

# **Acle – Land north of Norwich Road and south of South Walsham Road**

## **GNLP representation in support of preferred allocations GNLP0378 and GNLP2129**

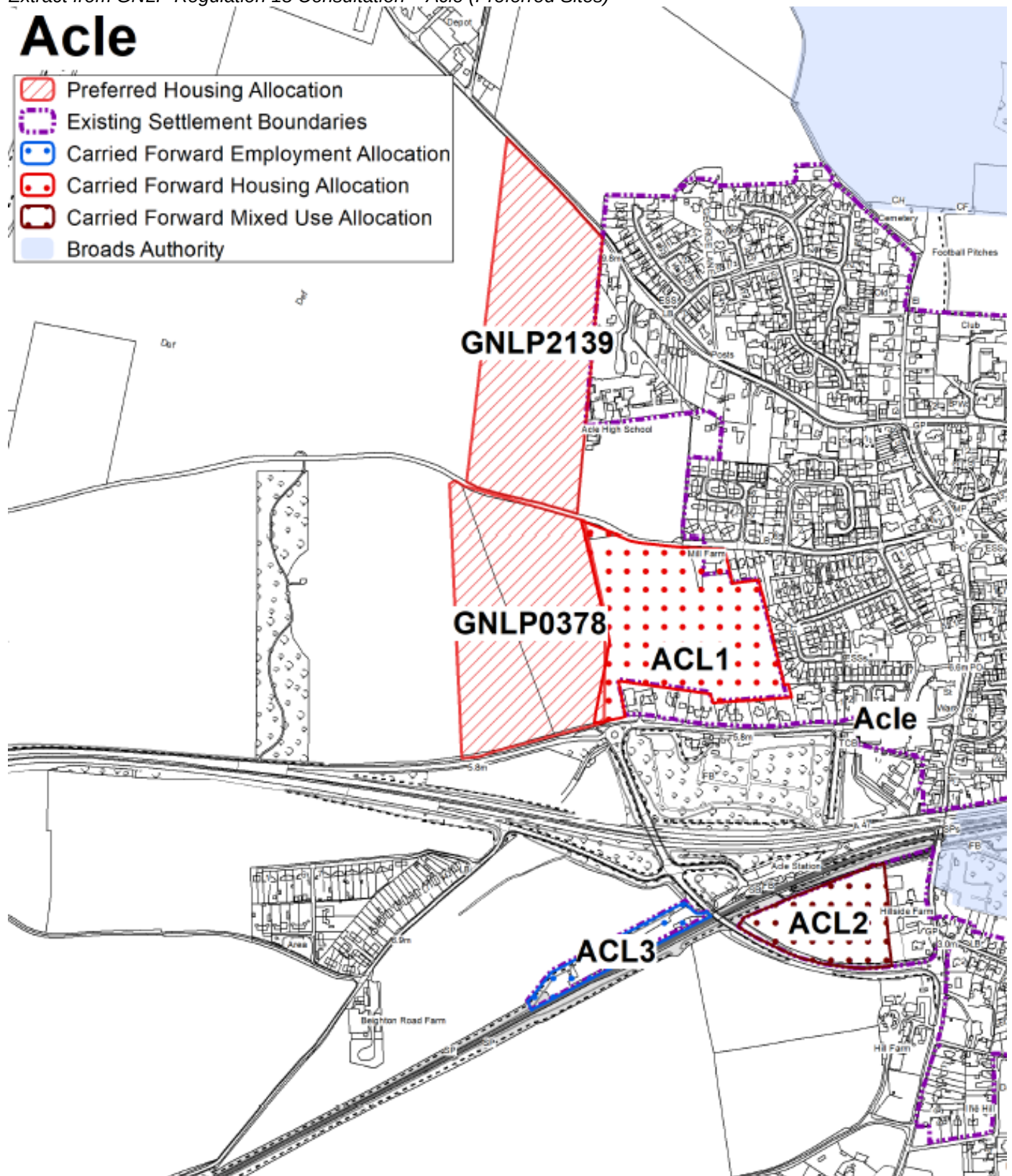
Submission on behalf of landowners Norfolk County  
Council and Hugh Crane Ltd

March 2020 (v4)

Extract from GNLP Regulation 18 Consultation – Acle (Preferred Sites)

# Acle

-  Preferred Housing Allocation
-  Existing Settlement Boundaries
-  Carried Forward Employment Allocation
-  Carried Forward Housing Allocation
-  Carried Forward Mixed Use Allocation
-  Broads Authority



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## 1.0 Introduction

### 1.1 Background

The Greater Norwich Local Plan (GNLP) Regulation 18 consultation is between 29 January 2020 and 16 March 2020. This offers an opportunity to comment on the two key documents, firstly the strategy and secondly the preferred site allocations.

The Site Allocations document includes allocations in Acle and this submission document has been prepared to support the preferred allocations GNLP0378 and GNLP2139 (the contiguous allocated site ACL1 has the benefit of outline planning permission and a reserved matters undetermined application).

**POLICY GNLP0378** Land west of Acle/North of Norwich Road (approx. 7.50 ha) is allocated for residential development. This will accommodate at least 100 homes, 33% of which will be affordable, associated open space and community facilities.

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

- Preparation of masterplan to guide the development, submitted as part of the application for planning permission

The masterplan should demonstrate:

- Access (vehicular and pedestrian) provided through allocation ACL1 to the east, and with potential for linking to the South Walsham Road via GNLP2139.
- Off-site requirements may include a footway along the west of Mill Lane and other improvements to the highway network as required by the Highway Authority.
- Mitigation and further investigation with regards to site susceptibility to surface water flooding.

**POLICY GNLP2139** Land west of Acle/North of Norwich Road (approx. 7.50 ha) is allocated for residential development. This will accommodate at least 100 homes, 33% of which will be affordable, associated open space and community facilities.

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

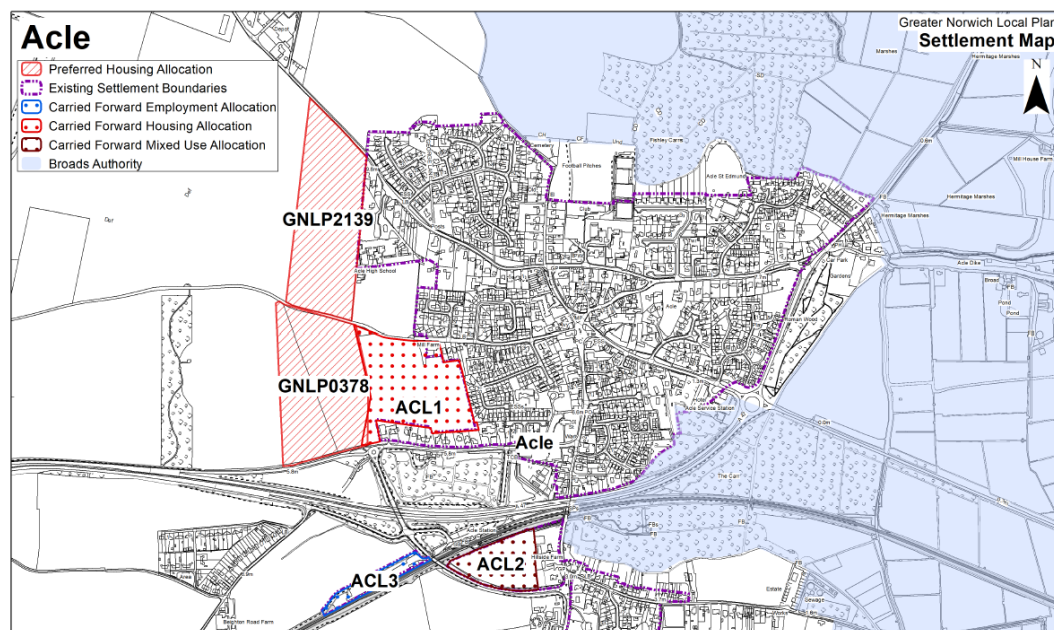
The development will be expected to address the following specific matters:

- Preparation of masterplan to guide the development, submitted as part of the application for planning permission.

