



**CODE** Development  
Planners



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## Supplementary Position Statement

Land west & east of  
Reepham Road (Sites  
GNLP0332R and  
GNLP0334R)

Submitted on behalf of  
Drayton Farms  
Limited and R G Carter  
Farms Limited

24 July 2020

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## **EXECUTIVE SUMMARY**

The following short statement is provided to supplement the earlier submission made on behalf of the landowners, R G Carter Farms Ltd and Drayton Farms Ltd in support of their promotion of sites GNLP0334R (11.7 ha for approximately 250-300 homes) and GNLP0332R (64 ha for approximately 600-700 homes). The supplementary statement should be read in conjunction with the Position Statement and accompanying comprehensive suite of documents submitted on 13 March 2020 during the formal consultation process related to the Regulation 18C plan.

The contents of this statement has been guided by requests made by GNDP officers following a helpful meeting on 14 May 2020 attended by Mike Burrell, Adam Banham and Phil Morris on behalf of the GNDP, by Nigel Handley, Ginny Seaman (Directors of R G Carter Farms Ltd and Drayton Farms Ltd) and by Mike Carpenter of CODE Development Planners Ltd representing the landowners and the author of this statement.

The questions raised by GNDP officers relate to site delivery, impact of possible airborne aircraft noise, education requirements, integration of development of the site GNLP0334R with the existing built up area of Hellesdon, the possible impact of access arrangements on the treed character of Reepham Road and the suitability of the proposed access arrangements. Additionally and firstly, the statement outlines several alternative development options which were discussed at the meeting.

### **Alternative development options**

Although the landowners have provided evidence to support the allocation of the two sites as submitted it is acknowledged that the GNDP may wish to discuss alternative development options as follows:

- Allocation of only one site of GNLP0332R or GNLP0334R. The technical submissions have demonstrated the possibility of such an arrangement which would not prejudice later development of the second site subject to further planning process consideration.
- Deletion of the employment area at the north eastern end of site GNLP0332R. An earlier iteration of the proposal promoted a larger area of employment land fronting Holly Lane. This was subsequently reduced in scale following advice from GNDP officers that sufficient land allocations existed for the anticipated employment requirements of the area. The currently promoted extent of the potential employment area includes the existing farm and former farm buildings of Manor Farm, some of which could be converted to relatively small-scale employment uses and the immediately adjacent land. The suggested employment land is not an essential element of the proposal and could be deleted from the proposal if the GNDP thought it appropriate.



## **Site delivery**

The delivery of the sites is not hampered by any difficulties associated with landownership or landowner agreements. The sites are in single ownership with no requirements for agreements with third parties. Any joint accesses or infrastructure can be shared, phased and delivered as appropriate.

The landowners can demonstrate a clear route to early delivery of homes on site as indicated in the draft programme contained at Appendix 1. Both R G Carter Farms Ltd and Drayton Farms Ltd are associated with the R G Carter Group of companies whose principal business is in building, contracting and development. The current intention would be for R G Carter to deliver the necessary infrastructure and for the group's associated housing company Carter Homes to build out on part of the site while marketing the remainder to the general and affordable housing development market. Given the Group's experience in development, the landowners have considerable and established contacts in the housing development market. Although those parts of the sites not to be developed by Carter Homes will be formally marketed, preliminary discussions have already taken place with selected potential housing developers for the delivery of key early phases.

## **Potential aircraft noise**

This statement is accompanied by an Aircraft Noise Assessment prepared by Adrian James Acoustics Limited in June 2020. The assessment indicates that the proposed residential areas fall within the negligible risk category in the south west corner (incorporating all of the Reepham Road west site GNLP0034R) rising to low-medium risk in the north east part of the site closest to the airport perimeter. The report concludes that having regard to best practice and official guidance contained in the Professional Practice Guidance on Planning and Noise (ProPG) aviation noise levels are not expected to preclude residential developments in the areas proposed and illustrated on the development framework plan.

## **Education**

Following discussions with Norfolk County Council's Children's Services team, it is clear that children of school age generated by the proposed development shall be accommodated within existing schools within the area, all located with convenient and safe walking and cycling routes from the proposed development. A number of additional options would be available to children if they wished to travel further to Horsford or the new primary school to be developed on the site of the former Royal Norwich golf course.

