

Greater Norwich Call for Sites Submission Form

FOR OFFICIAL USE ONLY	
Response Number:	
Date Received:	

This form is to be filled out by any interested parties who want to promote a site for a specific use or development to be allocated in the Greater Norwich Local Plan.

Only one form should be submitted for each individual site i.e. it is not necessary for a separate form to be completed for each landowner on a single site in multiple ownerships. However, a separate form must be completed for each individual site submitted.

Your completed form should be returned to the Greater Norwich Local Plan team no later than **5pm on Friday 8 July 2016**.

By email: callforsites@gnlp.org.uk

Or, if it is not possible submit the form electronically,

By Post to:

Greater Norwich Local Plan Team
PO Box 3466
Norwich
NR7 7NX

The responses received as part of the Greater Norwich Local Plan Call for Sites will be published and made available for public viewing. By submitting this form you are consenting to the details about you and your individual site(s) being stored by Norfolk County Council and shared with Broadland District Council, Norwich City Council and South Norfolk District Council, and that the details of the site will be published for consultation purposes.

Further advice and guidance can be obtained by visiting the Greater Norwich Local Plan website or by contacting the Greater Norwich Local Plan team directly:

Website: www.greaternorwichlocalplan.org.uk

E-mail: callforsites@gnlp.org.uk

Telephone: 01603 306603

1a. Contact Details	
Title	
First Name	
Last Name	
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

1b. I am...	
Owner of the site	Parish/Town Council
Developer	Community Group
Land Agent	Local Resident
Planning Consultant	Registered Social Landlord
Other (please specify):	

1c. Client/Landowner Details (if different from question 1a)

Title	
First Name	
Last Name	
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

2. Site Details

Site location / address and post code (please include as an attachment to this response form a location plan of the site on an scaled OS base with the boundaries of the site clearly shown)	
Grid reference (if known)	
Site area (hectares)	

Site Ownership		
3a. I (or my client)....		
Is the sole owner of the site	Is a part owner of the site	Do/Does not own (or hold any legal interest in) the site whatsoever
3b. Please provide the name, address and contact details of the site's landowner(s) and attach copies of all relevant title plans and deeds (if available).		
3c. If the site is in multiple landownerships do all landowners support your proposal for the site?	Yes	No
3d. If you answered no to the above question please provide details of why not all of the sites owners support your proposals for the site.		

Current and Historic Land Uses		
4a. Current Land Use (Please describe the site's current land use e.g. agriculture, employment, unused/vacant etc.)		
4b. Has the site been previously developed?	Yes	No

4c. Describe any previous uses of the site. (please provide details of any relevant historic planning applications, including application numbers if known)

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Proposed Future Uses

5a. Please provide a short description of the development or land use you proposed (if you are proposing a site to be designated as local green space please go directly to question 6)

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5b. Which of the following use or uses are you proposing?

Market Housing	Business & offices	Recreation & Leisure
Affordable Housing	General industrial	Community Use
Residential Care Home	Storage & distribution	Public Open Space
Gypsy & Traveller Pitches	Tourism	Other (Please Specify)

5c. Please provide further details of your proposal, including details on number of houses and proposed floorspace of commercial buildings etc.

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5d. Please describe any benefits to the Local Area that the development of the site could provide.

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Local Green Space

If you are proposed a site to be designated as Local Green Space please complete the following questions. These questions do not need to be completed if you are not proposing a site as Local Green Space. Please consult the guidance notes for an explanation of Local Green Space Designations.

6a. Which community would the site serve and how would the designation of the site benefit that community.