The masterplan should demonstrate:

- Access to the South Walsham Road, and with potential for access (vehicular and pedestrian) via site GNLP2139 and existing allocation ACL1 to the south.
- Off-site requirements may include a footway along the west of Mill Lane and other improvements to the highway network as required by the Highway Authority.
- Mitigation and further investigation with regards to site susceptibility to surface water flooding.

*Extracts of GNLP policies*



*Extracts from GNLP Acle Map*

This submission has been prepared on behalf of two landowners, Norfolk County Council and Hugh Crane Ltd, to support the new housing allocations, explain the considerations already given to delivering the allocations in a co-ordinated way and to offer confidence that the area will deliver sustainable growth, consistent with the social, economic and environmental aspirations of the GNLP.

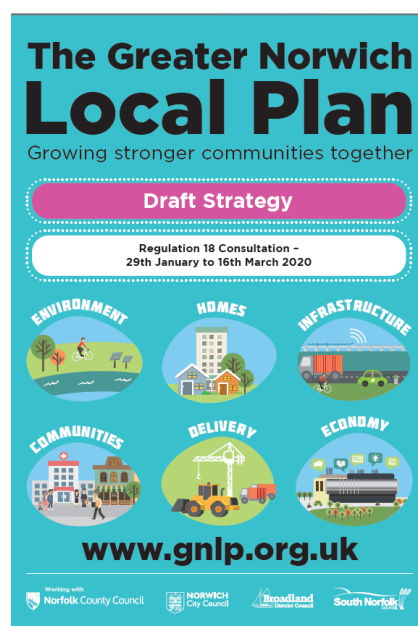
## 1.2 Current Development Plan Policy

The site falls within the Broadland District Council administrative area. In terms of current development plan provision, this is provided by

- Greater Norwich Development Partnership Joint Core Strategy (JCS) DPD (adopted 2011); and
- Broadland DC Development Management DPD (adopted 2015);
- Broadland DC Site Allocations DPD (adopted 2016); and
- Acle Neighbourhood Plan (adopted February 2015).

The JCS provides the vision and overall objectives for development in the Greater Norwich area up to 2026. The JCS identified Acle as a Key Service Centre to accommodate new land allocations for up to 200 dwellings, protecting and enhancing established retail and promoting local employment opportunities. The Broadland Site Allocations DPD allocated land in Acle including some 5.5 ha, west of the village (known as ACL1), north of Norwich Road for residential development (this should shortly receive reserved matters planning permission with a developer committed to starting work in 2020).

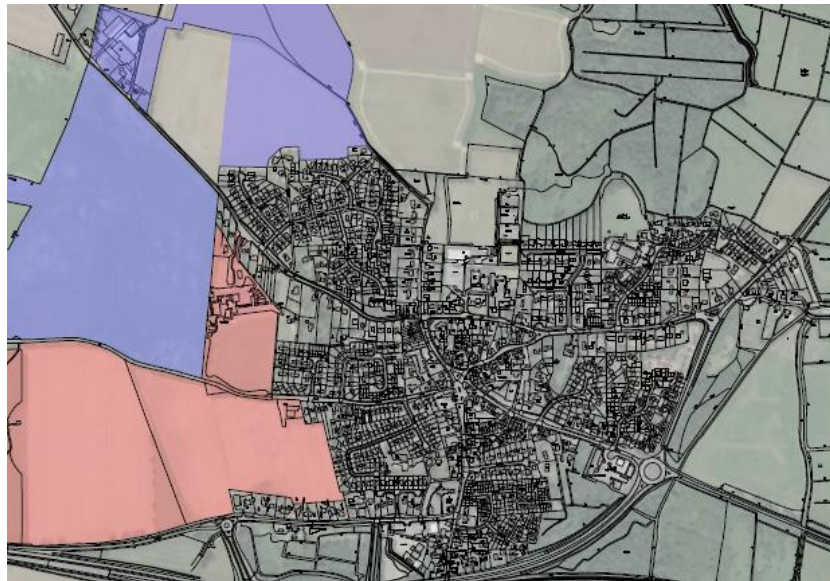
Broadland District Council, along with Norwich City Council and South Norfolk Council have worked together to prepare the GNLP. The GNLP will build on the long-established joint working arrangements for Greater Norwich, which have delivered the JCS for the area. When adopted the GNLP will replace the JCS and Site Allocations and Development Management DPD's. The GNLP strategy document will update the JCS to ensure that needs are met to 2036. The Regulation 18 maintains the role of Acle as a key service centre and identifies new housing allocations to the west of Acle (GNLP0378 and GNLP2139) covering 15 hectares of land.



## 1.3 Land ownership

The land concerned is in two ownerships. The northern section of the site is in the ownership of Hugh Crane Ltd. This land abuts the South Walsham Road and forms a small part of their extensive farm estate. The southern portion is in the ownership of Norfolk Country County, held as part of its County Farms Estate. This abuts the Norwich Road and is at the eastern edge of their Burlingham estate, which extends to some 1200 ha (3000 acres).

Both landowners have a shared vision for the area to deliver growth working collaborative and co-operatively to enable a comprehensive development to come forward in a sustainable phased manner. This is being secured by an agreement between landowners to facilitate the delivery of key site wide infrastructure in a co-ordinated manner.



**Legend**

- Hugh Crane Ltd.
- Norfolk County Council

*Landownership plan*

#### 1.4 Availability

The land concerned is, at present, farmed as part of their estates. This is generally in an arable use, representing only a small part of the extensive estates and none of this land within or adjacent to the allocations is essential for the long-term efficient operation of their estates.

Both landowners are committed to making their land available to offer the opportunity for early development (of both infrastructure and housing on the site), to help deliver the growth targets for the GNLP area.

#### 1.5 Description of site

The preferred allocated sites shown in the consultation extend to an area of approximately 15 hectares (37 acres) and consist of agricultural land located outside, but contiguous with, the western edge of the existing settlement.

To the north, the allocated sites is bounded by South Walsham Road, to east by Acle Academy (former High School) and allocation ACL1 (which has outline planning permission for residential development), to the south by the slip road from the A47 (the Norwich Road slip road), and to the west by agricultural land.

The western boundary is open in nature, with the land to the west within the control of Hugh Crane Ltd and Norfolk County Council. The two allocated sites have limited landscaping features / trees with the exception of a handful of sporadic trees and hedging mainly marking field boundaries.

As explored below, the allocated sites and land to the west are not in any designated heritage, environmental or landscape protection designation.

Acle effectively fulfils the role of a market town. It provides an extensive range of facilities including a shops, a primary and high school (academy), doctor's surgery, community facilities, good bus services (including to Norwich and Great Yarmouth) and a railway station.



Aerial photo

## 2.0 Site Designations / Assets

For the purposes of this representation, the land promoted for housing development (most of which falls within the preferred allocations GNLP0378 and GNLP2139) are referred to as 'the site'.

