



### Introduction

**Manor Oak Homes** are working with a team of consultants to submit an outline planning application for up to 168 new homes on land to the east of the Market town of Swaffham, on the Norwich Rd. Access to the development will be situated on the south boundary of the site via Norwich Road.

Swaffham can be accessed via the A47 which connects the town to Norwich City Centre and Kings Lynn. Kings Lynn is located approximately 15 miles west of Swaffham, and offers a large variety of services and facilities. The town itself offers a wide range of services and facilities which are within walking and cycling distance of the site.

This exhibition shows the initial examination of the site, outlines proposals for its development and seeks your views to inform the forthcoming planning application.

### The Team

**Manor Oak Homes** are working with a team whose roles have been outlined in the list below. These exhibition boards have been put together by the team to provide information about the proposed development.

Architects -	rg+p
Landscape Architects -	FEC
Planning Consultant -	Armstrong Rigg
Flood Risk Assessment and Drainage -	JPP
Transport and Highways -	JPP
Ecological Surveys -	FEC
Arboriculture -	FEC
Archaeology -	MOLA
Noise Impact & Acoustics -	REC

**Thank you for taking your time to visit the exhibition**



## 2.0: Planning Policy and Context

### About the site

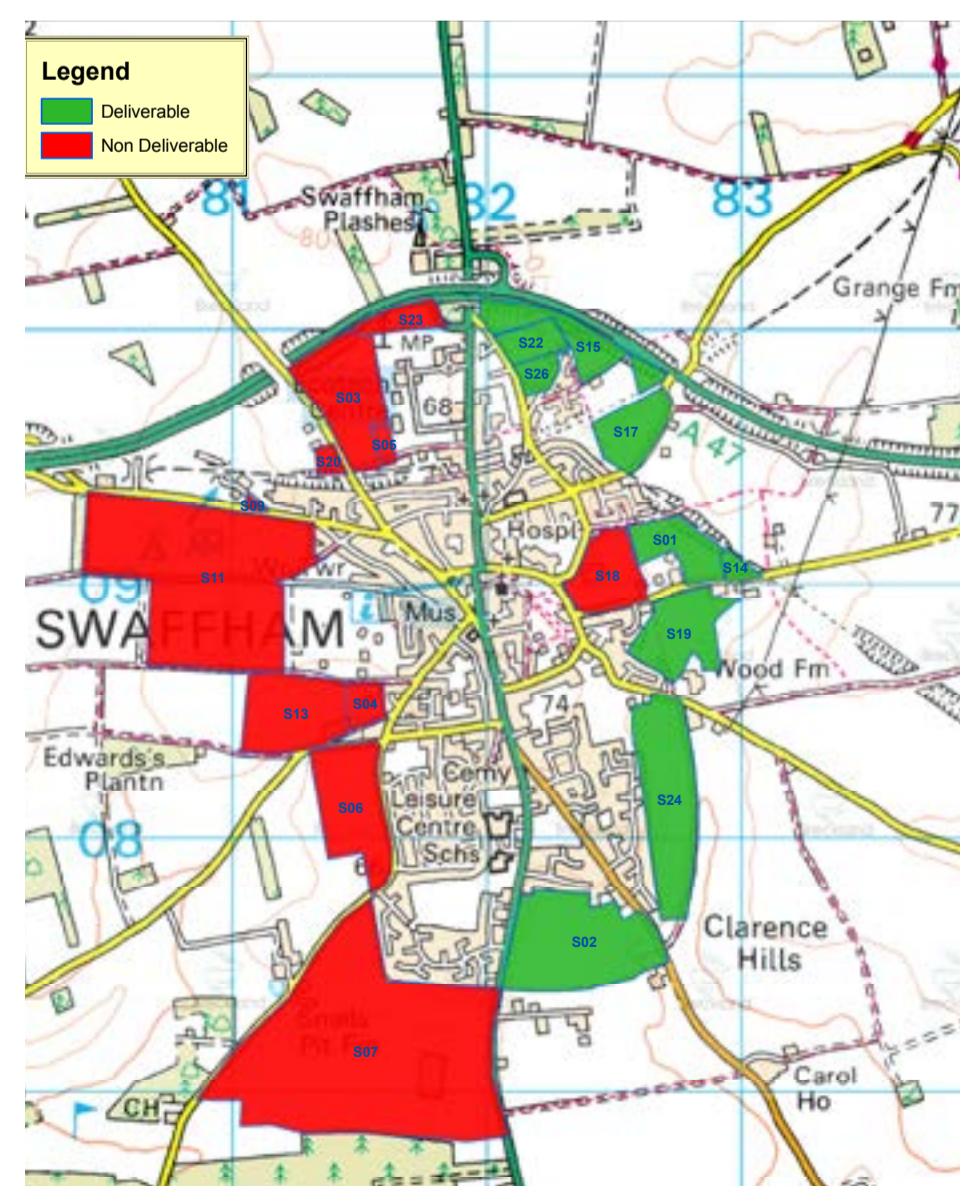
The proposed development site comprises 6.4 hectares (15.7 acres) of agricultural land. It is located to east of the main settlement of Swaffham and is adjoined by the existing development to the north. The site currently comprises an agricultural field, with mature hedgerows and trees along the northern and western boundaries. To the south of the site is Norwich Road which joins the A47 connecting Kings Lynn and Norwich.