The landowners have also indicated the availability of possible expansion land for Arden Grove Infant School located directly adjacent to the southern boundary of site GNLP 0332R.

## **Integration of site GNLP0334R with existing built up area and facilities**

The plan in Appendix 3 demonstrates that pedestrians and cyclists could easily and safely access a full range of facilities already in existence in Hellesdon to the south on both the east and west sides of Reepham Road.



### **Suitability of proposed access arrangements**

The accompanying supplementary transport note provided by Richard Jackson Consulting Engineers confirms their satisfaction with the proposed access arrangements in accordance with best practice and relevant guidance.

The impact of the three junctions on Reepham Road roadside trees is illustrated on drawing number 48110-PP-101-A contained in the previously submitted Access and Transportation Strategy. The siting of the junctions has been selected for reasons of junction performance and safety and to align with existing gaps in the treed frontage of Reepham Road. The vast majority of existing tree and hedge line running parallel with the carriageway would be retained thereby maintaining the treed character of Reepham Road at this point. The construction of the junctions would require the loss of only two category B trees (of moderate quality) and one category C tree (of low quality).

The illustrative development framework previously submitted illustrates the intention and ability to provide a genuinely landscape led form of development. As a consequence, far from creating any adverse loss of treed character along Reepham Road, development has the potential to deliver substantial enhancements.

### **Overall conclusion**

In our view, it is clear from the assessments undertaken and submitted both with the original submissions and contained here with this supplementary statement in response to specific questions from officers of the GNDP that sites GNLP0332R and GNLP0334R should be identified as draft allocated sites in the Regulation 19 plan. The reasons stated in the local plan evidence base to reject the sites as reasonable alternatives at stage 7 of the site assessment process were not supported or justified by evidence. Rebuttal evidence has been provided by the landowners.

This statement confirms a number of alternative development options (section 3) all of which the landowners are prepared to discuss if the GNDP felt it appropriate. In the meantime, the landowners shall continue to promote the sites in full as reasonable alternatives not properly considered by the appropriate local plan process guidelines.





## **1 INTRODUCTION**

1.1 The following short statement is provided to supplement the earlier submission made on behalf of the landowners, R G Carter Farms Ltd and Drayton Farms Ltd in support of their promotion of sites GNLP 0334R (11.7 ha for approximately 250-300 homes) and GNLP0332R (64 ha for approximately 600-700 homes). The supplementary statement should be read in conjunction with the Position Statement and accompanying comprehensive suite of documents submitted on 13 March 2020 during the formal consultation process related to the Regulation 18C plan. The submissions made on behalf of the landowners consisted of:

- Position Statement
- Landscape and Visual Appraisal prepared by Robert Myers Associates (March 2020)
- Landscape Report (incorporating illustrative development framework plan) prepared by Robert Myers Associates (March 2020)
- Heritage Desk Based Assessment prepared by Orion (May 2019)
- Tree Survey and Constraints Plan prepared by Haydens (February 2019)
- Preliminary Ecological Appraisal prepared by Wild Frontier Ecology (June 2019)
- Bird Hazard Risk Assessment prepared by Airfield Wildlife Management Ltd (July 2019)
- The Monitoring and Management of Gulls on Commercial and Industrial Buildings in the Vicinity of Norwich International Airport prepared by Airfield Wildlife Management Ltd (July 2019)
- Surface Water Drainage Strategy prepared by Richard Jackson Engineering Consultants (March 2020)
- Access and Transportation Strategy prepared by Richard Jackson Engineering Consultants (March 2020)

1.2 The contents of this statement has been guided by requests made by GNDP officers following a meeting on 14 May 2020 attended by Mike Burrell, Adam Banham and Phil Morris on behalf of the GNDP, by Nigel Handley, Ginny Seaman (Directors of R G Carter Farms Ltd and Drayton Farms Ltd) and by Mike Carpenter of CODE Development Planners Ltd representing the landowners.

1.3 The statement deals with

- Alternative development options
- Site delivery
- Aircraft noise
- Education



- Integration of site to the west of Reepham Road for pedestrians and cyclists with existing built up area
- Provision of satisfactory highway accesses with particular reference to the possible impact on roadside trees and suitability of access onto Cromer Road.