### 2.1 Conservation / heritage

The site does not have any statutory heritage designation. Unusually for a settlement of its size and established function, Acle does not have a Conservation Area. Notwithstanding this, there is heritage interest and there are a number of Listed Buildings in Acle, the closest are located in The Street, including the medieval St Edmunds Parish Church

There is no Schedule Monument designation close by with the nearest at St Mary's Priory, close to Acle Bridge over 2000 metres from the site.

The site has some potential archaeological interest. Norfolk Historic Environment Record (NHER) has been reviewed and revealed the following interest

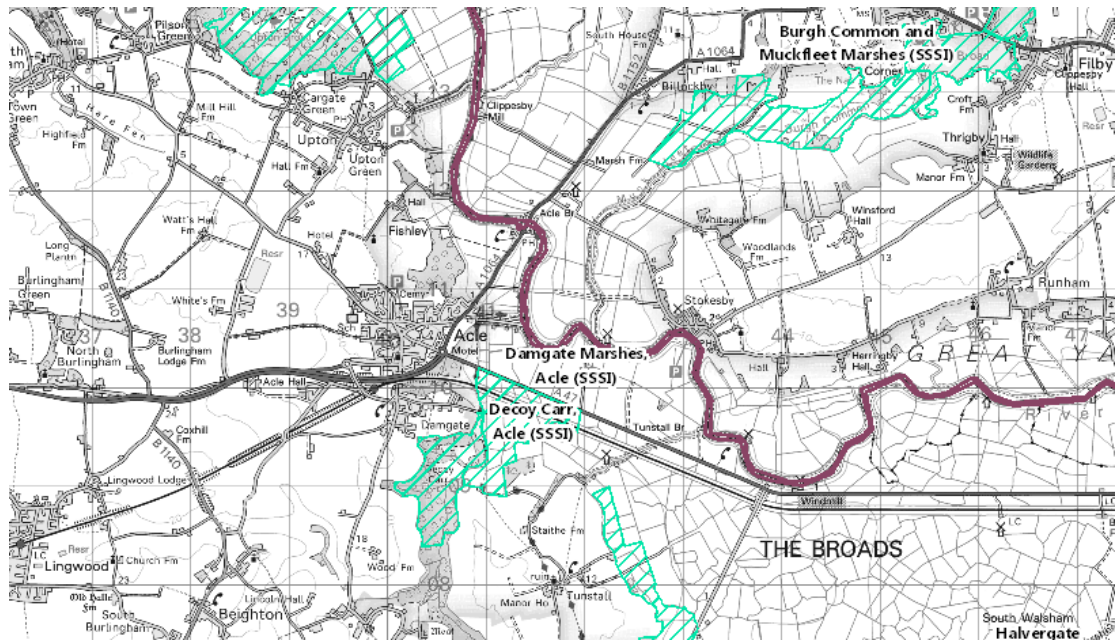
- Cropmarks on site that consist of former field boundaries of unknown, but possibly late prehistoric to Roman date, visible on aerial photographs to the south of Cedar Farm, Upton with Fishley.
- Multiphase cropmarks that consist of former field boundaries of unknown, but possibly late prehistoric to Roman, visible on aerial photographs to the south of Mill Lane, Acle.
- Roman pottery found by during field walking; and
- Site of a pillbox World War 2.

Given these records, further intrusive investigation is likely to be required. However at this stage, these records offer little prospect of identifying significant archaeological interest.

### 2.2 Ecology

The site has few landscape features with the closest SSSI designation located at Decoy Carr Acle about 1000 metres from the site. In addition the SSSI's at Damgate Marshes, Upton Broad and Marshes are within 1300 metres, and 2000 metres of the site (see below).

These three areas, although significantly detached from the preferred allocations, fall within the Broads SAC (*defined in the EU Habitat Directive - also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora*) and Ramsar site (*a wetland site designated to be of international importance under the Ramsar Convention*). In addition, Decoy Carr and Upton Broad and Marshes SSSI are part of the Broadland SPA (*a designation under the EU Directive on the Conservation of Wild Birds. Under the Directive, Member States of the EU have a duty to safeguard the habitats of migratory birds and certain particularly threatened birds*).



*Extract from Magic Mapping*

Whilst these features are detached, any development on the site and activity associated with this development and subsequent use will need to come forward in a manner that protects the integrity of these internationally important areas and mitigates for any harm. Therefore, new green infrastructure will be proposed along with measures to enhance access to such infrastructure to the west of Acle (to limit pressure on the designated areas). In addition, drainage will be designed to ensure surface water run-off is managed and controlled in a manner that results in no harm to the integrity of the sites.

The site itself has few features but notwithstanding this, those key features, such as hedges and trees, plus any areas that contribute strongly to the bio-diversity of the area will be retained, wherever practical, in emerging proposals. However, the scarcity of features in this arable landscape offers the opportunity, through landscape enhancements, notably in the form of strategic and more local landscape features, to enhance the ecological value of the area and its bio-diversity. In formulating the vision, ecological enhancement will be promoted and informed by survey work.

### 2.3 Landscape

The site is located to the east of the Broads Authority Area, which has a National Park status designation. The Broads Authority boundary is located less than 1 kilometre to the north east and south east of the allocations.

The site is located within the North East Norfolk and Flegg National Character Area (NCA). This cover to the west of Acle and extends to cover much of northeast Norfolk.

The North East Flegg NCA area slopes gently from west to east divides into three parts interspersed by The Broads National Character Area (NCA). Inland it is a rich agricultural area with small to medium scale fields, and is mainly unwooded. Its character is described as isolated farmsteads and small-nucleated villages with large medieval churches linked by a dense network of lanes.

Broadland DC published a Landscape Character Assessment in 2008 and updated this as a DPD in 2013. This identifies that the site falls within two character assessment areas, mainly area C2 – but with the south eastern portion falling within area F2.

## 2.4 Flood Risk

In devising proposal, flood risk consideration and understanding the hydrology of the area will be important in managing surface water and devising drainage arrangements.

The Environment Agency maps show sea / river floods and surface water flooding. The site lies to the west of Acle, detached from the nearby river Bure and the Broads Authority area. In terms of risk of flooding from the sea or rivers, the site falls within flood zone 1 (the lowest risk area) as illustrated (to right).



*Extract from Gov.uk website - Flood map for planning.*



*Extract from Environment Agency website (surface water flooding)*

Environment Agency records show at the lowest part of the site, close to the southern boundary, a record of surface water flooding. In addition, there appears to be a narrow area where at times of high rainfall, surface water has been recorded. This extends from close to the South Walsham Road towards the Norwich Road.

To the east of the site, on part of the Hugh Crane estate, there is a large reservoir, which serves the estate. When developed, this involved the construction of large clay banks to contain the water. The reservoir has a total storage capacity of over 300,000 cubic metres and is therefore a large raised reservoir and subject to the provisions of the Reservoirs Act 1975. The main purpose of that legislation is to ensure the safety of the public and to protect society from unplanned escapes of water.



*Extract from Environment Agency website (Flood risk from reservoirs)*

In view of the size and proximity of the reservoir, the Environment Agency flood risk plans identify a flood risk from failure affecting part of the site. The reservoir was designed in 2009 / 10 and built in 2013 / 14. The possible future development of

nearby land was recognised during the design process and even though risk assessments identified no threat to any particular communities, it was decided that the design standard for Category A (i.e. the highest standard) would be required. It therefore includes design and safety features that are not conventionally incorporated in farm reservoirs in rural areas. The reservoir is a non-impounding structure and can only be filled by pumping in water from nearby water sources. As such, it is not vulnerable to natural floods; notwithstanding this, it also does possess a service overflow and an emergency spillway that would drain to nearby watercourses in the event of accidental overfilling.

