

## Proposed Residential Development on Land off Ringland Road, Taverham

### Submission of Representations relating to Regulation 18 Consultation (Stage C), Greater Norwich Local Plan

on behalf of D & L Draper

*Ref: 19/089*

*GNDP Site ref: GNLPO159 (Eastern Part)*

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

### Greater Norwich Local Plan: Land off Ringland Road, Taverham (Ref: GNLP0159 Eastern Part)

#### Introduction

1. The following comments are made on behalf of D & L Draper who own this site. They are submitted in support of the suggested allocation on the Land adjacent to Beech Avenue Business Park, Ringland Road, Taverham (GNLP0159 Eastern Part). The site relates to the residual land remaining following the grant of planning permissions upon the adjacent site (GNLP0457) for housing under the Outline (LP Ref. 20172148), and subsequent Reserved Matters approvals obtained by Abel Homes Ltd. (LPA Ref. 20191065 & 20191659). A plan identifying the site is attached to these representations.
2. Representations for this site were submitted to previous Reg 18 Consultation for the Draft Local Plan in March 2018.
3. The assessment contained within the Settlement Assessment Booklet for Taverham and Ringland identifies the whole site as a 'Reasonable Alternative' for the development of 150-200 dwellings. In particular it is noted that the eastern part of the larger site would be a suitable alternative, if developed in conjunction with the adjacent residential development. The assessment noted that the western part of the site was not considered suitable for residential development by virtue of tree, landscape and townscape concerns.
4. It is sought to promote part of this larger site for a small residential development of circa. 9 dwellings, to be considered as part of the review into settlement boundaries. This would offer the opportunity to round off development in this part of Taverham and with the appropriate design, would mark the entrance into Taverham along Ringland Road. We believe this rounding-off of the development currently under construction by an extension to the development boundary at this point for the village.
5. The following statement sets out the suitability of the site for housing and the benefits the development of the site would bring.

#### Comments in Draft Local Plan

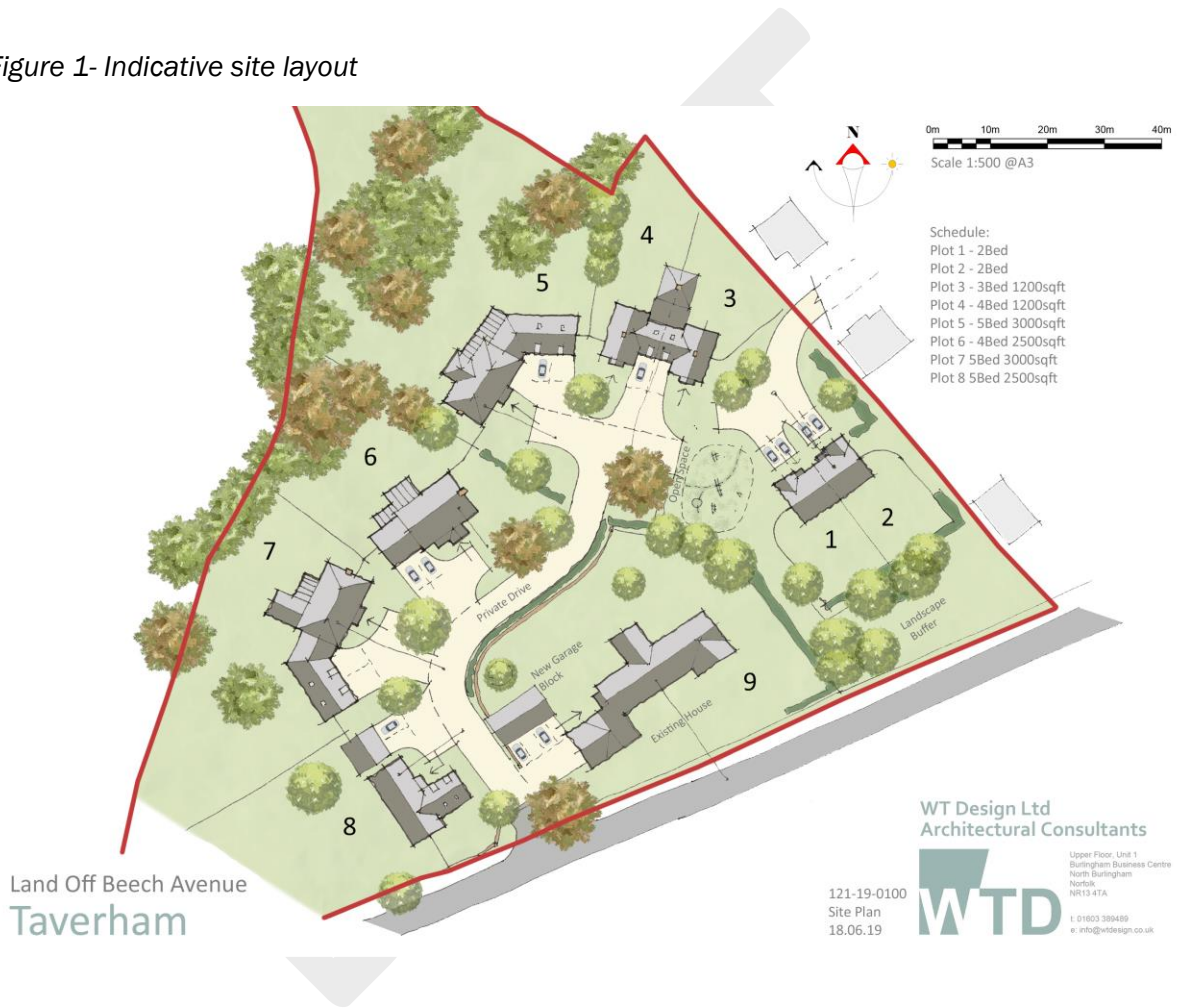
6. The Local Plan seeks to meet the growth needs in Greater Norwich from 2018 to 2038. Taverham as an urban fringe parish with a good range of services. The proposed settlement hierarchy envisages that 69% of the proposed housing growth (or around 30,560 homes) would be provided in the Norwich urban area.
7. It is considered that the proposed site is in a highly sustainable location, is suitable for housing and is well related to Taverham. Furthermore, the development would make a positive contribution to the supply of housing in the area consistent with both local and national policies.
8. The site is well related to the adjacent site which benefits from planning permission for 93no. dwellings, as such it is considered well related to Taverham and the services and facilities on offer there. The village has a wide range of facilities, including schools for all ages, both state and independent, a good selection of shops, takeaways, public houses, a church, village hall, library, nursery and recreation grounds. The site assessment notes the suitability of this part of the larger site for residential development.