### Planning Background

Swaffham is one of the most sustainable settlements in the District being one of the 3 main Market Towns and is therefore a suitable location to accommodate additional growth. Breckland District Council cannot demonstrate a five year supply of housing land, as is required by the National Planning Policy Framework, meaning that sites such as this can come forward for residential development, in line with national and local policy.

Breckland District Council has produced an Issues and Options Document for its emerging Local Plan which is currently subject to a period of public consultation. The document states that to meet housing targets set out over the Local Plan period, it may be necessary to allocate further land around Swaffham for residential development. The supporting 2014 Strategic Housing Land Availability Assessment identifies that the site (S01) is a deliverable housing site for approximately 176 houses and clearly indicates a future direction of growth to the east of the town.

The planning application will be made in outline with all matters reserved except access in order to establish the principle of residential development on the site.



Station Street



Cley Road



High Street



Lynn st



Station Street



Market Place



High Street



Market Place

### 3.0: Constraints and Opportunities

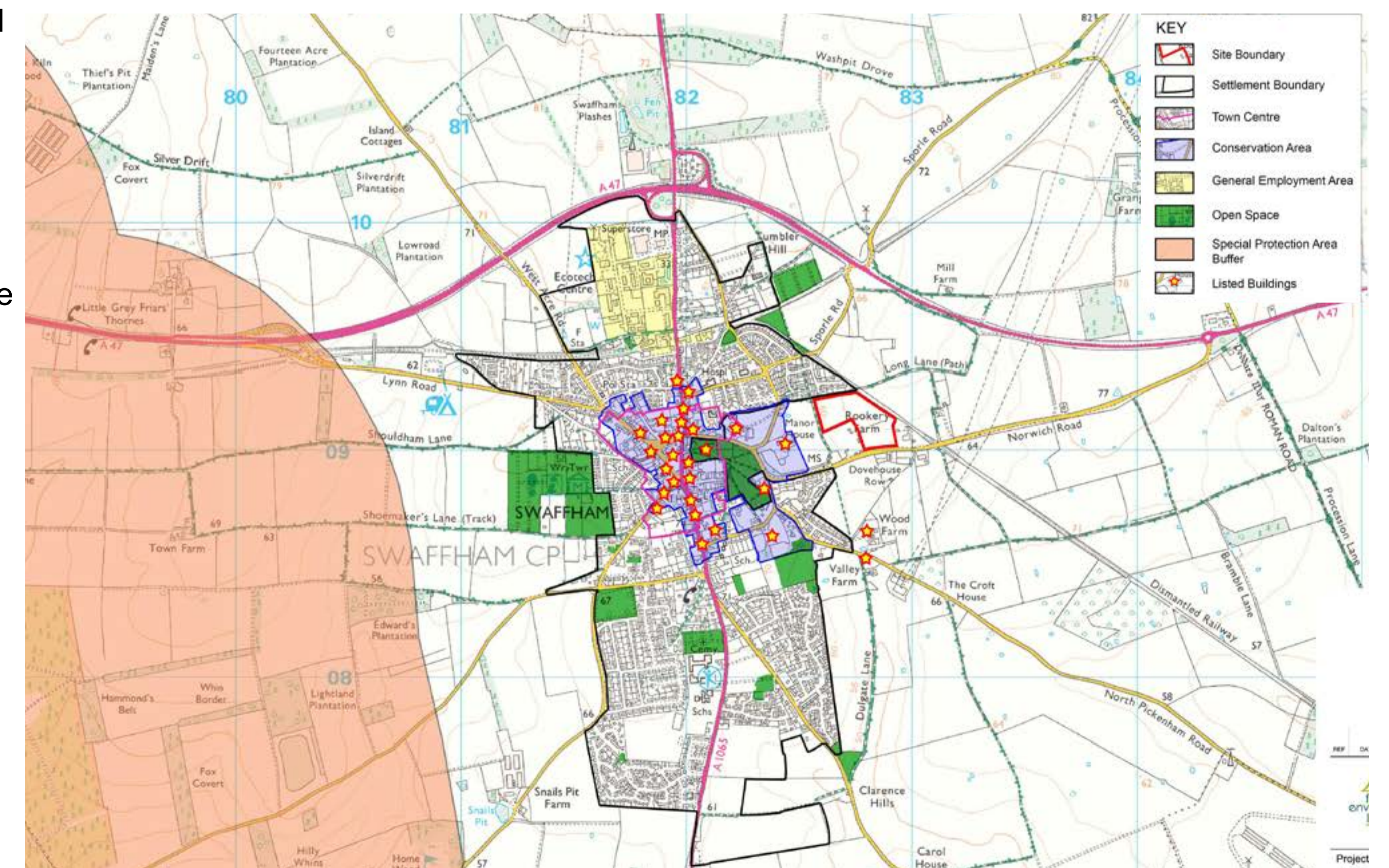
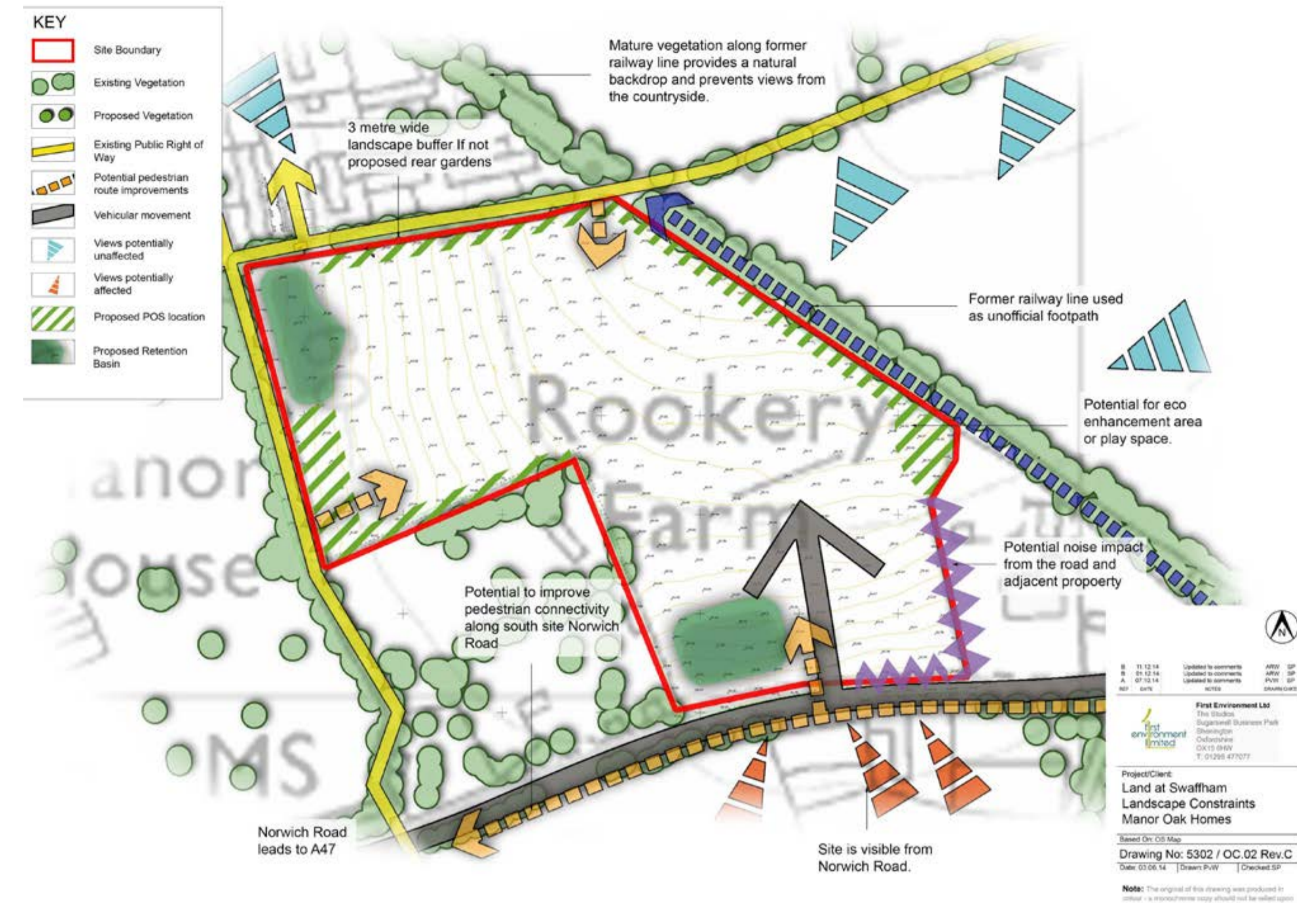
As with all sites, the constraints and opportunities inform the proposed layout.