Therefore, the newly built nature of the reservoir, its means of construction and safety features, all mitigate any risk to people and property.

## 2.5 Contamination

The site is not in an area with a contamination identified, on contaminated land or within an area at high risk.

The site forms an extensive area of agricultural land, mainly farmed for arable purposes. There is no evidence or history of other uses on the site, nor has the site accommodated agricultural buildings or storage (except of crops from the land). Therefore, there is no significant risk of any contamination. The historic mapping information demonstrates the undeveloped nature of the land



*1988 Aerial photo*



*1946 Aerial photo*



*OS 1st edition*

### 3.0 Site-specific considerations

#### 3.1 Views

The site occupies a prominent position to the west of the village. Outlined below is a series of photographs of the site from existing public viewpoints.



The most prominent views to the allocation are from the north from South Walsham Road. Here views are over predominantly large field with limited hedge planting, so offers an open view towards Acle. In contrast, the community woodland and hedge planting close to and alongside the A47 limits views from the south. Mill Lane (which is a byway that is open to all traffic - BOAT), continues from its tarmacked adopted road end (south of Acle Academy) in a westerly direction and offers views over the allocations to the north and south.



At present public access to the area is restricted to the BOAT passing east – west and a public footpath that runs on the western edge of the allocation ACL1 (close to the eastern boundary of preferred allocation GNLP0378).

### 3.2 Topography

The most elevated part of the site is close to South Walsham Road, especially close to the north western boundary corner. The site generally slopes from north down to

south but within the two allocations, there are some significant changes in levels. Within allocation GNLP2139, the central area of the site creates a small bowl and within this central area. Within allocation GNLP0378, there is a more significant slope from east to west; (this slopes towards the hedge features that runs from north to south within this part of the allocation).

### 3.3 Green links / open space

The site is currently undeveloped consisting of arable fields with limited landscape features. These features are generally restricted to individual trees and field boundary hedging. The most significant feature centrally in the site is the boundary treatment on the sides of the BOAT, which provides the east – west link from Mill Lane to The Windle. This provides interest in the otherwise more open landscape. The BOAT offers an interesting green link that can be reinforced as part of the green infrastructure proposal and concepts (both for existing inhabitants and visitors to Acle and for new residents).

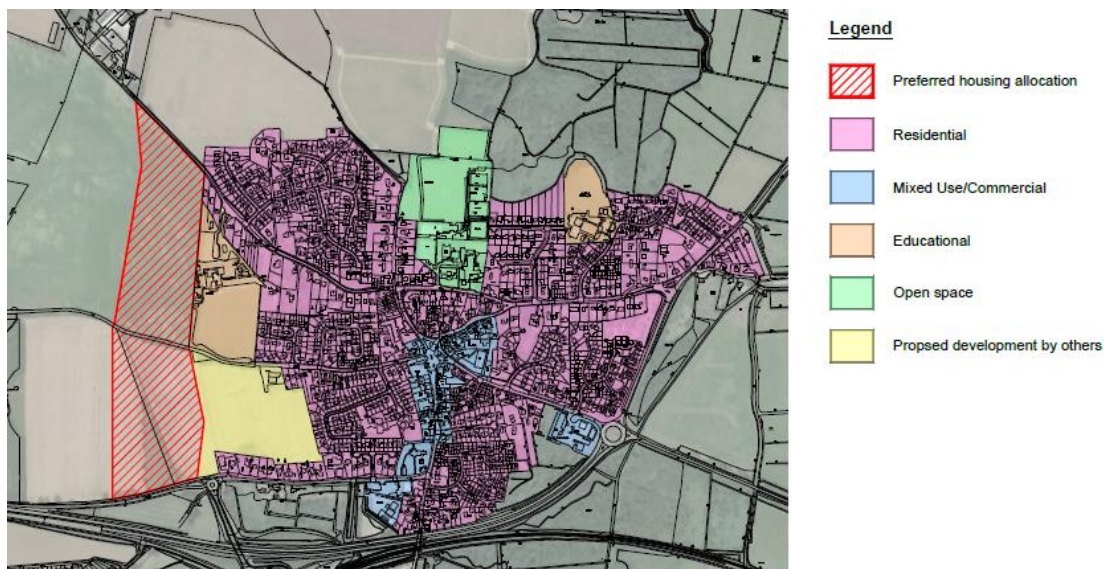


The BOAT also offers a good link to existing, somewhat detached green infrastructure feature at the western edge of the site, the existing community woodland planted by NCC some 15 years ago, and further to the west, Burlingham Woods. These provide paths and routes for informal recreational opportunities and the NCC wood represents a strong landscape buffer to the west of Acle. The development should ensure that links are provided to encourage greater use of these areas, especially as it would take pressure off some of the more sensitive areas to the east of the village, in the Broads area, where the value has been recognised with European Protection designations.

In relation to formal open spaces, the Acle Academy has a large playing field (although not available for public use). The main village playing field / recreation ground represents a significant facility and is located in the northern part of Acle some 1000 metres walk from the centre of the site. However, in view of the size of the development site, additional open space is required, to compliment the main formal area in the north of Acle. This would enhance the geographical spread and offer easy access to residents in the western part of the settlement (and the opportunity to enhance north – south green infrastructure).

### 3.4 Relationship with nearby development

The site is located to the west of Acle contiguous with land allocated for housing (with planning permission) and the western boundary of the Academy site. It is located less than 800 metres from the centre of the village with access available using Mill Lane. Whilst Mill Lane narrows close to the centre of the village, it does offer an excellent route for pedestrians and cyclist.



*Land uses in Acle*

Development of the site would embed the Academy within the heart of an enlarged Acle. This has capacity to accommodate additional pupils. Whilst somewhat detached from the Primary School, this has 180 pupils on roll at present so does also offer spare pupil capacity.

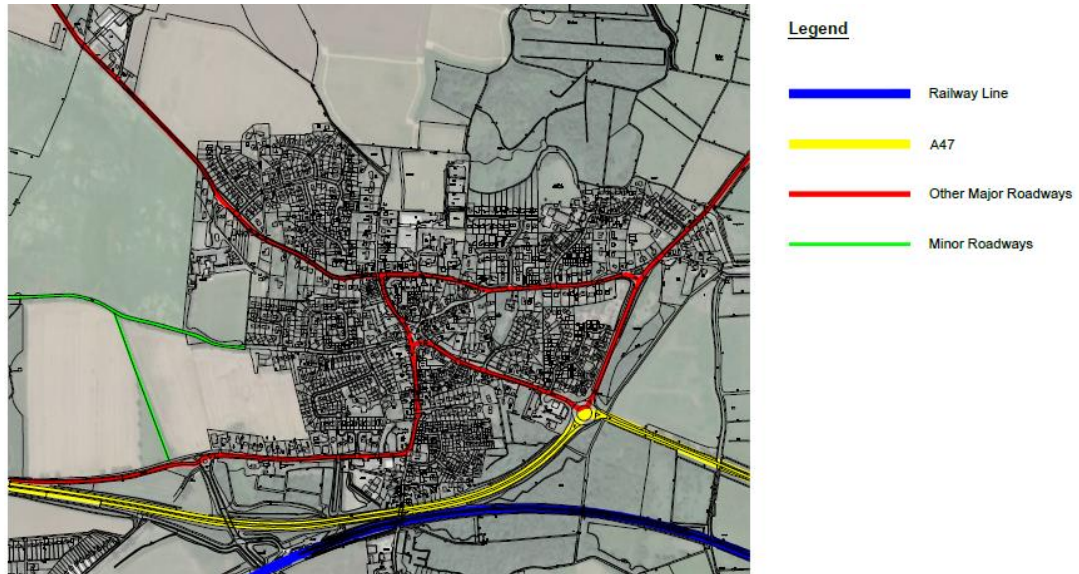
The 'centre' of the site is located the following distances (as the crow flies) from the following facilities

- Primary School – 1200 metres;
- Academy – 300 metres;
- Doctors Surgery – 800 metres;
- Supermarket – 850 metres;
- Post Office – 850 metres;
- Recreation Ground / Playing fields – 850 metres;
- Rail Station;– 850 metres;
- Bus Stop – 800 metres;
- Library– 800 metres.

