideration should be given to installing a solid site hoarding, or Herras fencing with acoustic blankets.

6.82 Any noise and vibration impacts during construction will be temporary and not significant. Furthermore, no significant noise and vibration impacts are anticipated following construction. The scheme therefore accords with the NPPF.

xiii) Planning Obligations

6.83 The application proposes the provision of affordable dwellings which can be secured either by way of condition, or through a Section 106 agreement between the Applicant and Council. Policy GT7 required the provision of 33% affordable housing, however, this is subject to further discussions, as the proposal as submitted is unlikely to be viable at this level of provision. JCS Policy 04 states that the proportion of affordable housing may be reduced where the requirement would render the site unviable in prevailing market conditions.

6.84 CIL contributions towards the provision of physical and social infrastructure will be made at the reserved matters stage.

6.85 In the event that requests for commuted sums are made by statutory consultees during the application process these will be secured through a Section 106 agreement. The actual sums, triggers and precise wording is to be agreed prior to determination of the application. However, all contributions must be substantiated and justified in the context of the NPPF and Regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010.
7.0 SUMMARY AND CONCLUSIONS

7.1 BDC and adjacent Councils have identified, through the preparation of a Joint Core Strategy, a significant level of growth for the region, requiring in excess of 36,820 dwellings to be constructed over the plan period, of which 7,000 dwellings will be located within the Growth Triangle area, rising to 10,000 dwellings beyond the plan period.

7.2 The Site forms part of Policy GT7 (Land South of Salhouse Road) within the adopted Broadland Growth Triangle Area Action Plan (July 2016), and directs development to appropriate locations within that area. This confirms the suitability of the Site for residential development.

7.3 The Applicants have submitted an Outline planning application with all matters reserved except for access, for the delivery of up to 380 residential dwellings, including affordable homes, associated open space and infrastructure.

7.4 A number of principle elements are established within Parameters Plans which are detailed in the Design and Access Statement including building heights, land use and open space. The application is accompanied by a comprehensive Environmental Statement.

7.5 The proposed development provides for a high quality design and layout that has been carefully and thoughtfully considered with its relationship to the wider landscape setting and existing surrounding uses.

7.6 The delivery of housing will go a significant way to meeting the current unmet housing need in the NPA - which is significant. As such, the full weight of the NPPF’s presumption in favour of sustainable development is applicable.

7.7 Taking account of the immediate economic benefits, along with the broader social and environmental benefits resulting from the proposed scheme, it is considered that the development accords fully with the policy objectives of the NPPF.

7.8 The presumption in favour of sustainable development states that planning should be granted unless any adverse impacts would significantly and demonstrably outweigh the benefits. The benefits of the proposed development significantly outweigh the harm in this instance and therefore the Outline application should be approved without delay.
7.9 This application accords fully with the Government’s strategic priority of delivering much needed residential development on a site identified by BDC as being suitable for development. Further, it provides the Council with an opportunity to contribute to its current housing shortfall at an early stage of the plan period.
APPENDIX 1

Site and Location Plan (Drawing No. 13)
APPENDIX 2

Parameter Plans:
Access and Movement (Drawing No. 14 Rev B)
Land Use (Drawing No. 15 Rev B)
Density (Drawing No. 17 Rev B)
Storey Heights (Ref: Drawing No. 18 Rev B)
LAND SOUTH OF SALHOUSE ROAD
NORTH EAST NORWICH

PARAMETER PLAN 4 - STOREY HEIGHTS

Date: 14.12.16
Scale: 1:5000 AT A4

Drawn by: AL
Check by: KA

Project No: 20976
Drawing No: 018
Revision: B

LEGEND
- Up to 4.5 storeys
- Up to 3 storeys
- Up to 2 storeys

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APPENDIX 3

Access Drawing - Proposed 4 Arm Traffic Signal Junction Arrangement
(Drawing No. 00/002)
APPENDIX 4

Illustrative Layout (Drawing No. 10 Rev D)