#### Constraints

- The existing access into the site is not sufficient for the proposed housing development due to vehicle visibility, therefore a new access will be introduced.
- Existing out buildings on the adjacent site to the west have windows overlooking the site. These need to be respected with sufficient distance between the existing and any proposed new development to ensure privacy is maintained.
- Existing levels determine the drainage strategy resulting in two areas of retention basins to the north west and south of the site.
- Existing trees are situated along the north and west boundaries of the site. The site is bounded on each side by existing hedgerow. The trees and hedgerow will be retained where possible.
- Resource & Environment Consultants Ltd (REC) have undertaken a Noise Impact Assessment which concludes that Norwich Road and the adjacent industrial use present a potential noise source. Therefore appropriate mitigation has been specified to reduce the impact for both external and internal habitable areas.

#### Opportunities

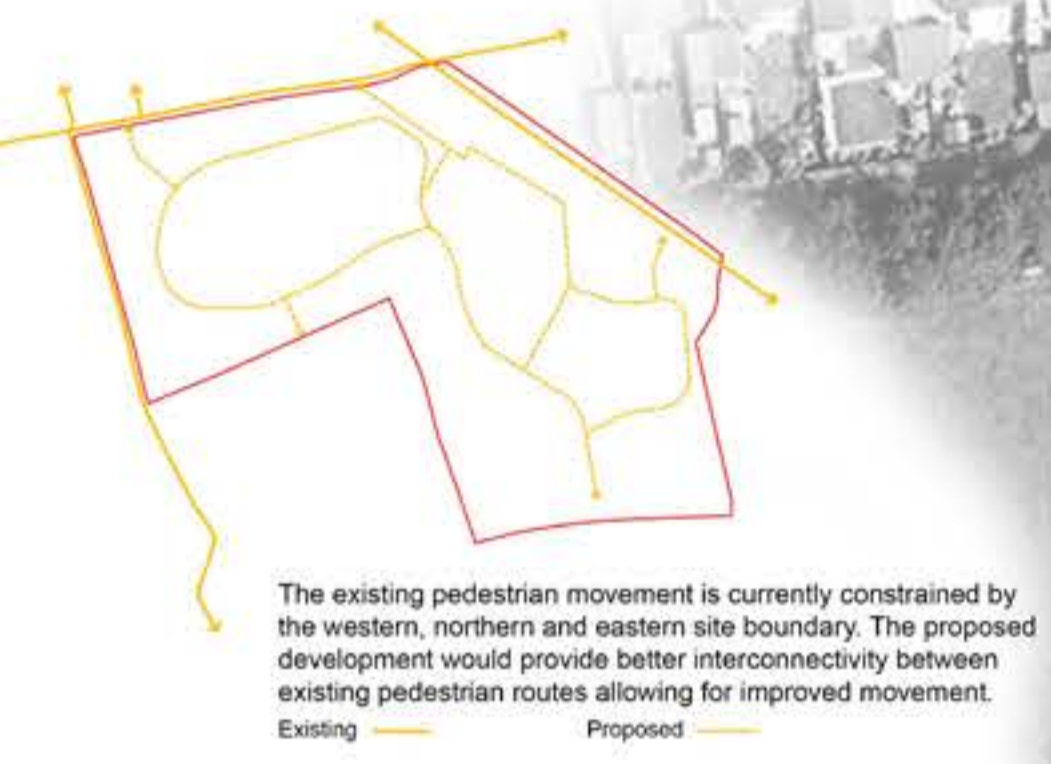
- The southern detention basin linked to the drainage strategy allows for a green buffer to housing fronting Norwich Road
- Creating a strong street frontage along the public open space is important as this will create a sense of place as well as address the existing road and housing.
- Existing development to the northern boundary allows for enhanced pedestrian connections to local footways and increased surveillance of public routes running adjacent to site.
- Former railway line running along eastern boundary of site allows for enhanced ecological trail.
- A Village Green is proposed towards the north of the site allowing the proposal to make the most of the existing ecological trail adjacent to the site and is easily accessed by local footways.
- Green areas will run along the main spine road which will reflect the rural character of Swaffham within the proposed development.
- A play area is proposed to the north east of the site which will be connected to the surrounding area via a footpath.
- The proposal provides a variety of housing from 1 bed flats to 5 bed family houses. The development comprises of 60% of the dwellings are for private sale the other 40% are affordable in line with policy.



