

P18-0134/NP rev B

12 December 2018

Mike Burrell
Greater Norwich Local Plan Team
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Dear Mike

Land South West of Newfound Farm, Colney Lane, Cringleford (site GNLP0307)
GNLP Regulation 18 – Stage B consultation, October 2018

Thank you for your time recently to discuss the above site. As requested, I am writing on behalf of Barratt David Wilson Homes (Eastern Counties) to provide additional information to support the previous submission for this site.

1. Context

The previous representations that we have submitted confirmed that the land immediately adjacent to this site has outline planning permission for residential development with supporting uses. I have provided a **context plan** to explain this further and have provided a context update below.

The approved BDW scheme immediately adjacent to the site that is the subject of these submissions was approved on 20 July 2016 and will be delivering CIL payments once implementation begins early next year. It was granted in light of the JCS requirement for Cringleford to be a major focus for growth and development, the need for housing and consistency with the detailed development management policies of South Norfolk. It also delivers a policy-compliant level of affordable housing in a mix that has been agreed with the housing team at South Norfolk.

The extension of housing development into the land identified by BDW for this plan-making exercise is consistent with the aspirations of the Cringleford Neighbourhood Plan, which identifies this larger area for housing development. A copy of the **proposals map** is attached for information.

2. Update

The site immediately to the north of this site (the BDW site) is the subject of a Reserved Matters submission that is scheduled to be recommended for approval in January 2019. This application seeks approval for 650 units with land for a primary school and a small local centre (2018/2200). A copy of the **submitted layout** is attached for information. That layout has been designed to include a road capable of providing a bus route that could link to the adjoining site and beyond in the future. It also includes pedestrian and cycle connections into adjoining sites.

The Transport Report included with our representations submitted in January 2018 explained that the access into the BDW site has been designed to accommodate 852 residential units. As the planning permission for that site is up to 650 homes, that means that there is capacity to support a further 200 homes from this access point. This provides the minimum capacity that could be delivered at the site that BDW has proposed for allocation.

The land immediately to the east of the site (the Kier site) is now the subject of an approved design code for the delivery of the outline planning permission for residential development. This approved design code has required the provision of pedestrian and cycle links through the to the adjoining BDW site to allow for existing and future residents to move across the wider area by means other than the private car. It also ensures that easy links are provided to access the existing public transport network in the wider area.

At our meeting we discussed the extent of control that BDW has over the site that it has put forward. I can confirm that the option includes the landscape buffer along the A47. The red line included with the January 2018 representations excluded this area as it didn't want this to be mistaken for developable area as this would conflict with the Neighbourhood Plan aspirations. The Development Framework Plan has been updated to provide further clarification of this and I can confirm that the indicative landscaped area can be delivered by BDW should this site be allocated for development.

You mentioned the issue of surface water treatment and flooding in this area. You will find a Drainage Review included with our January 2018 representations that assists with explaining the local area. It demonstrates that the issues identified in the HELAA are capable of addressing and need not prevent the allocation of this site.

3. Proposals

As discussed when we met, the site is capable of delivering at least 200 homes via the existing access from the BDW development immediately adjacent to this site. In the event that access through other adjoining land could be secured, this capacity could be increased to c.500 units. At the moment, the proposals relate to residential development at this site as it is within close proximity of supporting services in the wider area.

The Development Framework Plan included with our January 2018 representations identifies a wide landscape buffer alongside the A47, which is continued into the development area. This proposal is consistent with the requirements of the Cringleford Neighbourhood Plan (see **proposals map** attached).

The **Development Framework Plan** has been updated to add further clarity about this and is attached.

4. Delivery

BDW intends to implement the development that is the subject of the Reserved Matters submission in February 2019 (subject to planning). BDW will be building

this out under two brands: Barratt and David Wilson Homes. This will allow it to deliver at least 100 units per year by 2020 with an anticipated completion in 2026.

The intention is that the adjoining site will form phase 2 of the development of this site and therefore allow for the construction team to move into this area as phase 1 is nearing completion. This has significant time and costs savings as the construction team will already be on site and a site compound will already be established. This will save at least 6 months in the start date of construction.

The work required for the planning permission for phase 2 will follow on from after planning permission for phase 1 is secured and development has commenced. The planning submission to follow in line with the adoption of the GNLP.

It is intended that implementation of phase 2 will overlap the completion of phase 1. At this stage it is estimated that implementation could begin as early as 2025. Again, the site would be dual branded so that it can deliver at least 100 units per year. This means that the site will deliver a substantial proportion within the first 5 years of the plan period with more to be provided in the 5-10 year period depending on the eventual yield of the site.

5. Track record

You asked for details of existing BDW activity in the area and I have set this out below.

Location	Number of Homes Approved	Number of Homes Complete	Completion date (actual or planned)	CIL payments made
Sir Williams Lane, Aylsham	300	239	300 to be completed by Sept 2019	N/A
Caistor Lane, Poringland Phase 1	150	150	Completed October 2018	N/A
Stoke Road, Poringland Phase 2	120	25	120 to be completed by Mid-2020	Yes two payments made totalling: £658,587.40
Horsford Phase 1	125	125	Completed June 2017	N/A
Horsford Phase 2	259	34 units 2019	Completed Q4 of 2023	1 st Instalment paid - £391,528.10 2 nd Instalment due 11 th Feb 19

BDW remains of the opinion that this site provides an ideal opportunity to deliver housing in an established location that can benefit from the infrastructure provision that exists and is planned in this area. Given the existing activities that are already

scheduled to take place in this area, there is increased certainty that the site can be delivered within the early years of the plan.

I trust that this additional information is of assistance to your consideration of the proposed allocation.

Please do not hesitate to contact me if I can be of any further assistance.
Kind regards

Yours sincerely



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Enc:

1. Context plan
2. Cringleford Neighbourhood Plan Proposals Map
3. Adjoining site layout
4. Updated Development Framework Plan

cc: BDW team