



Broads Local Plan

Land at Thunder Lane, Thorpe St Andrew Assessment

March 2017

1 Introduction

As part of the Broads Local Plan Preferred Options consultation, a site was put forward from a private land owner in Thorpe St Andrew for mixed use development. This report assesses the site and makes a conclusion regarding whether to proceed with allocating the site or not.

2 About the Site

The site is 0.76 Ha in size in Thorpe St Andrew. There is the railway line to the south, the garden centre and car wash to the west, Yarmouth Road to the north and Whitlingham Lane to the East. The site is greenfield and according to aerial photography from 1999 there has been no obvious use of the site. There is an access into the site from Whitlingham Lane. The site in question is shown on the map below with photographs at Appendix A.

The following sections of the Local Plan assess the suitability and deliverability of this potential site.

3 HELAA

In order to assess the sites suitability for allocation in the Broads Local Plan, the Housing and Economic Land Availability Assessment form was completed. This can be found at Appendix B. This shows generally that the site has some constraints which could be difficult to overcome.

4 Early consultation responses

The following officers and organisations were consulted at an early stage on this draft proposal. A summary of their responses is included below.

Consultee	Summary of response
Historic Environment Officer, Broads Authority	The site does sit within the Thorpe St Andrew Conservation Area a designated Heritage asset . it is one of a number of open sites to the South of Yarmouth road which are a feature within the conservation area other sites include Careys meadow, the cemetery, land around to the South East of the Rushcutters and land around the Frostbites sailing club. Given the flood constraints on the site the development would

Consultee	Summary of response
	<p>be immediately to the road side of the site and would therefore have the maximum adverse visual impact on the conservation area. The access to the site and the change in levels from the road as well as the development itself would also potentially have an impact on the Conservation area and would remove at least the view or perception of a characteristic area of open space from views from the Yarmouth road. There are also a number of listed buildings to the North of Yarmouth road whose settings could be impacted by any residential development in this location. In summary given the constraints of the site and the potential adverse visual impact and harm to the significance a designated heritage asset – the Thorpe St Andrew conservation area this site is not considered appropriate for development due to the potential of adverse impact on heritage.</p>
Landscape Architect Consultant	<p>Within Thorpe, along the southern side of Yarmouth Road there are several gaps in the urban form where the river/valley landscape can be accessed or viewed e.g. Careys meadow. These are a characteristic of the transition between urban and rural. The most valuable landscape function of the site is that the opening in the streetscape allows attractive medium-long distance views across the Broads landscape from Yarmouth Road and the Yarmouth Road/Thunder Lane junction to the southern valley side. If the principle of development is accepted, any built form should be of high quality design (conservation area), of minimal scale/massing to allow views towards the river valley, and should be restricted to the Yarmouth Road frontage.</p>
Tree Consultant	<p>There are no tree related issues that should constrain future development on the site. Consideration should be given to the tall Cypress trees on the adjacent land to the west and the impact these could have on shading and any future residential development of the site.</p>
Development Management Officer, Broads Authority	<p>A particular reading of the NPPF would suggest that the site meets conditions for a presumption</p>

Consultee	Summary of response
	<p>in favour of sustainable development.</p> <p>There are issues which it would be difficult to overcome. Flood zone 3 covers much of the site, this is not in a regularised pattern, particularly along the highway frontage, this would result in a necessarily contrived approach to planning solutions at this site which would have impacts in design and layout, and these are not elements which could be sacrificed in order to secure development. It would also mean pushing the majority of development towards the electrical substation which would be far from ideal.</p> <p>The site in question is arguably the most dramatic of the breaks in development allowing a full appreciation of the 'natural' landscape beyond, this is augmented by the slightly raised position of the highway. To some extent the site in question is therefore part of an important gateway, and an enticement to visitors, a situation which is not repeated along Yarmouth Road in either direction.</p> <p>I would therefore argue that the site is not appropriate for development due to flood constraints and the impact on an important interface site.</p>
Ecologist, Broads Authority	<p>From an ecological point of view, the land at Thunder lane is an important habitat, linking conservation sites, Whitlingham Country Park and neighbouring NWT Thorpe marshes. The land provides an additional habitat linking to these important sites, and from appearance point of view it will support an array of species from small mammals, birds and insects.</p>
Thorpe St Andrew Parish Council	<p>The Town Council has been of the view that it cannot support development which would block the open view over the river, and this is the last site in Thorpe St Andrew where the open views can be experienced from the road. The Town Council has previously indicated that low (height) level use i.e. car parking or as cemetery land might be a good use for the site, as it would</p>

Consultee	Summary of response
	not adversely impact on views.
Norfolk County Council (Highways)	Whitlingham Lane at this point is a Public Right of Way. Cannot foresee any significant issues with a development of the nature indicated and certainly access off Whitlingham Lane would be preferable to Thorpe Road. Question whether use of the land just for community parking provision alone is in keeping with sustainability/travel choice policy's etc., unless linked with the development.