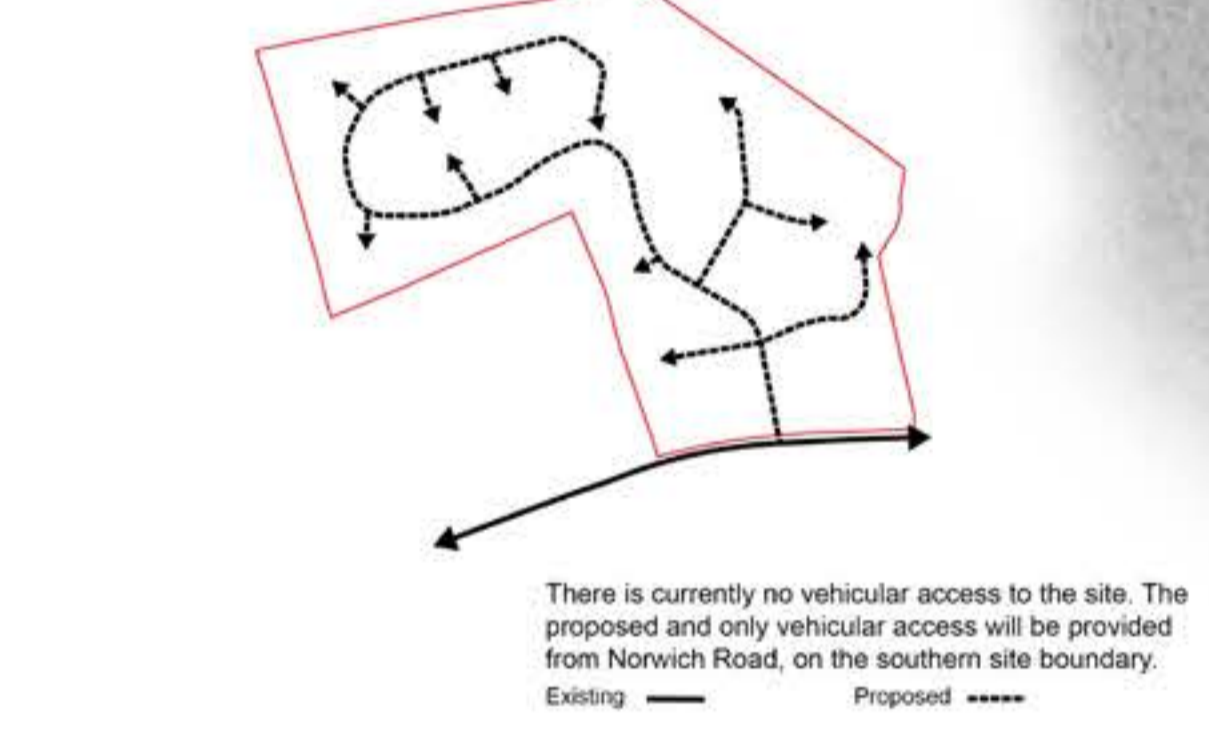
# 4.0: Proposal: Masterplan



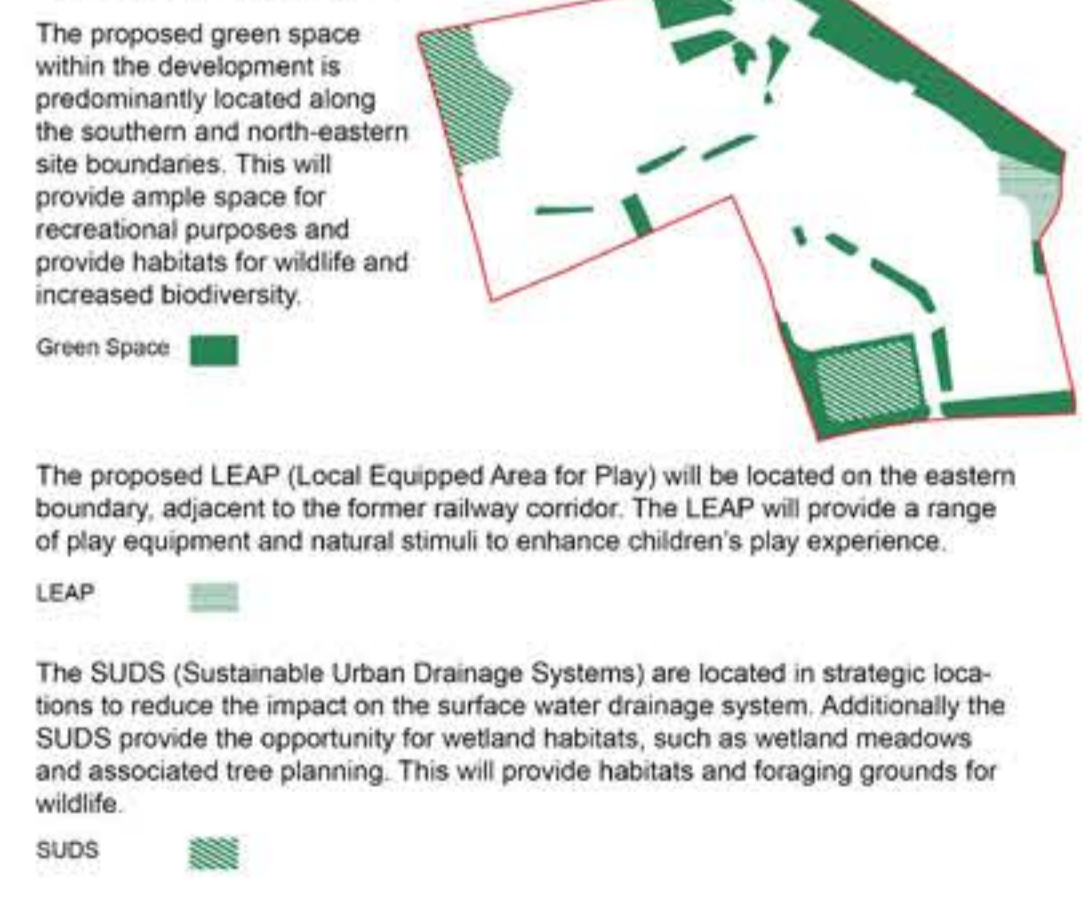
### Pedestrian Movement



### Vehicular Movement



### Public Open Space



**KEY**

- Site Boundary
- Proposed Trees
- Proposed Shrub
- Proposed Hedge
- Proposed Feature Shrub
- Wildflower Meadow
- Wetland Meadow
- Amenity Grass