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6b. Please describe why you consider the site to be of particular local significance e.g. recreational value, tranquillity or richness in wildlife.
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Site Features and Constraints

Are there any features of the site or limitations that may constrain development on this site (please give details)?
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7a. Site Access: Is there a current means of access to the site from the public highway, does this access need to be improved before development can take place and are there any public rights of way that cross or adjoin the site?
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7b. Topography: Are there any slopes or significant changes of in levels that could affect the development of the site?
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7c. Ground Conditions: Are ground conditions on the site stable? Are there potential ground contamination issues?
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7d. Flood Risk: Is the site liable to river, ground water or surface water flooding and if so what is the nature, source and frequency of the flooding?
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7e. Legal Issues: Is there land in third party ownership, or access rights, which must be acquired to develop the site, do any restrictive covenants exist, are there any existing tenancies?
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7f. Environmental Issues: Is the site located next to a watercourse or mature woodland, are there any significant trees or hedgerows crossing or bordering the site are there any known features of ecological or geological importance on or adjacent to the site?

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7g. Heritage Issues: Are there any listed buildings, Conservation Areas, Historic Parklands or Schedules Monuments on the site or nearby? If so, how might the site's development affect them?

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7h. Neighbouring Uses: What are the neighbouring uses and will either the proposed use or neighbouring uses have any implications?

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7i. Existing uses and Buildings: are there any existing buildings or uses that need to be relocated before the site can be developed.

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7j. Other: (please specify):

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Utilities

8a. Which of the following are likely to be readily available to service the site and enable its development? Please provide details where possible.

	Yes	No	Unsure
Mains water supply			
Mains sewerage			
Electricity supply			
Gas supply			
Public highway			
Broadband internet			

Other (please specify):	
8b. Please provide any further information on the utilities available on the site:	

Availability	
9a. Please indicate when the site could be made available for the land use or development proposed.	
Immediately	
1 to 5 years (by April 2021)	
5 - 10 years (between April 2021 and 2026)	
10 – 15 years (between April 2026 and 2031)	
15 - 20 years (between April 2031 and 2036)	
9b. Please give reasons for the answer given above.	

Market Interest		
10. Please choose the most appropriate category below to indicate what level of market interest there is/has been in the site. Please include relevant dates in the comments section.		
	Yes	Comments
Site is owned by a developer/promoter		
Site is under option to a developer/promoter		
Enquiries received		

Site is being marketed		
None		
Not known		

Delivery	
11a. Please indicate when you anticipate the proposed development could be begun.	
Up to 5 years (by April 2021)	
5 - 10 years (between April 2021 and 2026)	
10 – 15 years (between April 2026 and 2031)	
15 - 20 years (between April 2031 and 2036)	
11b. Once started, how many years do you think it would take to complete the proposed development (if known)?	

Viability			
12a. You acknowledge that there are likely to be policy requirements and Community Infrastructure Levy (CIL) costs to be met which will be in addition to the other development costs of the site (depending on the type and scale of land use proposed). These requirements are likely to include but are not limited to: Affordable Housing; Sports Pitches & Children's Play Space and Community Infrastructure Levy			
	Yes	No	Unsure
12b. Do you know if there are there any abnormal costs that could affect the viability of the site e.g. infrastructure, demolition or ground conditions?			
12c. If there are abnormal costs associated with the site please provide details:			
12d. Do you consider that the site is currently viable for its proposed use taking into account any and all current planning policy and CIL considerations and other abnormal development costs associated with the site?			

12e. Please attach any viability assessment or development appraisal you have undertaken for the site, or any other evidence you consider helps demonstrate the viability of the site.