In terms of walk distances using Mill Lane, with the exception of the Primary School, most are within 1000 metres (12 minute) walk

### 3.5 Access links

At present, the site has good road access available from the north (South Walsham Road) and south (from Norwich Road and its roundabout with the slip road from the A47). At present, all traffic passing between both roads needs to pass through the centre of Acle or use The Windle, with its current junction with the A47.



*Main access routes*

As part of the development of land to the east of the southern part of the site, a revised roundabout arrangement (introducing a fourth leg) offers access to land to the north. This can accommodate increased vehicle movements and capacity for housing to the west and north of the roundabout, (including as development on both sites comes forward, a link to the South Walsham Road).

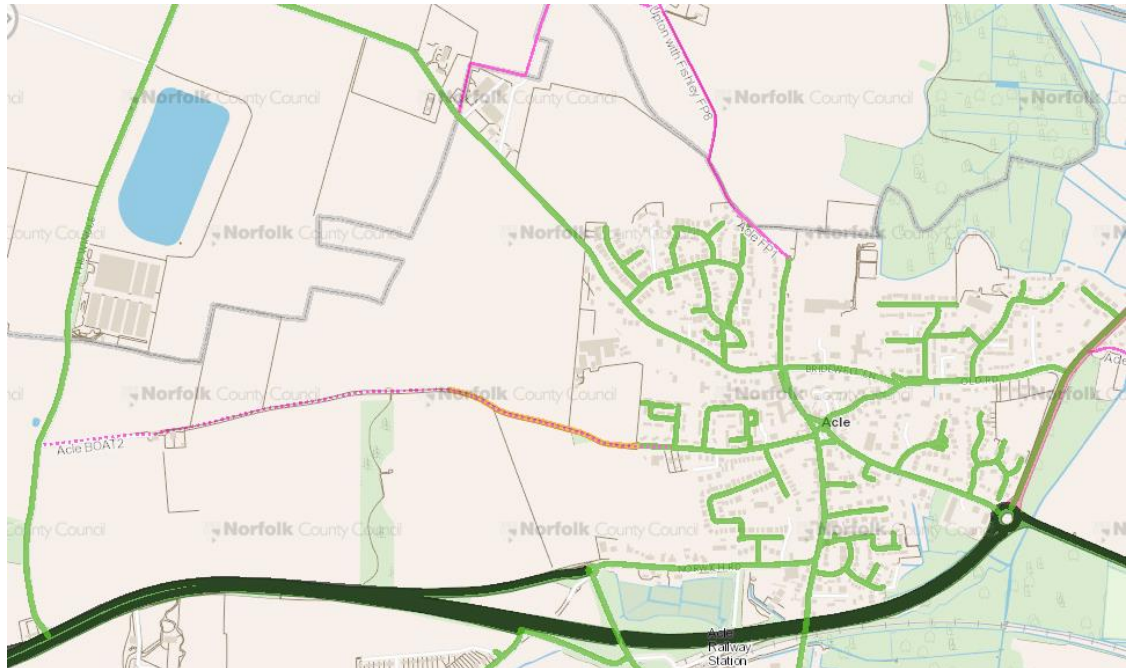
Norfolk County Council has previously considered such a link, as there would be benefits in connecting the South Walsham Road and Norwich Road. This would remove the need for all traffic to pass through the centre of Acle (or use of The Windle).



*Proposed new road alignment (northern and southern sections)*

The proposed new road layout is supported by a Transport Note (attached as Appendix 2) prepared by Rossi Long Consulting to support the proposal and deliver the new road link. This note confirms that the roundabout with Norwich Road has sufficient capacity. The proposed road has been designed to take account of the existing topography and tie to the existing road network (and therefore results in its

alignment extending beyond the western boundary of the land currently shown as allocation GNLP2139). The proposal will create a change of priority of the South Walsham Road to redirect traffic to the A47, allowing larger vehicles to avoid passing through the centre of Acle.



Extract from Norfolk.gov.uk website (showing roads and public rights of way)

### 3.6 Surface and foul water drainage

Detailed work is required to determine a drainage strategy for the whole area. The geology of the area is mixed. Desk based analysis show the area is a mix of Happisburgh Glacigenic Formation (a range of sands and gravels, sands and laminated silts and clays) and other Crag Group and Bytham (sand and gravel) Formation. This suggests that the degree of soakage over the site will vary. Work associated with allocation ACL1 suggests that the southern lower end of the whole site is best placed to accommodate much of the surface water before discharge at an attenuated run off rate to the south.

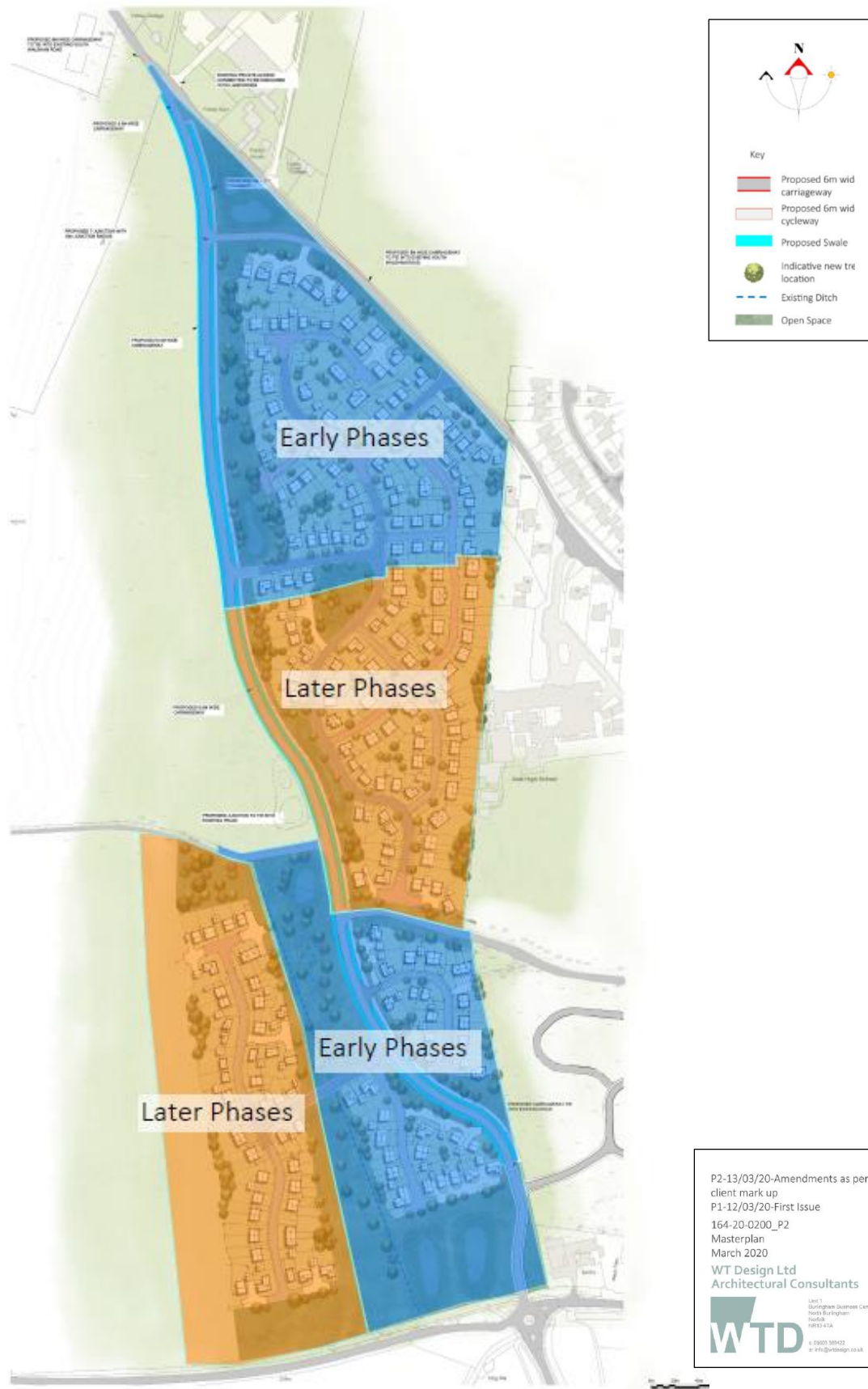
Moving forward, ground investigation will be undertaken to determine the capacity of the area to accommodate soakage and determine the most sustainable manner in which to manage surface water on both allocations GNLP0378 and GNLP2139.