Site Entrance



Private Drive



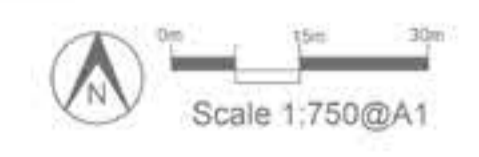
Public Open Space



Play Area



Main Spine Road



# 5.0: Proposal: Visuals



Public Footpath



Landscaping



Attenuation Pond



Play Area



Public Open Space



View A



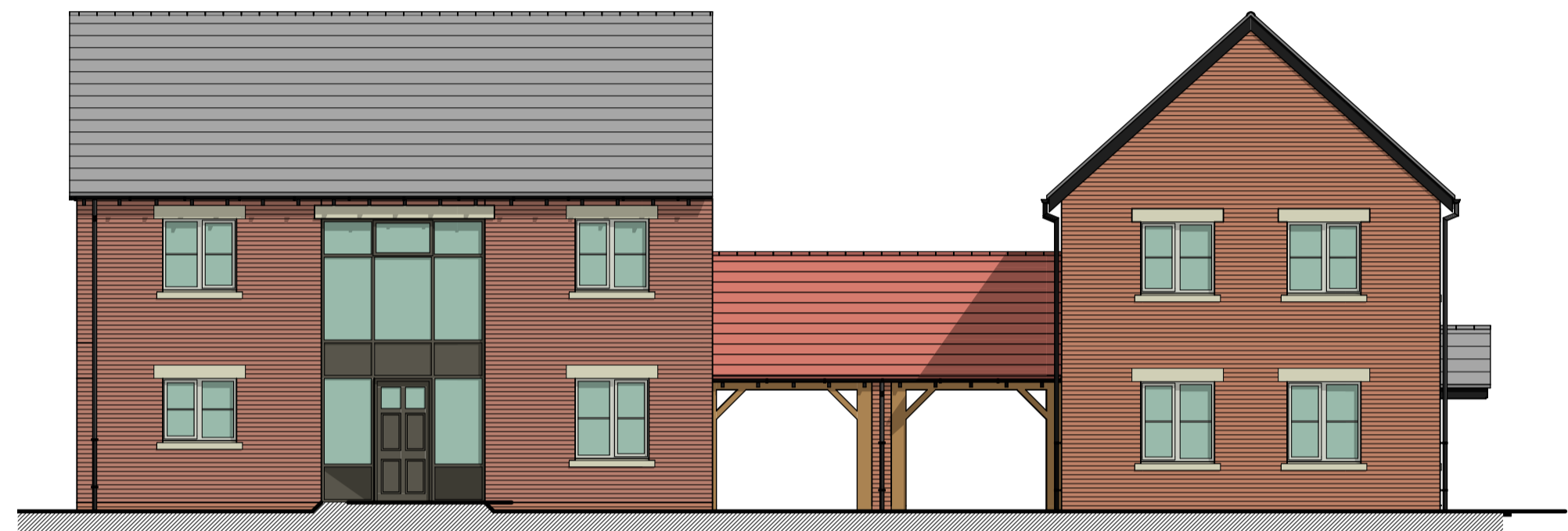
Visual



Visual Key



House Type F + G - 3 Bed



House Type M + K - 4 Bed



House type J - 4 Bed



House type E - 3 B

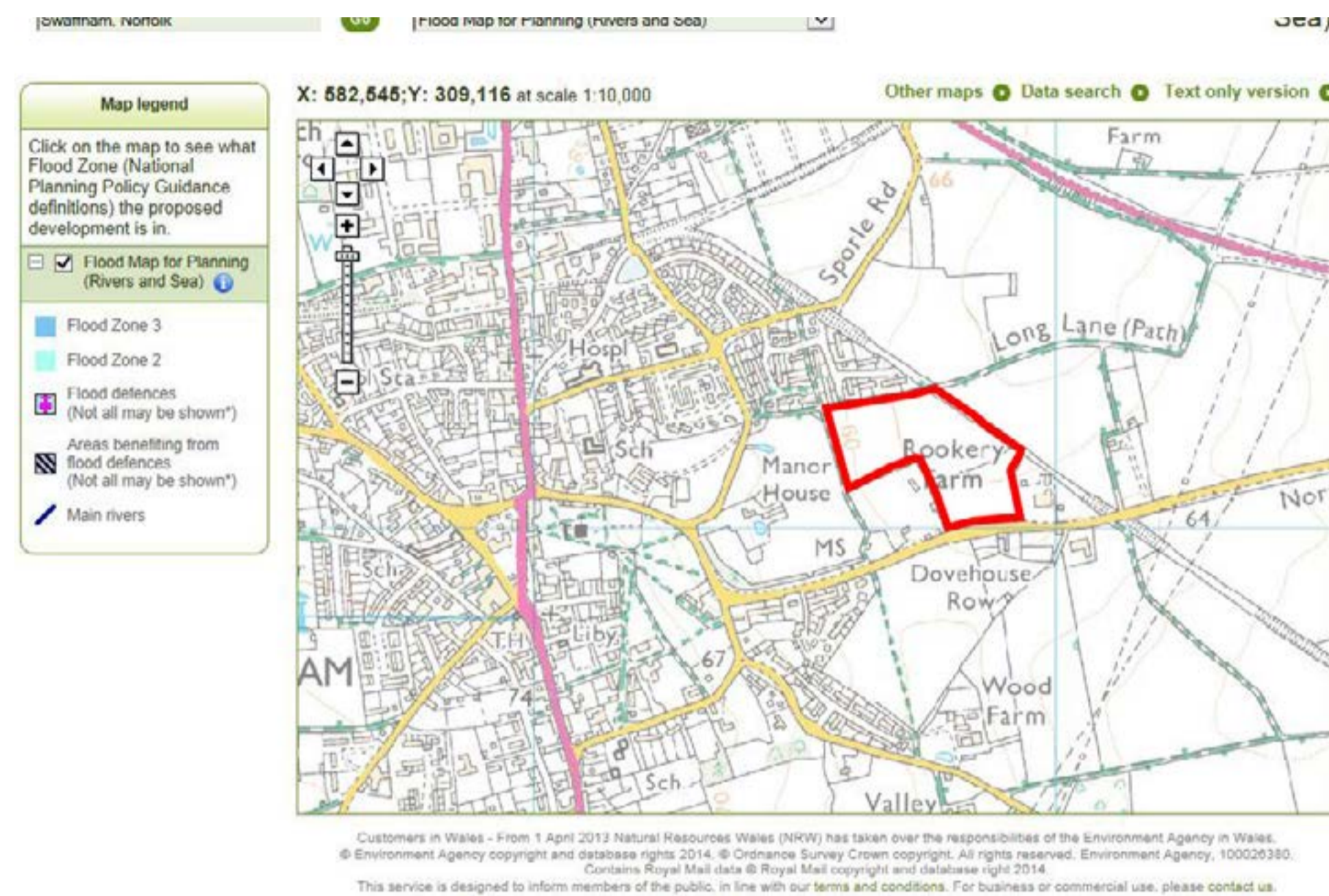


House type D - 2 Bed

## 6.0: Flood Risk Assessment, Drainage and Archaeology

### Flooding

The application will be supported by a Flood Risk Assessment, which considers the site to be located within Flood Zone 1, as defined by the Environment Agency's Flood Map. Flood Zone 1 is defined as being a low flood risk zone with the likelihood of flooding being less than 1 in 1000 years or 0.1%. We are not aware of any other sources of flooding which may affect the site.