Other Relevant Information

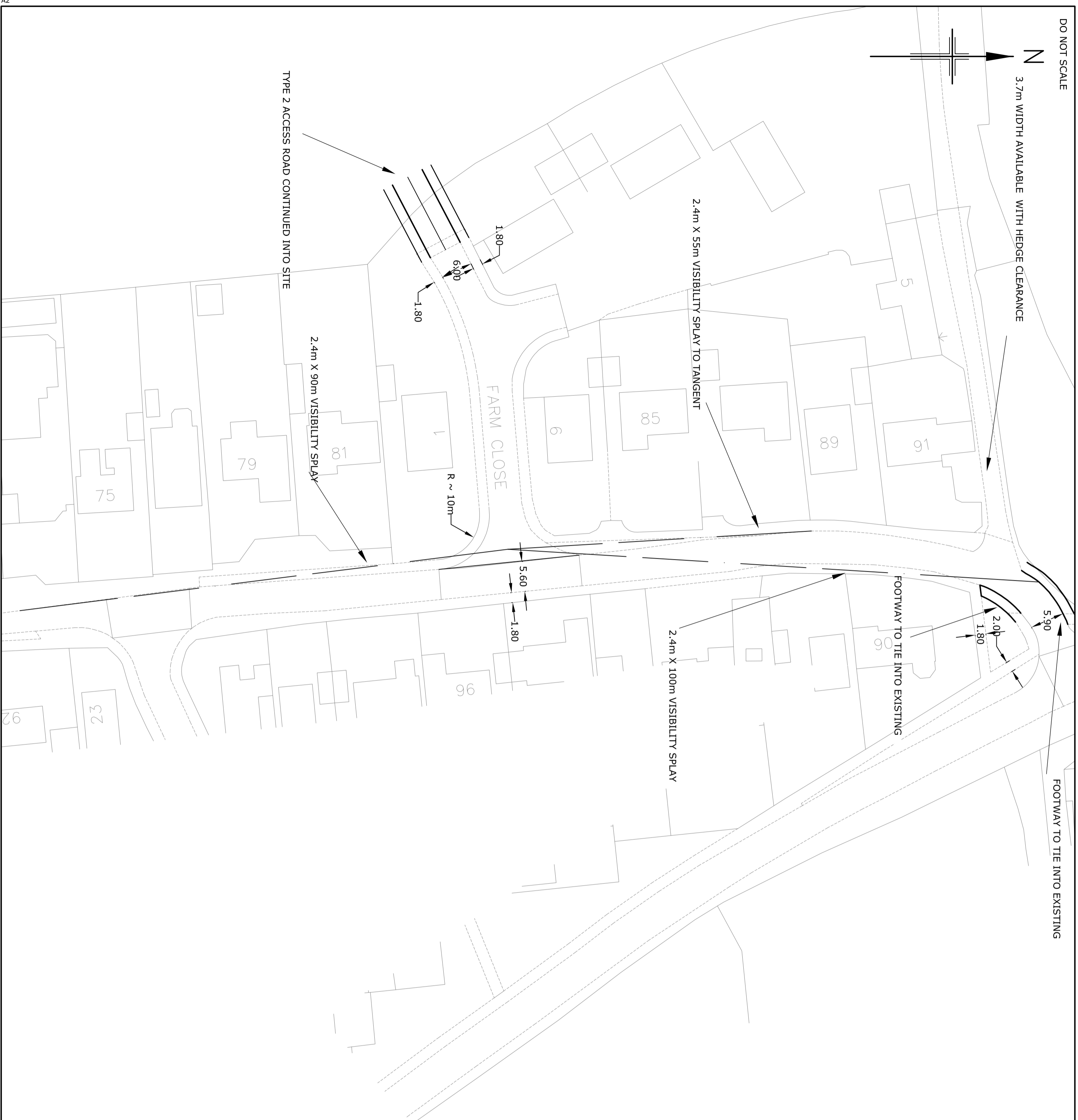
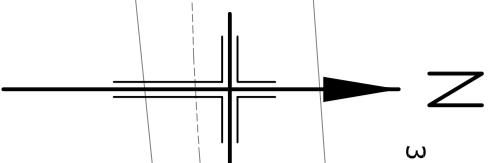
13. Please use the space below to for additional information or further explanations on any of the topics covered in this form

Check List	
Your Details	
Site Details (including site location plan)	
Site Ownership	
Current and Historic Land Uses	
Proposed Future Uses	
Local Green Space (Only to be completed for proposed Local Green Space Designations)	
Site Features and Constraints	
Utilities	
Availability	
Market Interest	
Delivery	
Viability	
Other Relevant Information	
Declaration	