Extract Geology of Britain viewer

Foul water upgrades will be investigated further to ensure that capacity is designed into the system to handle the scale of housing that can be accommodated on the site.

#### 4.0 Concept Plan / Development Vision



## Concept Plan

#### 4.1 Site capacity

The two preferred allocation sites extend to 15 hectares and policies GNLP0378 and GNLP2139 recognise that each site will accommodate a minimum of 100 dwellings on each site. There are constraints on each site (including topology issues on the NCC land and landscape impact on the Hugh Crane Ltd land). Therefore it is important that the final boundaries of the allocations are determined based on delivering the efficient use of land with a scale of development sufficient to finance key infra-structure requirements. This is notably the road link from Norwich Road to South Walsham Road (with further potential to explore the creation of a later vehicular access link to Mill Lane should that be considered beneficial).

Development on each allocation would be delivered in phases. Initially on each site, no more than 100 dwellings would be developed, and then once the road link is secured from Norwich Road to South Walsham Road, the opportunity to deliver a second later phase on each site would exist (with potential for another 100 to 150 dwellings across the whole site). The exact capacity for each allocation would be determined as part of a more detailed master planning exercise for the whole site (which the landowners are committed to delivering co-operatively) and the final position of the western boundary of each allocation. However, initial work, as suggested in the Concept Plan, shows at least 300 dwellings could be accommodated in a phased manner, based on a modest change to the western boundary of the allocations.

#### 4.2 Design / layout

A review of site context, designations, features and constraints has informed the initial Concept Plan. Furthermore, the Concept Plan has been strongly influenced by the design of link road.

As explored below, the access from the south is fixed (where the current roundabout exists). To create safe access from the north, South Walsham Road, (and to serve the site in due course), this will need to be sited some 400 metres from the current western built up edge of Acle, outside the area of land currently shown in policy GNLP2139. Whilst this will require an enlargement of this allocation, this would deliver the most suitable location for the access to facilitate delivery of the link road. The suggested western boundary of both allocations have no strong landscape feature and a modest change to the current boundaries of both sites would not have a material impact on the allocation size or appearance of the area and importantly would offer further space for strategic landscaping, including close to this road.

At present, each allocation as proposed by the GNLP extends to 7.5 ha. The allocations will require a combination of areas of strategic landscaping, green infrastructure, open space and surface water attenuation features. As outlined above, to deliver an efficient use of the land and finance the infrastructure required, the land would appear capable of accommodating 300+ dwellings, based on a density of some 30 dwellings per developable hectare, assuming in the region of one third is non developable (land for infrastructure and open space).

#### 4.3 Transport / access

The main access points for vehicular traffic will be from the north via a new junction arrangement and from the consented access to existing allocation ACL1 (as detailed further in Appendix 2). Convenient cycle and walking opportunities exist to Acle

centre using Mill Lane. Existing bus services run to both the north and south and when a link road is formed from South Walsham Road to Norwich Road, the opportunity may exist to route existing bus services on to this new road. This would offer further bus stop facilities (notwithstanding bus stops and the rail station are within easy walking distance of most of the site).

Initial design work undertaken suggests that once a link road is created, there would be potential to alter priority from the South Walsham Road to place priority onto the new road (rather than the existing). This could be beneficial to take traffic away from Acle centre (especially once The Windle closes as part of A47 improvements and that lorry route is unavailable from lorries travelling to and from Upton).

The development of the site offers the opportunity to explore a vehicular road link from the new development to Mill Lane to provide an access to existing residential area where access is only available using Mill Lane with its 'pinch point' at its eastern end. Initial indication are that existing residents would welcome such a link and further traffic modelling work will be undertaken to determine the suitability (based on traffic, pedestrian and cycle movements and landscape impact considerations).

#### 4.4 Landscaping / green infra-structure

As an edge of settlement location, it is recognised that a strong landscape element is required to help link to existing features and integrate the site into the wider northeast Norfolk landscape.

Planting both at the site boundaries and within the site will be important to integrate the development into the area, create positive bio-diversity and ecological benefits and create a strong / distinctive sense of place. The proposal will not seek to create a complete landscape barrier at the western edge of the allocations, but would provide strategic significant planting to filter views and break up the edge of the development.

Analysis of the viewpoints from around and within the site, have informed where key strategic landscaping / planting should take place. This is notably close to the western boundary of the proposed road (in the northern part of the whole site), more centrally, including to supplement and reinforce the green corridor which extends from Mill Lane in a westerly direction, and also in parts of the southern, more sloping parts of the area. This can offer a north - south green corridor within the area.

The precise nature of the planting will be determined as a full landscape and green infrastructure strategy emerges for the site, linked to public open space arrangements. These proposals will complement the development of ACL1, serve the two new allocations and offer further informal areas of open space for residents in the western part of Acle.

#### 4.5 Mix / type / density

The housing development will reflect the local needs evidence from market assessments to influence the mix of dwelling type.

The schemes will seek to deliver policy compliant affordable housing (and custom and self-build opportunities), subject to no abnormal up front drainage and servicing cost being identified and the timing of the linking of the road access avoiding excessive up-front costs to the developer.

Across the developable part of the site, it is anticipated that it will built out at a density of 30 dwellings per net developable hectare.

#### 4.6 Delivery / Viability

The Concept Plan has been devised to show a logical and viable way for the site.

The design allows development to take place from both the south and north, off Norwich road roundabout and South Walsham Road, before the developments are joined with the delivery of a completed link road.

The new road will be delivered as part of the development but given its likely cost, its completion will need to be phased / timed to ensure it does not prejudice the viability of the whole site and the delivery of new dwellings for Acle. Whilst further work on this will need to be undertaken, it is considered that completion of the link road would not take place in advance of the completion of a significant number of dwellings on the whole site.