### Drainage

The drainage for the site will be designed in line with current legislation:

- Building Regulations
- Sewers for Adoption 7th Addition
- Code for Sustainable Homes
- National Planning Policy Framework

Sustainable Urban Drainage Systems (SUDS) will be utilised. Infiltration testing will be completed prior to planning submission to determine if the underlying geology is suitable for use with infiltration techniques. If infiltration is not viable on the site surface water discharge will be restricted to greenfield equivalent rates and will be attenuated on the site.

Foul water will discharge to Anglian Water's foul water drainage network.

### Archaeology

In the week commencing the 17 November 2014, MOLANorthampton undertook an archaeological evaluation of land to the north of the Norwich Road, Swaffham. The evaluation comprised excavating twenty-four trenches, each measuring 50m by 2m. These trenches were evenly spread throughout the study area. The purpose of the evaluation was to find out if this land had any surviving below ground features of archaeological interest.

Every trench opened was fully recorded, photographed and any possible features explored. Out of the twenty-four trenches that were opened, only seven had possible archaeological features within them (Fig 1). These trenches were mostly located in the southern part of the site. A meter wide section was dug through each feature to discover what the original profile would have been and if it had been altered over time. The material which filled the ditch was also examined to help understand if the feature has been left open and filled naturally over time or had been deliberately backfilled. Excavating these fills also allowed for the recovery of artefacts that could help to date the feature; the best type of artefact for this, due to its often diagnostic forms, is pottery.

### Results

Two large medieval ditches running north-south were found towards the south of the site; the ditch in Trench 11 was the larger of the two and was 3.4m wide and 2.2m deep (Fig 2). Three sherds of pottery were recovered from the fill of this ditch (early sandy wares, early medieval wares and Grimston ware) helping to possibly date the backfilling of the ditch to between the 13th - 15th century AD. There was only one fill present within the ditch which showed it had been backfilled in a single operation and not left open for any length of time.

The second medieval ditch was in Trench 13 and was on the same alignment as the ditch in Trench 11. The ditch was 4.2m overall and 1.0m at the deepest part (Fig 3). On the left hand side of the main ditch was a second, earlier ditch. The main ditch produced 29 sherds of pottery dating between 11th - 15th centuries AD.

The site was previously subdivided into two separate fields and the old field boundary can be seen on the 1880's 1st edition of the Ordnance Survey map. This boundary ran west to east across the middle of the field and was discovered in the form of a ditch in Trench 15 (Fig 4). However, no pottery was present with the fill, so the date of construction is unclear. The boundary was still present on the 1984 Ordnance Survey map, so the site only became a single field in the last 30 years.

Further shallower ditches were found in trenches 9, 14, 15, 22 and 24. All but that in trench 24, which produced 12th century pottery, remain undated.



Fig 3: Trench 13 ditch looking south



Fig 3: Trench 13 ditch looking south



Fig 4: Trench 15 boundary ditch.

### Summary

The evaluation found archaeological features which were predominantly limited to the southern part of the site. These were probably boundary ditches and are likely to be of medieval date. There was no evidence uncovered to suggest that there was any related settlement close by.

# 7.0: Ecology and Public Open Space



Public Open Space and SUDS location in relationship to the overall development area (not to scale).

## Attenuation Ponds

Scale @ 1:500



North-West SUDS

Wetland meadow will provide additional habitat and foraging ground for wildlife.

Native trees attract wildlife and increase biodiversity along edge of the retention basin.

Native hedgerow will strengthen existing boundary vegetation.



## Green Corridor

Scale @ 1:500



Native shrubs provide a soft edge and a buffer to existing boundary vegetation.

The green corridor ends at a square with shared surfaced and trees within hard standing providing a central feature to the development.

Large trees species e.g. Hornbeam (*Carpinus betulus*) provide a vertical element and visual guide along the primary access road.

Wide grass verges with trees and bulb planting will provide colour, context and interest throughout the year.