1.4 This statement is accompanied by the following additional document:

- Aircraft Noise Assessment: Technical Report prepared by Adrian James Acoustics Limited (June 2020)
- Supplementary Transport Note prepared by Richard Jackson Engineering Consultants (July 2020)

1.5 The statement is also accompanied by a project delivery programme (Appendix 1), relevant correspondence with Norfolk County Council's Children's Services (Appendix 2) and context plan illustrating the accessibility of the Reepham Road west site to the existing facilities and community within the built up area immediately to the south (Appendix 3).

## **2 SITE DEVELOPMENT OPTIONS**

2.1 As discussed in the earlier submissions and at the meeting with GNDP officers on 14 May 2020, the land which is the subject of these representations presents a number of potential alternative development options. The submissions explain how the two sites (GNLP0332R and GNLP0334R) situated east and west of Reepham Road are suitable, available and deliverable as a single allocation with shared contributions to infrastructure costs and delivery.

2.2 With the allocation of both sites it is likely that the sites would, in any event, be phased in their construction to ensure early delivery in line with the completion of necessary infrastructure. The GNDP may wish to consider other alternatives such as:

- Allocation of only one site of GNLP0332R or GNLP0334R. The technical submissions have demonstrated the possibility of such an arrangement which would not prejudice later development of the second site subject to further planning process consideration.
- Deletion of the employment area at the north eastern end of site GNLP0332R. An earlier iteration of the proposal promoted a larger area of employment land fronting Holly Lane. This was subsequently reduced in scale following advice from GNDP officers that sufficient land allocations existed for the anticipated employment requirements of the area. The currently promoted extent of the potential employment area includes the existing farm and former farm buildings of Manor Farm, some of which could be converted to relatively small-scale employment uses and the immediately adjacent land. The suggested employment land is not an essential element of the proposal and could be deleted from the proposal if the GNDP thought it appropriate.



### **3 SITE DELIVERY**

- 3.1 The intention of the landowners is to make available the sites for development as soon as the planning process has indicated acceptability for development either through the grant of outline planning permission or an allocation in the adopted local plan. The landowners have already provided the GNDP with a draft project programme for tasks necessary for the delivery of the site up to occupation of the first home on site. Further detail can be provided if required as the process and interests evolve.
- 3.2 Both sites are in single ownership with Drayton Farms Limited being a 100% owned subsidiary of R G Carter Farms Limited. Delivery, planning and phasing of the sites can therefore be carried out in a comprehensive manner. Any joint accesses or infrastructure can be shared, phased and delivered as appropriate. As explained in the Position Statement and the Access and Transportation Strategy all infrastructure, including the construction of site accesses can be provided to serve both sites or individual sites.
- 3.3 To aid clarity of understanding, the part of site GNLP0332R situated adjacent to its southern boundary and the existing urban edge and currently leased to Hellesdon Parish Council is the subject of lease arrangements which allow the landowners to shift and re-provide the recreational open space elsewhere on adjacent land and in the same ownership.
- 3.4 The delivery of the sites is not therefore hampered by any difficulties associated with landowner agreements. Delivery is in fact enhanced by the common links and objectives of the landowners and by the control which exists over the current lease arrangements on site. There is no third-party land or agreements required.
- 3.5 Both R G Carter Farms Ltd and Drayton Farms Ltd are associated with the R G Carter Group of companies whose principal business is in building, contracting and development. The current intention would be for R G Carter to deliver the necessary infrastructure and for the group's associated housing company Carter Homes to build out on part of the site while marketing the remainder to the general and affordable housing development market. Given the Group's experience in development, the landowners have considerable and established contacts in the housing development market. Although those parts of the sites not to be developed by Carter Homes will be formally marketed, preliminary discussions have already taken place with selected potential housing developers for the delivery of key early phases.
- 3.6 It is also worth noting that although any development site will have costly infrastructure to fund, neither site should be abnormally expensive to service. Both have substantial road frontages onto which access can be gained directly with only limited junction arrangements (see Access and Transportation Strategy). Other services including water, electricity and drainage are all present in the area.
- 3.7 In the case of site GNLP0334R to the west of Reepham Road its size is considered to be particularly suitable for early release either independently or as a first phase of a larger development. This is



entirely in accordance with paragraph 68 of the NPPF in its objective to identify a suitable variety and mix of sites able to boost and maintain housing supply.