14. Declaration	
<p>I understand that:</p> <p>Data Protection and Freedom of Information</p> <p>The Data Controller of this information under the Data Protection Act 1998 will be Norfolk County Council, which will hold the data on behalf of Broadland District Council, Norwich City Council and South Norfolk District Council. The purposes of collecting this data are:</p> <ul style="list-style-type: none"> • To assist in the preparation of the Greater Norwich Local Plan • To contact you, if necessary, regarding the answers given in your form. • To evaluate the development potential of the submitted site for the uses proposed within the form. <p>Disclaimer</p> <p>The responses received as part of the Greater Norwich Local Plan "Call for Sites" will be published and made available for public viewing. By submitting this form you are consenting to the details about you and your individual sites being stored by Norfolk County Council, and the details being published for consultation purposes. Any information you consider to be confidential is clearly marked in the submitted response form and you have confirmed with the Council(s) in advance that such information can be kept confidential as instructed in the Greater Norwich Local Plan Call for Sites Response Form Guidance Notes.</p> <p>I agree that the details within this form can be held by Norfolk County Council and that those details can be shared with Broadland District Council, Norwich City Council and South Norfolk District Council for the purposes specified in this declaration.</p>	
Name	Date

DO NOT SCALE

3.7m WIDTH AVAILABLE WITH HEDGE CLEARANCE



FOOTWAY TO TIE INTO EXISTING

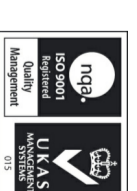
NOTES:

1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE STATED
2. MEASUREMENTS SHOWN ARE R1 ONSITE MEASUREMENTS AND NEED TO BE CONFIRMED WITH A TOPOGRAPHICAL SURVEY
3. THE TYPE 2 ACCESS ROAD IS TAKEN FROM THE NORFOLK RESIDENTIAL DESIGN GUIDE
4. THE SPEED LIMIT OF THE HIGHWAY SHOWN IS 30mph
5. THE ADDITIONAL FOOTWAY SHOWN ON LOUIE'S LANE CAN BE PROVIDED WITHIN HIGHWAY LAND OR LAND WITHIN THE SITE OWNERSHIP

REV	DATE	DESCRIPTION	DRAWN	CHKD

REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project
STURGEONS FARM
ROYDON, DISS

Title
PHASE 1 ACCESS ROAD AND
MINOR OFFSITE IMPROVEMENTS

Client
G.N. RACKHAM & SONS LTD

Scale	Drawn	Date
1:500 @ A2	J. PITCHER	23/06/16
Job Manager	Checked	Approved
M. DOUGHTRY	D. PALMER	M. DOUGHTRY

Richard Jackson
Engineering Consultants

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 Suite 409, 1 Alie Street, London E1 8DE
 York House, 3 Station Court, Great Shelford, Cambs CB22 5NE
 6 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP
 The Wheedhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF

Tel: 01206 228800
 Tel: 020 7448 9910
 Tel: 01223 314794
 Tel: 01603 280240
 Tel: 01172 020070

Email address: mail@rjck.com
 Website: http://www.rjck.com

Drawing No.	Revision
47455-P-001	

Drawing Status			
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL	<input type="checkbox"/> COSTING	
<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS CONSTRUCTED	

DO NOT SCALE

NOTES:

1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE STATED
2. MEASUREMENTS SHOWN ARE RJ ONSITE MEASUREMENTS AND NEED TO BE CONFIRMED WITH A TOPOGRAPHICAL SURVEY
3. THE TYPE 2 ACCESS ROADS SHOWN ARE TAKEN FROM THE NORFOLK RESIDENTIAL DESIGN GUIDE
4. THE SPEED LIMIT OF THE HIGHWAY SHOWN IS 30mph
5. THE ADDITIONAL FOOTWAY SHOWN ON LOUIE'S LANE DOES NOT REQUIRE ANY THIRD PARTY LAND
6. THE 120m OF VISIBILITY SHOWN IS NORMALLY FOR A 40mph ROAD. HOWEVER, DUE TO THE CLOSE PROXIMITY OF THE ROAD CHANGING TO A 60mph LIMIT THE ADDITIONAL VISIBILITY HAS BEEN ADDED TO PROVIDE A ROBUST SOLUTION