**Current Proposals**

*Layout*

- The indicative layout plan illustrates how a scheme of circa. 9 dwellings could be accommodated on the site, this would include the re-use the existing extended house on the site. It is considered that this would allow an appropriately designed cul-de-sac development to be constructed which will be sympathetic to its location and sign-post the entrance into the village, with low density, high quality dwellings.

Figure 1- Indicative site layout



- The design intent for the proposal would be to place-shape a natural extension to the village of Taverham. Residential development in this location could comprise of a mixture of detached and semi-detached housing typologies. Each home would be designed to have high levels of private amenity and off-street private parking in the form of a garage or driveway.
- To ensure the proposal is ‘stitched’ with the adjacent extension of the fabric of Taverham, careful consideration would be given to pedestrian permeability in order to safeguard routes to key local attributes, in the form of the schools along Beech Avenue and the ability to walk to other nearby services.

### Highway Access

12. It is proposed that the primary access to the development would be via the existing access for 42 Ringland Road, which is considered of a sufficient standard to accommodate such a development. This access would be constructed in accordance with relevant highway standards. The remaining two dwellings would be served from the Abel Homes site currently under construction. Whilst not shown on the layout, we believe that pedestrians and cyclists access could be achieved through the adjacent site, thus removing the need for them to use Ringland Road and facilitate safe access for school children and access to other services. However, it is considered that the all dwellings could be accessed via the adjacent development if required.