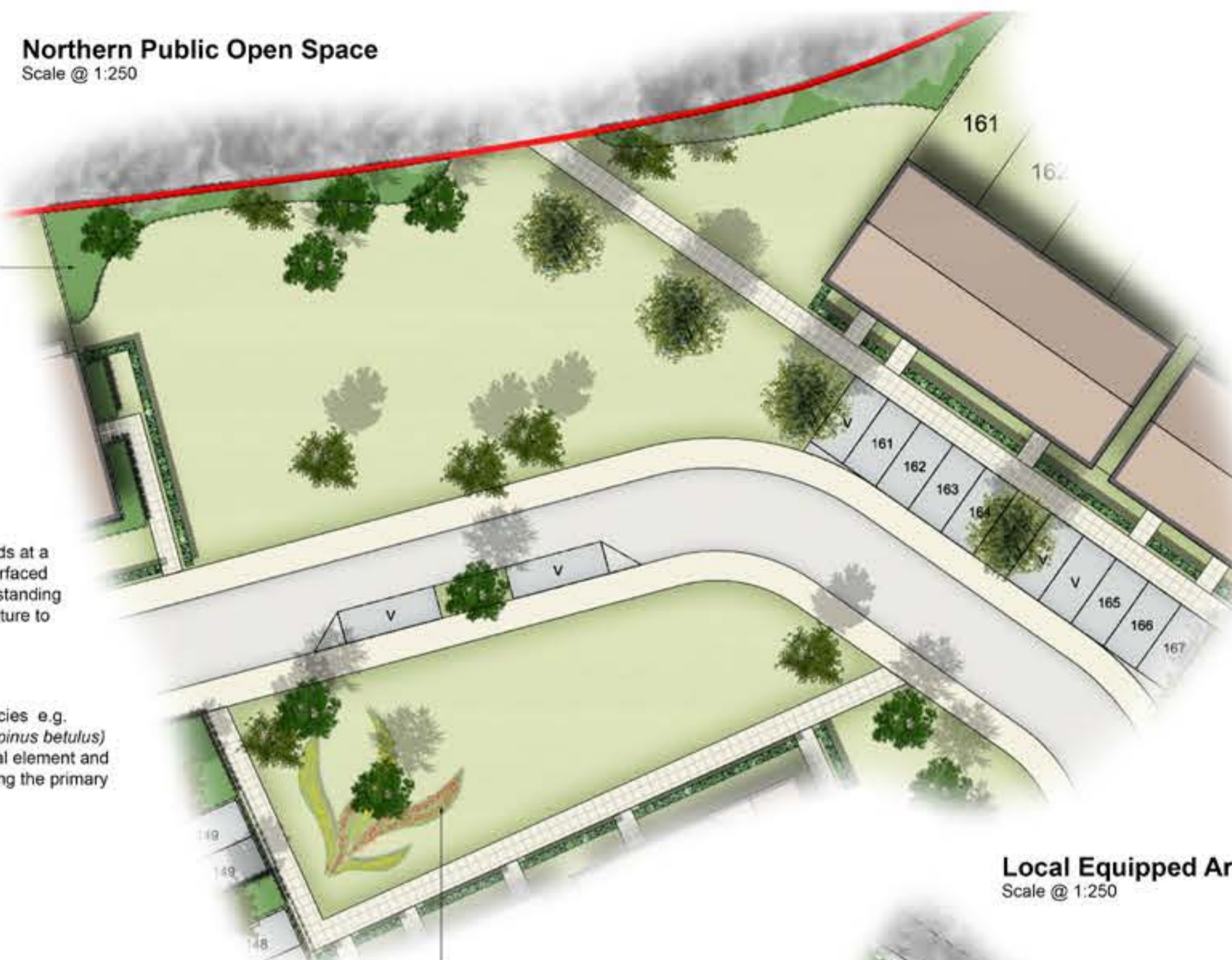
South-West SUDS

Native shrubs and wetland meadow will increase biodiversity and provide visual interest.

Grass verges reflect the existing road frontage character.

## Northern Public Open Space

Scale @ 1:250



Bulb planting will provide colour and interest during spring.

Native hedge and shrub planting will provide a soft edge and buffer along the former railway corridor.

Ornamental shrub planting will stimulate the senses by providing a variety of colours, textures and smells.

Grass mounds and trees provide natural play experience.

Feature trees will form a natural gateway to the proposed development.

Norwich Road



## Local Equipped Area for Play

Scale @ 1:250



Proposed play equipment by Kompan – Robinia line or similar.



# 8.0: Accessibility, Transport and Noise Impact Assessment

## Accessibility

The proposed development is located within a sustainable location which is within an acceptable walking and cycling distance of local facilities including the Primary School



- KEY
- Site Boundary
  - Radius Distance Line
  - 12 Bus route
  - School/College
  - GP-Doctors Surgery/Hospital
  - Library
  - Post Office
  - 1. Supermarket
  - 2. Petrol Filling Station
  - Pharmacy
  - Dentist
  - Leisure
  - 1. Swaffham Rugby Club
  - 2. The Bar List
  - 3. Cricket, football and bowls clubs
  - 4. Swaffham Leisure Centre
  - Bus stops

## Transport

The proposed development of the site will result in a number of new vehicle trips on the highway network. These new trips will access the highway network via Norwich Road. The predicted number of trips generated by the proposed development is shown in the table below.

Proposed Vehicle Trips						
Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person Trips	36	108	144	71	42	113

Table 5.4

## Parking

Car parking will be provided on site for all dwellings in line with Parking Standards for Norfolk 2007 published by Norfolk County Council

The table below shows that the proposed access arrangement complies with the highway authorities minimum standards.



## Noise Impact Assessment

REC Limited have been commissioned by Manor Oak Homes to undertake a Noise Impact Assessment for a proposed residential development on land located off Norwich Road in Swaffham, Norfolk.

This assessment has been undertaken to identify key noise sources in the vicinity of the Site which may have the potential to impact upon the proposed noise-sensitive residential development.

The Noise Impact Assessment has identified that the key noise source impacting upon the development is from road traffic using Norwich Road to the south and commercial noise from the commercial units to the east of the Site.

Accordingly appropriate mitigation has been specified in order to reduce these impacts for both external and internal habitable areas. This includes for acoustic barriers and alternative ventilation to opening a window for certain dwellings with line of sight to Norwich Road.

Subject to the incorporation of the identified mitigation measures, it is considered that in principle, the Site is suitable for the promotion of residential development.

The image below shows the proposed location of acoustic fences required to mitigate the noise impacts as outlined above.