EXISTING SPEED LIMIT SIGNS

SPEED LIMIT NORTH OF THE SIGNS IS 60mph

SPEED LIMIT SOUTH OF THE SIGNS IS 30mph

TYPE 2 ACCESS ROAD

2.4m X 120m VISIBILITY SPLAY

FOOTWAY TO TIE INTO THE EXISTING

~1.2m USABLE FOOTWAY
~1.7m AVAILABLE WITH WIDENING

2.4m X 120m VISIBILITY SPLAY

PEDESTRIAN ACCESS TO DISS SPORTS CLUB

3.7m WIDTH AVAILABLE WITH HEDGE CLEARANCE

2.4m X 120m VISIBILITY SPLAY

FOOTWAY TO TIE INTO EXISTING

REV	DATE	DESCRIPTION	DRAWN	CHKD

REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project
STURGEONS FARM
ROYDON, DISS

Title
SHELFANGER ROAD ACCESS
& JUNCTION WITH LOUIE'S LANE

Client
G.N. RACKHAM & SONS LTD

Scale	Drawn	Date
1:500 @ A1	J. PITCHER	29/06/16
Job Manager	Checked	Approved
M. DOUGHTY	D. PALMER	M. DOUGHTY

Richard Jackson
Engineering Consultants

847 The Crescent, Colchester, Essex CO4 9YQ Tel: 01206 228800
 Suite 409, 1 Allie Street, London E1 8DE Tel: 020 7448 9910
 York House, 3 Station Court, Great Shelford, Cambs CB22 5NE Tel: 01223 314794
 6 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP Tel: 01603 230240
 The Wheelhouse, Bords Hill, Stonehouse, Gloucestershire GL10 3RF Tel: 01172 620070
 Email Address: mail@rj.co.uk Website: http://www.rj.co.uk

Drawing No.	Revision
47455-P-002	

Drawing Status		
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL	<input type="checkbox"/> COSTING
<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS CONSTRUCTED

Our Ref: 47455/JP/MJD

Your Ref:

29 June 2016

Mr W Wright
Savills
Hardwick House
Agricultural Hall Plain
Norwich
NR1 3FS

Email Only

Dear Mr Wright

Re: Sturgeons Farm, Roydon, Diss

We refer to your instructions to complete an overview of access and data required for highways access to the above site. This assessment considers current policy with regards to access for the development and accessibility, which are addressed in following matters:

1. Access and the current situation.
2. Location and accessibility to services.
3. Transportation links including pedestrian, cycle and public transport modes.
4. Any highway/transportation improvements.

The initial phase of the site is located off Farm Close in Roydon, Diss with a grid reference of 611055,280896 and an approximate postcode of IP22 4EE. The site is south of land that may be used for potential future development. To the south are allotments and the dwellings of Appletree Lane. To the east are the dwellings of Louie's Lane. To the west are agricultural fields.

Access and the Current Situation

The strategy for development is shown on Figure 1 and identifies the land available for use and how many units can be served off the access road. The Norfolk Residential Design Guide states that there can be no more than 100 units off a single point of access. However, early correspondence with Norfolk County Council could see this rise to circa 150 units.

Farm Close

The land bound red on Figure 1 shows the potential land available from the Farm Close access. Farm Close is off Louie's Lane and the measurements match the requirements of a Type 2 access road. Therefore Farm Close already

Cont'd.../

6 The Old Church
St Matthews Road Norwich
Norfolk NR1 1SP

Telephone: 01603 230240
www.rj.uk.com



provides a suitable access road and will need to be extended into the site. The extension of the existing road into the site and adequate visibility of the Farm

Close/ Louie's Lane junction is shown on drawing 47455-P-001. As all the land available (bound red and blue) on figure 1 has the potential for more than 200 units then a secondary point of access is required.