*“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly.” (paragraph 68 NPPF).*

#### **4 AIRCRAFT NOISE**

- 4.1 The settlement based appraisal of reasonable alternatives contained in the GNDP’s Site Assessment Booklet includes the statement at Stage 7 from the GNDP’s Development Management Team *“Noise and safety concerns with airport also critical.”* Although there is no evidence to support this statement as a reason to justify the rejection of the sites as reasonable development opportunities the concern appeared to be sufficient to influence the final conclusions.
- 4.2 Subsequent to these comments, the earlier submissions contained in the Position Statement and the accompanying Bird Hazard Risk Assessment prepared by Airfield Wildlife Management Ltd (July 2019) successfully rebut any criticism on grounds of safety. The authors of the assessment, Airfield Wildlife Management Ltd are engaged regularly by airport authorities around the world to advise on such matters and are also engaged by Norwich International Airport.
- 4.3 GNDP officers correctly identified that the earlier submissions had not though assessed possible noise impacts on new residential development from airborne aircraft noise. Following the meeting with officers on 14 May 2020, the landowners appointed Adrian James Acoustics Ltd to assess the possible impact of airborne noise on any residential homes on the proposed sites. Adrian James Acoustics Ltd have subsequently prepared the accompanying Aircraft Noise Assessment: Technical Report dated June 2020.
- 4.4 The assessment indicates that the proposed residential areas fall within the negligible risk category in the south west corner (incorporating all of the Reepham Road west site GNL0034R) rising to low-medium risk in the north east part of the site closest to the airport perimeter. The report concludes that having regard to best practice and official guidance contained in the Professional Practice Guidance on Planning and Noise (ProPG) aviation noise levels are not expected to preclude residential developments in the areas proposed and illustrated on the development framework plan.



**Figure 10 - ProPg Stage 1 Risk Assessment for proposed residential areas**

## **5 EDUCATION**

- 5.1 The provision of between 250 and 950 homes will clearly generate a number of children of school age. The precise number will be dependent upon the mix of housing to be provided. At this stage of the planning process it is important to understand the high-level possible implications for the provision of suitable school capacity in locations easily accessed by new residents.
- 5.2 Following direct discussions with representatives of Norfolk County Council's Children's Services team who are responsible for education capacity and delivery in the Hellesdon and Horsford areas, we understand that there would not be a requirement for the site to accommodate any new primary or secondary school facilities. Instead, there is confidence that through a combination of financial contribution (through CIL payments), normal management of school in-takes and the delivery of the planned new primary school on the site of the former Royal Norwich Golf Course in Hellesdon, school aged children would be accommodated at existing schools. These would be likely to include Arden Grove Infant School located directly adjacent to site GNLP0332R, Firside Junior School located at Middletons Lane, Kinsale Junior School located at Kinsale Avenue, Horsford Primary School located in Horsford village and Hellesdon High School located at Middletons Lane in Hellesdon. Some primary aged children may also choose to attend the new primary school at the former Royal Norwich golf course.



- 5.3 Existing schools at Arden Grove, Firside Junior School, Kinsale Junior School and Hellesdon High School are all located sufficiently close to the promotion site with adequate pedestrian and cycle access to permit easy and sustainable travel between home and school.
- 5.4 During the discussions with NCC's Children's Services team it is clear that although requiring further investigation, the immediate adjacency of site GNLP0332R to Arden Grove Infant School offers the opportunity to deliver additional land for possible expansion or improvement of school facilities. The landowners are prepared to consider this prospect further through the appropriate planning processes. For clarity and to confirm the ability of the landowner to deliver land in this location, it is worth noting, as explained in paragraph 3.3 above that although the land directly adjacent to the school boundary is currently leased to Hellesdon Parish Council for use as recreational open space, the landowners retain the rights to shift and re-provide the recreational open space elsewhere on adjacent land in the landowner's ownership.