### Benefits/Impact

#### Access to services

13. Taverham is identified in the Draft Local Plan as a Key Service Centre. It benefits from a range of local facilities, including primary and secondary schools, a small supermarket, local shops, post office, medical practice, veterinary surgery, library, church, public house, social club and playing fields. These facilities are capable of meeting many of the day-to-day needs of residents. Several businesses provide local employment opportunities such as the Beech Avenue Business Park and businesses elsewhere in the parish.
14. It is acknowledged that existing footways would need to be extended up to the proposed development site, but this could be readily be secured through the normal planning process, as sufficient land is available within the site and the adjacent highway to enable this improvement. Subject to the extension of existing footways, safe walking routes would be available. Measured from the proposed site entrance, Taverham High School is 0.4 miles and Nightingale Infant and Nursery School is 0.6 miles which are well within the maximum recommended walking distance of 2 miles (if below age of 8 years old) and 3 miles between 8 & 16 years old (Home to school travel & transport guidance, Department for Education, July 2014).
15. The nearest existing bus route passes though the Ringland Road/Beech Avenue junction approximately 300 m to the east of the proposed site access. At present, the route accommodates First Service 29 which circles anti-clockwise around the southern areas of Taverham to/from Norwich City Centre. The service is provided on an hourly daytime frequency (between 7am to 6.30pm) Monday to Saturday.
16. Additional services are provided by Norfolk Green Service X29 and First Service 28. Service X29 operates from Fakenham Road with stops in the vicinity of Beech Road some 1.1 km walking distance from the Site access. The route serves Norwich and Fakenham hourly Monday to Saturday and bi-hourly on Sundays. Service 28 is accessible from Kingswood Avenue (just off Fakenham Road) 1.3 km walking distance from the Site access. This route operates up to every 20 minutes Monday to Saturday and up to every 30 minutes on Sundays. Evening services are also available on this route. Service 29 operates clockwise around the northern areas of Taverham and Thorpe Marriott.
17. At present, the nearest bus stop for Service 29 is some 600 m from the Site access to the north of the Beech Avenue/Ringland Road junction. It is, therefore, proposed to provide a new bus stop with shelter (DDA compliant with a flag, tactile paving, a timetable case and appropriate road markings) in the vicinity of the Beech Avenue/Ringland Road junction. The precise location of this bus stop infrastructure will be at the discretion of NCC, however, our

initial investigations suggest this could be located on the East side of Beech Avenue opposite the Wensum Valley Hotel access.

18. Consequently, it is considered that the proposed development would benefit from good access to local services, and would accord with local and national planning policies which indicate that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.
19. It is acknowledged due to the site's location residents of the proposed development, like existing residents, may to a degree wish to make use of the car for large shopping and leisure trips. Several sustainable transport options would nonetheless be available for local services, including walking, cycling and public transport. In these terms the development would be consistent with national planning policy, which seeks to direct development to locations where a range of sustainable transport options are available, whilst acknowledging that opportunities to maximise sustainable transport options will vary from urban to rural areas.

#### *Local Character*

20. The site proposed for development is situated within a contained area of land bounded by Taverham Hall School to the south and the established woodland to the north. The site is within the 'River Valley' character type as assessed by Broadlands District Council in their 'Landscape Character Assessment ("LCA") in 2013. Nationally, the site is part of the National Character Area 78 ("NCA 78"), 'Central North Norfolk'. The landscape is described as an 'ancient countryside with a long-settled agricultural character, where arable land is enclosed by winding lanes and hedgerows, interspersed with woodland and remnant heath and dissected by lush pastoral river valleys' (NCA 78: 3). It is considered that development could be accommodated at the site without significant adverse impacts upon the landscape character of the area, this is confirmed within Sustainability Appraisal and site assessment which not the suitability of this eastern part of the wider site for residential development.

#### *Utilities Infrastructure*

21. We do not believe there is any fundamental impediment to the delivery of the site through any constraints relating to utilities infrastructure. The increase in capacity can be built into the new development.

#### *Flooding*

22. The site proposed for development falls within Flood Zone 1 and so is at low risk of fluvial flooding. Small pockets of the site have been identified as being at risk of surface water flooding. However, it is considered that this flood risk could be managed satisfactorily as part of the overall surface water strategy for the development, which would be based on sustainable urban drainage principles. No risks of flooding from other sources, including sewerage systems and groundwater, have been identified.

#### *Delivery of Development*

23. We believe that, at this stage no other significant infrastructure constraints have been identified which would be likely to prevent the development of the site for housing. Nonetheless, an infrastructure study has been commissioned in order to identify any infrastructure improvements needed to facilitate the proposed development. This information will be forwarded as soon as it is available. The site is in a single ownership and no further land is needed to enable the land to be brought forward for development. The land is currently available for development and, subject to approval being given, could deliver housing in the short term.

## Summary

- 24.** The proposed development would make a positive contribution to the supply of housing in the area. The proposal would also add to the range of housing sites available in the locality, providing flexibility and a wider choice of development opportunities to the market, thus strengthening the local supply of housing land. New residents would add to the vitality of the local community. Given their accessibility, existing local businesses and services would be likely to derive support from the development due to the addition to the local economy of the spending power of new residents. The construction of the development would also provide some economic benefits, albeit temporary. In these respects, the proposal would support the social and economic dimensions of sustainability as defined in the NPPF.
- 25.** Furthermore, it is considered that this part of Taverham represents a sustainable location for development of the scale envisaged, given the range of local services available and its good public transport links to larger centres nearby. The development would also be consistent with a number of the potential growth options identified in the Draft Local Plan, including development along transport corridors, dispersal, dispersal plus new settlement and dispersal plus urban growth. By providing sufficient land of the right type in the right place to support growth the development would address the economic and environmental dimensions of sustainable development, as defined in the NPPF.