5 Other important considerations

5.1 Broadland Local Plan Spatial Strategy

The Broads Authority is the Local Planning Authority for the Broads Authority Executive Area. That being said, the planning strategy of the neighbouring Local Planning Authorities is of relevance and importance as the Local Plan for the Broads is produced.

Thorpe St Andrew is classed as a Fringe Parish because as it is on the fringe of Norwich. The Broadland Site Allocations document allocates land for dwellings as well as employment¹.

5.2 Unsuccessful allocation attempt on neighbouring land.

As part of the production of the Sites Specifics Local Plan (2014) a site adjacent to the west of this site was put forward (via the extension of the development boundary) for consideration for residential development. The Inspector concluded that *'although Norwich Frostbite Sailing Club has sought an extension of the development boundary to TS5 to include land off Girlings Lane, this area forms a semi-natural buffer between the urban and the wider Broads. Consequently, whilst there would be economic and social benefits associated with the site's development, its exclusion is justified in the interests of protecting the character and appearance of the area'*.

5.3 Broads OAN

The site in question is within Broadland District Council part of the Broads and therefore within the Central Norfolk Housing Market Area. The Housing Topic Paper² shows that the Objectively Assessed housing Need for the part of the Broads within the Central Norfolk Housing Market Area has been met and exceeded. As such, there is no need to allocate such a site in the Local Plan to meet the housing target for the Broads.

5.4 Settlement Study Assessment

The site is well served by services and facilities typically used by people either within walking distance or accessed by regular bus services.

¹

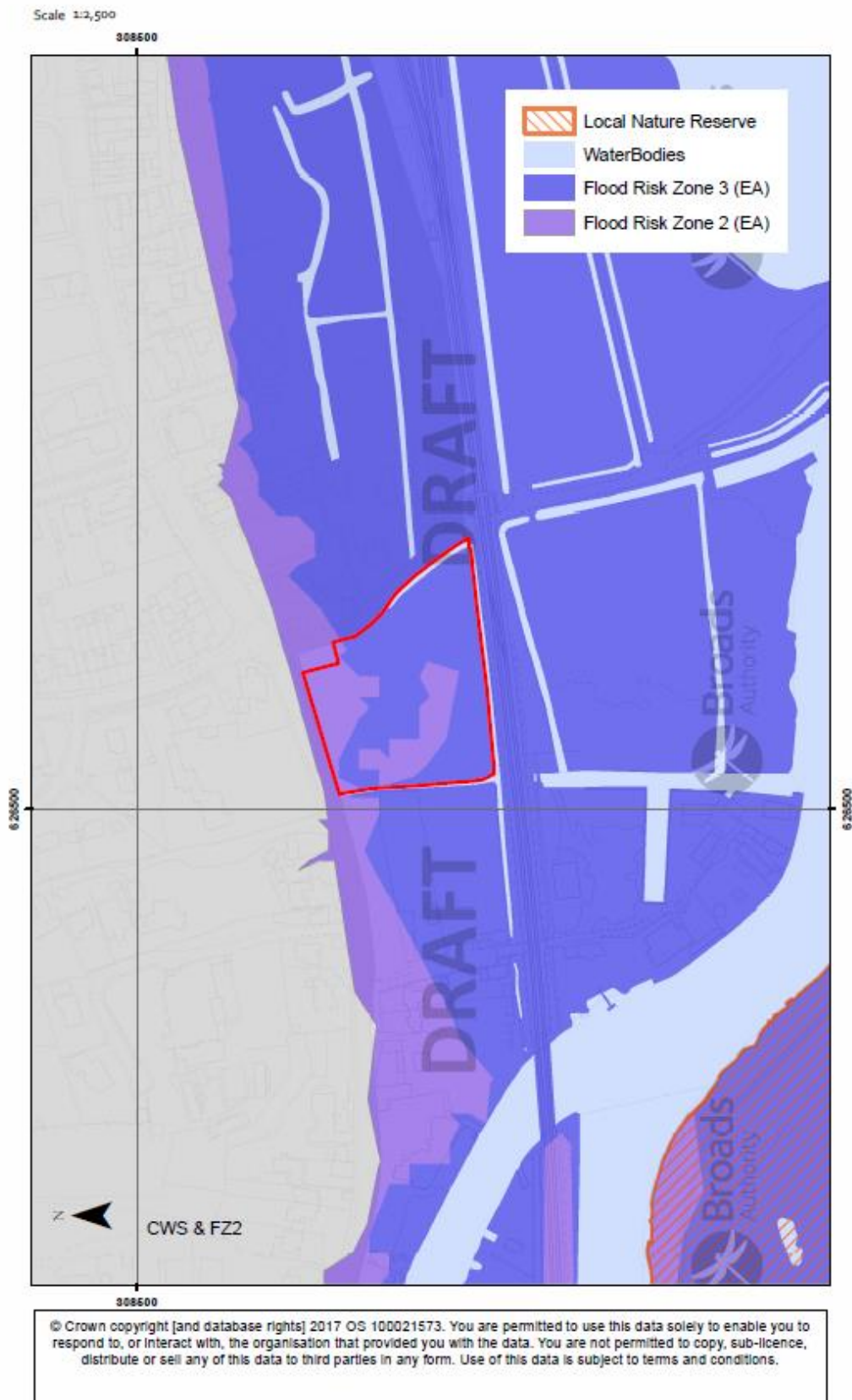
https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKewjx_OfirOLTAhUCfhoKHcrqDTgQFggrMAE&url=https%3A%2F%2Fwww.broadland.gov.uk%2Fdownload%2Fdownloads%2Fid%2F1308%2Fsite_allocations_dpd_adopted_2016.pdf&usg=AFQjCNGfeH-o8eVlw5bR9K08lg99p-V96w