## **6 INTEGRATION OF SITE GNLP0334R FOR PEDESTRIANS AND CYCLISTS WITH EXISTING BUILT UP AREA**

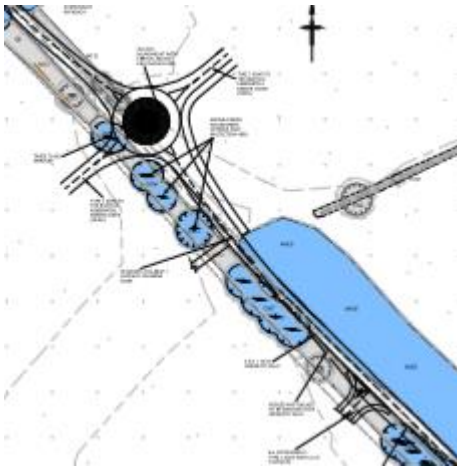
- 6.1 As illustrated on the submitted development framework plan, both sites are located directly adjacent to the existing built up areas of Hellesdon with existing road links abutting the site boundaries. Site GNLP0332R additionally benefits from a number of cul-de-sac heads adjacent to the site's southern boundary allowing easy pedestrian and cycle accesses to be delivered as part of any new development. The provision of such accesses would permit not just access for new residents to existing facilities and community events in Hellesdon but would also permit existing residents easy access through the new residential areas to the new and existing open space and recreational facilities associated with and adjacent to the Norwich City FC Nest facility. The owners and management team of The Nest have formally supported the landowner's proposals in large part due to the benefits of linking their facility to the new and existing community of Hellesdon.
- 6.2 Site GNLP0334R has a substantially shorter southern boundary. Although there are no similar cul-de-sac heads along this boundary to allow pedestrian and cycle access this does not unduly limit access for pedestrians and cyclists between Hellesdon and the proposed site. The majority of facilities which new residents would wish to access are located either along Reepham Road itself or to the east. As demonstrated on the attached plan at Appendix 3 the closest medical surgery and shopping facilities are located within 400 metres of the southern edge of the site, all accessed by an existing footpath. Pedestrian and cycle access also exist at this point into the existing residential areas, thereby permitting easy integration of new and existing residents. Residents wishing to access other facilities located to the east of Reepham Road are catered for by two adjacent and nearby pedestrian refuge crossing points on Reepham Road. If necessary, as part of these proposals crossing facilities could be improved further.



- 6.3 It is also worth noting the ability of site GNLP0334R to access the network of existing and to be extended green infrastructure footpaths to the north linking the site to Drayton and the wider footpath network.

## **7 PROVISION OF SATISFACTORY HIGHWAY ACCESS ARRANGEMENTS**

- 7.1 GNDP officers noted the submitted Access and Transportation Strategy but requested further clarification of any discussions held and approvals received from Norfolk County Council's Highways Team. Officers noted particular queries about the possible impact on roadside trees on Reepham Road at the junction points and the suitability of the suggested right turn arrangement onto Holt Road.
- 7.2 This statement is accompanied by a Supplementary Transport Note prepared by Richard Jackson Engineering Consultants confirming their satisfaction with the suitability and deliverability of the junction arrangements and their efforts to engage with NCC.
- 7.3 Based on available landownership details held by the Land Registry, the landowner's ownership extends on both sides of Reepham Road up to the carriageway, and on Holt Road up to the back edge of the existing highway verge.
- 7.4 The impact of the three junctions on Reepham Road roadside trees is illustrated on drawing number 48110-PP-101-A contained in the previously submitted Access and Transportation Strategy. The siting of the junctions has been selected for reasons of junction performance and safety and to align with existing gaps in the treed frontage of Reepham Road. The vast majority of existing tree and hedge line running parallel with the carriageway would be retained thereby maintaining the treed character of Reepham Road at this point. The construction of the junctions would require the loss of only two category B trees (of moderate quality) and one category C tree (of low quality).
- 7.5 The trees referred to are identified in Appendix B of the previously submitted Tree Survey and Constraints Plan prepared by Haydens and referenced G003, G005 and T014. Extracts from drawing 481100-PP-101-A (below) illustrate the access junction super-imposed onto the Tree Constraints drawing.



7.6 The illustrative development framework previously submitted illustrates the intention and ability to provide a genuinely landscape led form of development. As a consequence, far from creating any adverse loss of treed character along Reepham Road, development has the potential to deliver substantial enhancements.