Further investigation is recommended into the potential of using the existing farm track along Public Right of Way, Roydon, South Norfolk FP8 as an emergency access. Should this be available then Norfolk County Council may permit greater than 100 dwellings accessed from Farm Close for the land bound red in Figure 1. If allowed the 3.7m width would be achievable with some hedge trimming and formalisation of the road surface.

Shelfanger Road

For future development of the land bound blue on Figure 1 a formal access road would need to be provided. Drawing 47455-P-002 shows a possible location on Shelfanger Road that the secondary access could be placed. This would be a Type 2 access road as the Norfolk Residential Design Guide and would be a connecting road to the existing at Farm Close.

The access off Shelfanger Road is located where the highway has a 30mph limit. Normally this would mean a minimum visibility of 2.4m x 90m is required, however our drawings show 2.4m x 120m of visibility (120m of visibility would normally be required for a road that has a 40mph limit). The extended visibility is shown because 150m north of the proposed access on Shelfanger Road the speed limit changes to 60mph. The extended visibility shows a robust solution for the potentially greater than expected speeds of vehicles on this section of Shelfanger Road.

Pedestrian links would have to be included in the Shelfanger Road access to ensure pedestrians can safely access/leave the site. On drawing 47455-P-002 a 2.0m wide footway is shown along the western side of Shelfanger Road from the access to the existing footway at the junction with Louie's Lane and Shelfanger Road.

Two additional sections of footway will need to be provided in the proximity of the Louie's Lane/ Shelfanger Road junction in order for pedestrians to have the shortest, yet safer, route to local facilities. The two additional sections are shown on drawing 47455-P-002.

The junction of Louie's Lane with Roydon Road south of the potential development area has been identified as an area that could require improvement should the site be submitted for planning. This is because Louie's Lane is the primary route of access for Farm Close and that the visibility of the junction with Roydon Road is currently not to standard. Drawing 47455-P-003 shows a potential improvement strategy to upgrade the current visibility. Additionally it was noted on site that some localised widening of Louie's Lane to at least 4.8m should be considered in the location of Millway Avenue over approximately 50m in order to mitigate the additional traffic flows that the development would generate, which would all be in the adopted highway land.

Location and Accessibility to Services

To assess the ability for potential residents to access services, research has been undertaken to locate the local services and facilities, which are tabulated below.

Facility/Services Table

Facility	Present	< 2.0km	<5.0km
School - Primary	Yes	✓	
School - Secondary	Yes	✓	
Post Office	Yes	✓	
Food Superstore	Yes	✓	
Public House	Yes	✓	
Place of Worship	Yes	✓	
Local Employment Area	Yes		✓
Bus Stops	Yes	✓	
Gym/Indoor Sports Facilities	Yes	✓	
Playing Field	Yes	✓	
Train Station	Yes		✓
Shopping Centre	Yes		✓ (2.97km)
Doctors	Yes	✓	
Dentist	Yes	✓	
Pharmacy	Yes	✓	

Accessibility to local services is very important in respect to transport planning. The conclusions that can be drawn from the table are that most of the facilities and services are available in the local area. A key aim of the National Planning Policy Framework (NPPF) is to promote sustainable travel choices and accessibility to shops, jobs and other facilities whilst reducing the need to travel, especially by car. Walking is identified as the most important form of transport at local level and the walking offers the greatest potential to replace the car for journeys of less than 2.0km. The guidance document (NPPF) also acknowledges that cycling has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport.

The table above provides an indication of the sustainability of the site with respect to the distance required to travel to local facilities, which is satisfactory.

Transportation Links including Pedestrian, Cycle and Public Transport

As stated previously, local and national guidance for transportation and residential dwellings advises that proposed development should be readily accessed by all sustainable modes of transport. Considering the different modes an assessment can be made in respect of the suitability of existing infrastructure.