² xxxxx

6 Conclusion

To reflect the important view through the site, there being no need to allocated such a site for dwellings as well as Broadland Council allocating land in the Parish for development, on balance, it is not proposed to allocate this land for development in the Local Plan.

Appendix B – Plan of site



Appendix A – Site photos

Looking at the electricity substation.



The flint wall boundary with Yarmouth Road.



The electricity substation that is on the corner of the site.



Looking into the site from near the electricity substation.



Looking at the site from the other site Yarmouth Road.



The gate and access into the site.



Looking into the site from the gate.



Looking towards the junction with Thunder Lane.



Looking into the site from the nearby footbridge over the railway.



Appendix B – Draft HELAA assessment of the site

Note this is a draft assessment. See the HELAA for the final assessment.

Site address:		
Current planning status e.g. with permission, allocated, suggested through the Call for Sites etc.	Suggested as part of Preferred Options consultation.	
Site Size (hectares)	0.76Ha	
Greenfield / Brownfield	Greenfield	
Ownership (if known) (private/public etc.)	Private	
Absolute Constraints Check		
Is the site in a ...		
SPA, SAC, SSSI or Ramsar	No	
National Nature Reserve	No	
Ancient Woodland	No	
Flood risk zone 3b	Flood Zone 3. No buildings on site, but site is other side of railway.	
Scheduled Ancient Monument	No	
Statutory Allotments	No	
Locally Designated Green Space	No	
At risk from Coastal Erosion	No	
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
Development Potential (number of dwellings, hectares of employment land or town centre use floorspace): Mixed use. Quantum of development not known. Also suggested that it could be for care home use for elderly.		
Density calculator	N/A	
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Yellow	Access could be via Whitlingham Lane rather than directly onto Thorpe Road which is generally acceptable. There could still be a requirement for improvements.
Accessibility to local services and facilities	Green	Excellent access by foot and public transport to a variety of services (as it is on the fringe of Norwich).
Utilities Capacity	Green	No information to indicate an issue.
Utilities Infrastructure	Yellow	There is an electricity substation on site.
Contamination and ground stability	Green	No obvious reason to consider the site is contaminated.
Flood Risk	Red	Flood Zone 3. No buildings on site, but site is other side of railway.
Coastal Change	Green	Not near the coast.

Market Attractiveness		To reflect location, likely to be attractive.
Impact	Score (red/amber/green)	Comments
Nationally and Locally Significant Landscapes	Red	Not so much the setting, but the view into the Broads. The general character along Thorpe Road is that of development interspersed with open spaces (such as Thorpe River Green, the Cemetery and this site).
Townscape		
Biodiversity and Geodiversity	Yellow	The site is generally open and left to be overgrown thus providing a potentially important resources for biodiversity. Likely to be important in terms of ecological networks as it is within a large built up area.
Historic Environment	Red	Given the flood constraints on the site the development would be immediately to the road side of the site and would therefore have the maximum adverse visual impact on the conservation area.
Open Space	Yellow	This could be classed as an area of (amenity) open space although not open to the public.
Transport and Roads		
Compatibility with neighbouring/adjoining uses	Yellow	Notwithstanding the impact on the views over the site to the Broads, there is residential on one side and businesses on the other side of the site. There is a train line. So through design, development could be compatible.
Local Plan Designations (add further lines as required)		
Designation	Policy reference	Comments
Not allocated in Local Plan	-	-
Availability Assessment (will require liaison with landowners)		
Is the site being marketed? Add any detail as necessary (e.g. where, by whom, how much for etc.)	No.	
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	✓
	5-10 years	
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):	See below.	
Comments	Likely all in the same year.	

Achievability (including viability)	
Comments	Landowner put site forward indicating he is open to the site being developed. Flood risk could be an issue and could impact the layout and future land use.
Overcoming Constraints	
Comments	Flood risk – format and land use could reflect this. Substation on site could be accommodated through the layout. Views into the Broads likely to be affected by any type of building development.
Trajectory of development	
Comments	Likely to completed within a year after permission granted.
Barriers to Delivery	
Comments	Flood risk, substation on site, views into the Broads.
Conclusion (e.g. is included in the theoretical capacity)	
To reflect the important view through the site, there being no need to allocated such a site for dwellings as well as Broadland Council allocating land in the Parish for development, on balance, it is not proposed to allocate this land for development in the Local Plan.	