## 8 CONCLUSION

8.1 The purpose of this supplementary statement is to respond to six queries raised by GNDP officers at a meeting held on 14 May 2020. The statement should be read in conjunction with earlier extensive





submissions made as part of the formal consultation process into Regulation 18C of the emerging Greater Norwich Local Plan.

8.2 The queries raised by GNDP officers related to the following issues:

- Site development options
- Site delivery
- Aircraft noise
- Education
- Integration of site to the west of Reepham Road for pedestrians and cyclists with existing built up area
- Provision of satisfactory highway accesses with particular reference to the possible impact on roadside trees and suitability of access onto Cromer Road.

8.3 The statement confirms at section 2 that the two sites are capable of being allocated and developed together in phases or separately as two distinct sites west and east of Reepham Road. The statement also explains that the development of the sites is not dependent upon the delivery of the identified employment land option. If the GNDP are of the opinion that the proposed employment area is unnecessary then the landowners would be willing to delete this part of the promotion.

8.4 Section 3 explains that the whole of the proposed sites and any land required for infrastructure improvement are either in the ownership of the promoting landowners or NCC's highways authority. There is no requirement for third party land and agreements. The statement also explains the strategy and programme for development and marketing of the site and concludes that given the relationship of the landowners to R G Carter the sites are likely to commence delivery in a phased and timely manner.

8.5 Section 4 briefly summarises the findings of an Aircraft Noise Assessment prepared by Adrian James Acoustics Ltd. The assessment indicates that the proposed residential areas fall within the negligible risk category in the south west corner (incorporating all of the Reepham Road west site GNLP0034R) rising to low-medium risk in the north east part of the site closest to the airport perimeter. The report concludes that having regard to best practice and official guidance contained in the Professional Practice Guidance on Planning and Noise (ProPG) aviation noise levels are not expected to preclude residential developments in the areas proposed and illustrated on the development framework plan.

8.6 The statement at section 5 confirms that following direct discussions with NCC's Children's Services team there would not be a requirement for the site to accommodate any new primary or secondary school facilities. Instead, school aged children would be likely to attend Arden Grove Infant School located directly adjacent to site GNLP0332R, Firside Junior School located at Middletons Lane, Kinsale Junior School located at Kinsale Avenue, Horsford Primary School located in Horsford village



and Hellesdon High School located at Middletons Lane in Hellesdon. Some primary aged children may also choose to attend the new primary school at the former Royal Norwich golf course.

- 8.7 The landowners also confirm their willingness to consider after further investigation by NCC, the possible provision of land directly adjacent to Arden Grove Infant School for the purposes of school expansion or improvement of existing facilities if required by the development.
- 8.8 Section 6 and the plan at Appendix 3 demonstrate that pedestrians and cyclists could easily and safely access the existing facilities in Hellesdon to the south and east.
- 8.9 The accompanying supplementary transport note provided by Richard Jackson Consulting Engineers confirms their satisfaction with the proposed access arrangements in accordance with best practice and relevant guidance.
- 8.10 The impact of the three junctions on Reepham Road roadside trees is illustrated on drawing number 48110-PP-101-A contained in the previously submitted Access and Transportation Strategy. The siting of the junctions has been selected for reasons of junction performance and safety and to align with existing gaps in the treed frontage of Reepham Road. The vast majority of existing tree and hedge line running parallel with the carriageway would be retained thereby maintaining the treed character of Reepham Road at this point. The construction of the junctions would require the loss of only two category B trees (of moderate quality) and one category C tree (of low quality).
- 8.11 The illustrative development framework previously submitted illustrates the intention and ability to provide a genuinely landscape led form of development. As a consequence, far from creating any adverse loss of treed character along Reepham Road, development has the potential to deliver substantial enhancements.
- 8.12 In our view, it is clear from the assessments undertaken and submitted both with the original submissions and contained here with this supplementary statement in response to specific questions from officers of the GNDP that sites GNLP0332R and GNLP0334R should be identified as draft allocated sites in the Regulation 19 plan. The reasons stated in the local plan evidence base to reject the sites as reasonable alternatives at stage 7 of the site assessment process were not supported or justified by evidence. Rebuttal evidence has been provided by the landowners.
- 8.13 This statement confirms a number of alternative development options (section 3) all of which the landowners are prepared to discuss if the GNDP felt it appropriate. In the meantime, the landowners shall continue to promote the sites in full as reasonable alternatives not properly considered by the appropriate local plan process guidelines.