#### 4.7 Sustainability / energy efficiency

To deliver a sustainable and energy efficient development, emerging proposals will reinforce this by layout, landscaping, design and use of technology. Amongst the measures that are anticipated to deliver these aspirations are

- Excellent connectivity and accessibility, walking and cycling links to services, facilities and green infra-structure;
- Energy efficiency and air tightness, water conservation measures and waste minimisation strategies related to dwelling design and layout;
- Use of innovative construction and drainage methods, new technologies and carbon reduction features (including electric charging points for vehicles).

The GNLP includes policy 2 sustainable communities. In relation to its provisions, as demonstrated in this submission (and outlined in appendix 1), the development of the site will address all key policy aspirations.

## **5.0 Conclusion and Next Steps**

The commitment of the two landowners to work together to deliver development and the availability of the sites provides confidence to the GNLP that the site will be delivered in a comprehensive and co-ordinated manner. To achieve this, a modest change to the western boundary of the allocations will be beneficial.

The scale of development proposed on this site is consistent with the role of Acle and its function within Broadland and would provide an important contribution to growth required in the District.

The site forms the only sustainable and logical extension to Acle, given the environmental constraints, where there is capacity available in certain key areas (such as education) and offers the opportunity to compliment and support key existing facilities.

This is an iterative process with work on going that will inform a more detailed concept masterplan for the site, to show the manner in which development will be delivered in a sustainable manner consistent with national planning policy guidance to integrate successfully with existing and emerging development in Acle. This will involve engagement with key stakeholders to inform masterplan proposals

## **APPENDIX 1 – ASSESSMENT AGAINST GNLP POLICY 2 REQUIREMENTS**

### **POLICY 2 – Key Considerations**

To achieve this, development proposals are required as appropriate to:

| <b>Requirement</b>                                                                                                                                                                                                                                                                   | <b>Measure for compliances</b>                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Ensure safe, convenient and sustainable access to on-site and local services and facilities including schools, health care, shops, leisure/community/faith facilities and libraries                                                                                               | The scheme will deliver a new access link west of Acle centre (with landowners working collaboratively) with a potential new link to Mill Lane (offering relief from pinchpoint in centre), enhancing safety and accessibility. The site is still generally within 10 minute walk from centre plus well related to rail station, bus stops and Academy |
| 2. Allow for delivery of new and changing technologies (including broadband, fibre optic networks, telecommunications and electric vehicles)                                                                                                                                         | These elements will be an integral part of the offer for new housing to meet market demand and technological needs                                                                                                                                                                                                                                     |
| 3. Contribute to multi-functional green infrastructure links, including through landscaping, to make best use of site characteristics and integrate into the surroundings                                                                                                            | The green-infrastructure is a key factor in the development, providing new strategic planting, enhancing existing green corridors and introducing links to existing recreational routes, especially to the west of the village, including Burlingham Woods, community woodland and existing public rights of way.                                      |
| 4. Make efficient use of land with densities dependent on-site characteristics, with higher densities and car free housing in the most sustainably accessible locations in Norwich. Indicative minimum densities are 25 dwellings per hectare across the plan area and 40 in Norwich | The edge of settlement location offers the opportunity to deliver medium and lower density housing. Whilst detailed work will be undertaken to determine layout, the site will deliver a density of 30 dwellings per hectare                                                                                                                           |
| 5. Respect, protect and enhance landscape character, taking account of landscape character assessments or equivalent documents, and maintain strategic gaps and landscape settings, including river valleys, undeveloped approaches and the character and setting of the Broads      | See 3 (above).                                                                                                                                                                                                                                                                                                                                         |
| 6. Provide safe and suitable access for all users, manage travel demand and promote public transport and active travel within a clearly legible public realm, whilst also integrating parking and providing a high standard of amenity                                               | See 1 (above).                                                                                                                                                                                                                                                                                                                                         |
| 7. Create inclusive, resilient and safe communities in which people of all ages have good access to services and local job opportunities, can interact socially, be independent and have the opportunity for healthy and active lifestyles                                           | The vision for the scheme is to provide housing which links and integrates with existing services and facilities in Acle, to maintain and enhance the offer, including providing additional opportunities for recreation (including using Acle's established facilities).                                                                              |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>8. Be resource efficient, support sustainable waste management, reduce overheating, protect air quality, minimise pollution and take account of ground conditions</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>This will be addressed in the formulation of detailed site layout.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>9. Minimise flood risk, including reducing the causes and impacts of flooding, supporting a catchment approach to water management and using sustainable drainage. Development must also protect water quality and be water efficient. To achieve the latter:</p> <ul style="list-style-type: none"> <li>o Housing development will meet the Building Regulations part G (amended 2016) water efficiency higher optional standard;</li> <li>o Non-housing development will meet the BREEAM “Very Good” water efficiency standard, or any equivalent successor;</li> </ul> <p>If the potential to set more demanding standards locally is established by the Government up to 2038, the highest potential standard will be applied in Greater Norwich</p>                                                                                                                                                                 | <p>The site is located in flood zone 1 and flood risk assessment and detailed surface water drainage strategy will be formulated based on managing surface water run off and controlling disposal to mitigate risk and deliver a sustainable means of surface water disposal and protect water quality. Water efficiency measures will be embedded into the proposals. The evidence advanced to support the development will show that the existing reservoir represent no risk to housing in the allocation.</p> |
| <p>10. Minimise energy demand through the design and orientation of development and maximise the use of sustainable energy, local energy networks and battery storage to assist growth delivery. This will include:</p> <ul style="list-style-type: none"> <li>o All new development will provide a 20% reduction against Part L of the 2013 Building Regulations (amended 2016);</li> <li>o Appropriate non-housing development of 500 square metres or above will meet the BREEAM “Very Good” energy efficiency standard, or any equivalent successor.</li> </ul> <p>Proposals for free standing decentralised, renewable and/or low carbon energy networks, except for wind energy schemes, will be supported subject the acceptability of wider impacts.</p> <p>Wind energy schemes will be supported where the proposal is in a suitable area as identified in a neighbourhood plan or other local plan documents.</p> | <p>This will be address in the formulation of detailed site layout.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                           |

## **APPENDIX 2 – TRANSPORT NOTE – Prepared by Rossi Long**

### **Accessibility**

Strategically the site benefits from close links to the A47 Trunk Road via a grade separated junction to the south.

Outline planning permission has previously been granted for 140 residential dwellings and associated works on part of the site (ref: 20172189 – 25 May 2018). This shows that the principle of development in this location and access taken from Norwich Road is considered to be reasonable.

The allocation proposals include the permitted site and the approved site access – with a new 4<sup>th</sup> arm added from the A47(T)/Norwich Road roundabout junction to the south.

Assessment undertaken as part of the aforementioned planning permission showed the roundabout to currently have significant spare capacity. Indeed, the maximum Ratio of Flow to Capacity (RFC) for future year assessment (including development traffic) was shown to be 0.17, which is significantly below the recommended maximum of 0.85. No incidents of queuing were also predicted to occur.

Therefore, it is considered reasonable to assume and conclude that the impact of the approved consent is likely to be negligible, with there being plenty of spare capacity available to accommodate future growth.

Taking this into account, it is proposed to provide a new link road from the A47(T) roundabout to connect with South Walsham Road to the north. This would facilitate access to land for development in between the A47 Norwich Road and the South Walsham Road.

The route and design of the link road is considered appropriate for the topography of the land and quantum of development proposed. It has been designed in accordance with NCC's design guidance.

The link road will continue to provide a connection with Mill Lane which is a 'Byway Open to All Traffic' (BOAT) to the east. Depending on further discussions / investigations with Norfolk County Council, this arrangement may facilitate the stopping up of Mill Lane at its eastern junction within Acle centre.