Pedestrians

The routes for pedestrians are currently served well from the proposed site to access the local facilities and employment nearby. There are footways from the site towards the town centre via Louie's Lane and are predominantly on both sides of the road with dropped kerb crossings in appropriate places. The minor improvements required would enhance the routes to local facilities from the Shelfanger Road development.

An assessment on the safe route to schools could be undertaken at a detailed planning application stage but the initial assessment shows that school aged children do presently have a safe route to school.

Cyclists

The bicycle has become a much more widely used mode of transport in recent years, as promoting the healthier lifestyle and the current economic circumstances that affects the population. From assessing the locations of the facilities locally, all of them are well within the 5.0km cycling parameters that are recognised in the NPPF.

The 5km cycling parameter would enable the cyclists to reach the train station which has mainline services to Norwich and London Liverpool Street. Also at the bottom of the Louie's Lane; Roydon Road is part of Regional Route 30 that runs from Ellingham to Knettishall.

Public Transport

A brief assessment was undertaken using internet mapping and the website <http://www.travelineeastanglia.org.uk/> to assess whether a suitable bus network exists. The closest bus stops are approximately 800m and 850m south of the site (on Factory Lane and Sunnyside respectively) which are served by the Diss Town Service four times per day Monday to Friday. The Diss Town Service passes along Shelfanger Road (along the frontage of the site) twice daily, which with the provision of additional stops would be within 400m of the site. Whilst not guaranteed, it may also be possible to divert those services which run along Factory Lane/Sunnyside to also cover Louie's Lane/Shelfanger Road adding approximately 3 minutes to the timetable. This would require negotiation with the operator H Semmence & Co and could be undertaken as part of any future Transport Assessment work for the development.

Highway Improvements

The assessment of the access location revealed two potential access locations to Farm Close (initially) and off Shelfanger Road. In order to provide appropriate access to the local highway network, new pedestrian facilities would be required along Shelfanger Road from the second point of access towards the town centre. Additional work would be required to upgrade the visibility of the junction of Louie's Lane with Roydon Road

With regard to pedestrian links, these are all locally available with most key local facilities within 2.0km including primary and secondary education. Dedicated cycle facilities are available, Louie's Lane joins onto regional route 30 and most of the town has a 30mph limit providing a low speed environment.

Conclusions

To collate the issues and highlight the matters that are relevant to transportation for the proposed development at Sturgeons Farm, Roydon, Diss the following table shows the summary of benefits that this scheme includes:

Summary Table

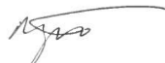
Matters	Comment	Satisfactory	Needs some Upgrade	Not Satisfactory
Site Access	The initial access off Farm close would need to be extended and a satisfactory secondary access could be added on Shelfanger Road in order for appropriate access.	Satisfactory		
Local Junction Assessment	The visibility of Louie's Lane and Shelfanger Road is adequate. However, improvements to the Louie's Lane junction with Roydon Road are suggested.		Needs some Upgrade	
Accessibility to Services	A high proportion of daily and weekly services can be accessed by pedestrian, cyclists or public transport routes most less than 2.0km.	Satisfactory		
Pedestrian Links	Good site routes to schools and facilities.	Satisfactory		
Cycle Facilities	Regional route 30 runs through the main area of Diss and is easily accessed from a 30mph network.	Satisfactory		
Public Transport	With additional stops put in place on Shelfanger Road a suitable network can be provided.		Needs some Upgrade	

It is therefore concluded that in terms of vehicular access, accessibility to services, other modes of transport, the site meets all the necessary criteria. We trust the foregoing is satisfactory, but if we can be of further assistance, please do not hesitate to contact us.

Yours sincerely,



Joshua Pitcher
on behalf of
Richard Jackson Limited



Checked by Martin Doughty, Director
BEng (Hons), CEng, FICE, FCIHT, MAPM
on behalf of Richard Jackson Limited

Encs