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## Appendix 1

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## Appendix 2







**From:** Mike Carpenter | Code DP <mikecarpenter@codedp.co.uk>  
**Sent:** 01 July 2020 09:56  
**To:** Blackwell, Jane <jane.blackwell@norfolk.gov.uk>  
**Subject:** Proposed development Reepham Road Hellesdon/Horsford

Dear Jane

It was good to talk to you yesterday and many thanks for your time. I promised to write to you with my understanding of your advice with a view to you either confirming or correcting it.

Let me start by acknowledging that you have given an officer opinion and that there would need to be some further detailed consideration of educational matters at a time of submitting any application for outline planning permission and knowing more of the detail in relation to housing mix etc. However, your advice is based on your understanding of educational matters relevant in the Hellesdon and Horsford areas at the time of writing.

I explained my client's proposals and you were able to follow the illustrative master plans contained in the Landscape Report dated 12 February 2020 which Adam Banham had previously provided you with. I confirmed that my clients are promoting two separate sites which could be developed either together or separately. The first site is located immediately to the west of Reepham Road and directly adjacent to the existing built up area of Hellesdon. The site is estimated to be able to accommodate between 200 and 300 homes and would have vehicle access direct onto Reepham Road with pedestrian access at various points along the site frontage and linking to the existing roadside footway at the southern edge of the site. You will also observe that there are two existing pedestrian refuge islands to the south of the site to enable safe pedestrian access across Reepham Road. The second and larger site is located immediately to the east of Reepham Road and west of Cromer Road and extends northwards to the established Nest sports facility. This site could accommodate between 600 and 700 homes.

#### **Land adjacent to Arden Grove Infant and Nursery school**

We noted that the site owned by my clients abuts the northern edge of the built up area of Hellesdon including the boundary of Arden Grove Infant and Nursery School. The public open space which exists adjacent to this boundary is leased to Hellesdon Parish Council with a 'lift and shift' clause. The clause gives control to my clients to move the open space elsewhere on the land owned by my client. Our intention would be to incorporate the re-sited open space appropriately elsewhere within the development area. You confirmed that it would be useful for us to consider how we might make land available adjacent to the school for possible expansion. I confirmed my understanding that this would be entirely possible and feasible.

#### **School catchments and capacities**

You explained that the area covered by the two sites straddle the existing school catchment areas in Horsford and Hellesdon. There is currently spare capacity in the Horsford primary school estate but given the time to plan for children generated from the new housing, you are confident that satisfactory arrangements could be made to ensure that children were able to be accommodated in the most appropriately located schools. Clearly, Arden Grove Infant and Nursery school being directly adjacent to the second site should be a clear focus for easy access for attending children. If there were any capacity issues at the time then the availability of additional land as discussed above would clearly be helpful.

You also confirmed that the provision of a new primary school within the Royal Norfolk Golf Club development of 1,000 homes, currently under construction would assist further in ensuring the availability of school capacity.

You explained that Hellesdon High School is currently at capacity but it draws children from a wider area and again you feel that given the time to plan, suitable arrangements could be made to accommodate additional students from the proposed 1,000 homes.

With all the above in mind, you currently consider that a new school would not be required as part of a development on the two sites of up to 1,000 additional homes.

#### **Financial contributions**

You confirmed that any financial contributions to meet education requirements would be obtained through CIL payments.

I hope I have accurately captured the points raised in our discussion. I would be grateful if you could either confirm or correct my note. If, in the meantime, you wish to discuss any matter then please don't hesitate to give me a call.

Kind regards

Mike



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## Appendix 3







**Client**  
Drayton Farms Limited and R G Carter Farms Limited

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**Project**  
Reepham Road, Helleston/Horsford

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**Drawing Name**  
Pedestrian/Cycle access to GNLP0334R

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|                                     |                 |
|-------------------------------------|-----------------|
| <b>Drawing Number</b><br>002/005/01 | <b>Revision</b> |
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|--------------------------|------------------------------|
| <b>Date</b><br>July 2020 | <b>Scale</b><br>NOT TO SCALE |
|--------------------------|------------------------------|

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