The initial sketch shows a proposed 6m wide carriageway and 3m wide foot/cycle way. As part of the proposals the junction with South Walsham road would be realigned to provide a priority T-junction arrangement with the link road continuing north to join Acle Road.

Not only would the proposed link road facilitate access to land for the proposed areas of residential development, it would also remove through traffic from Norwich Road to South Walsham Road (and vice-versa) via Acle town centre, thus serving to reduce traffic within Acle itself.

Naturally, should the proposals described within this note proceed, then further design work and traffic capacity assessment would be required to demonstrate compliance with local authority requirements.

The site layout will be designed to accord with local highway authority requirements, with appropriate turning head facilities provided to allow vehicles such as refuse vehicles to turn and enter/egress the site in forward gear.

Suitable dropped kerb crossing facilities for pedestrians, along with tactile paving will be provided to assist crossing for those less able.

New footways would be provided from within the site to connect with existing footpaths to/from Acle town centre.

The site is well served by existing bus services with up to five buses per hour frequenting bus stops in the vicinity of the site on Norwich Road during the working day. Additionally, up to 2 trains per hour call at Acle Railway Station (approximately 400m south of the site).

Access to the bus stops will benefit from pedestrian and cycle links through the site on to both Norwich Road and Mill Lane. Depending on further research, it may be considered feasible for bus services to divert through the site, thus increasing connectivity further.

Services for pedestrians and cyclists are also very good within the vicinity of the site, with all connecting roads having street-lit footways and dropped kerb crossing facilities.

A walking routes to school assessment previously undertaken concluded that there are suitable safe walking routes from the site to local schools.

It is envisaged that the good level of accessibility for people wishing to travel to/from local facilities will result in a modal split for trips to/from the site that is biased towards more sustainable modes of travel.

Should this site come forward as a planning application, a full Transport Assessment report would be provided to support, with the suitability of the proposed access locations demonstrated further, and visibility and tracking assessments undertaken along with a review of accessibility by sustainable modes.

Furthermore, a site-wide Travel Plan would also be provided to support the proposed development, and to encourage and demonstrate uptake of travel by sustainable modes.

### Highway safety

It is important to review and identify any significant highway safety issues and provide an analysis of the recent accident history of the study area.

The Government has released accident data for England and Wales under the OGL open data licence. Based on this data the 'Crashmap' website enables accidents to be shown on a map.

'Crashmap' uses data collected by the police about road traffic accidents occurring on British road where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for transport each year. The site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map.

A check has been made of the accident records in the vicinity of the site on both Norwich Road and South Walsham Road, Acle.

Only one 'slight' accident was recorded within the locality of the A47(T)/Norwich Road roundabout during the most recent 5-year period available from 2015 to 2018 inclusive. A further slight accident was recorded near to the proposed junction with South Walsham Road/Acle Road.

No 'serious' or 'fatal' accidents were recorded within the vicinity of the site. The minimal number of accidents recorded over a 5-year period in the vicinity of the proposed site entrances indicates that there are no inherent safety concerns to take into with regards to taking access to the site.

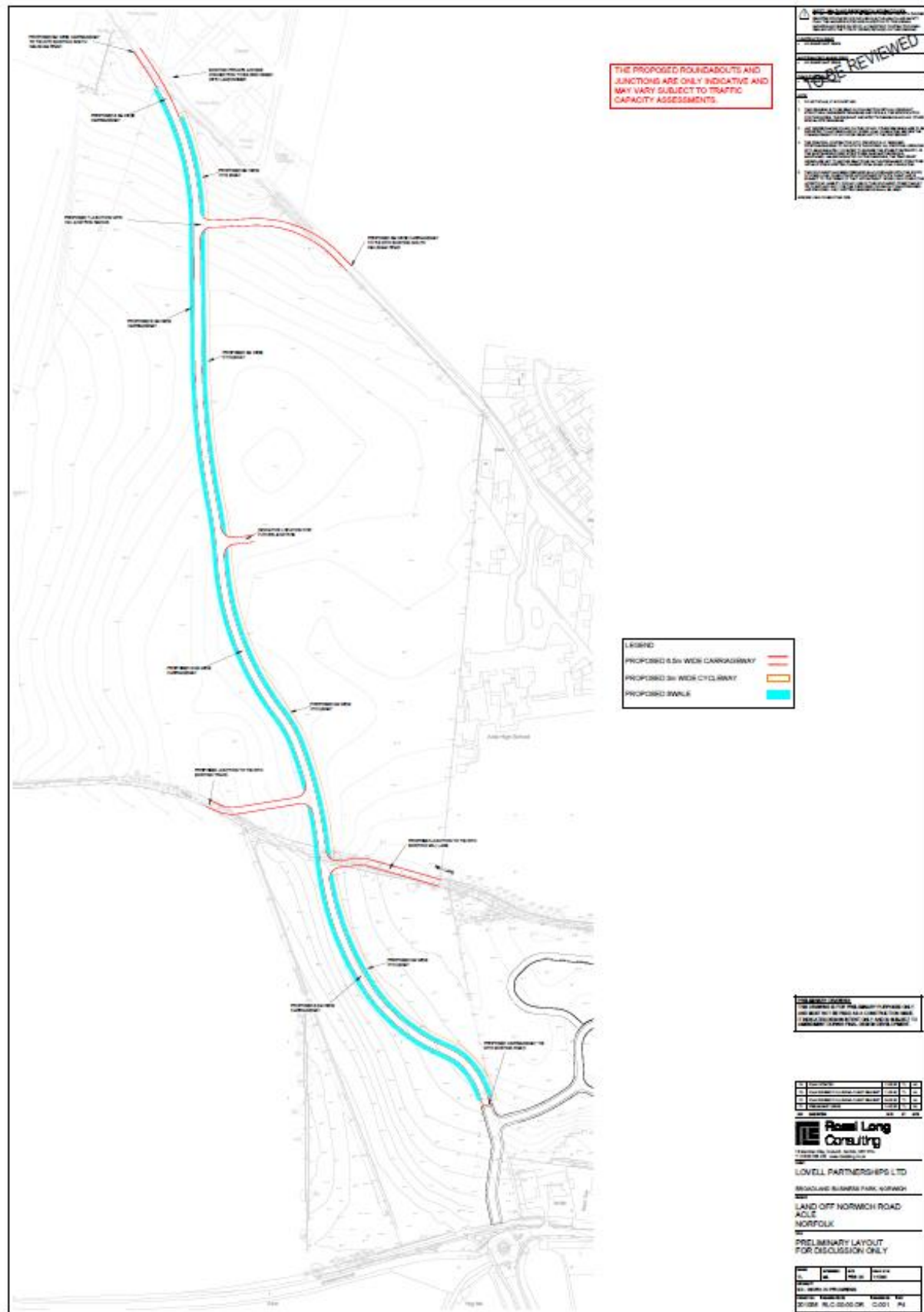
### Summary

This Transport Note has been prepared by Rossi Long Consulting in support of proposals for residential development on land to the west of Acle, Norfolk.

The site is currently being proposed for a suitable mix of residential dwellings. As part of the development it is proposed that a new link road would be provided from the A47 Norwich Road in the south to South Walsham Road to the north.

In summary, the site is located adjacent to existing residential/employment areas and Acle town centre. It is therefore within close walking and cycling distance of existing facilities/services, and regular bus and train services.

The evidence provided within this note indicates that, subject to further detailed design and capacity assessment, at this stage there appear to be no reasonable safety, capacity, or access reasons why the proposed site should not be allocated for development.



(NB. Copy of proposed road alignment plan)