

**Representation in respect of an Application by Orsted Hornsea Project
Three (UK) Ltd for an Order Granting Development Consent for the
Hornsea Project Three Offshore Wind Farm.**

Response by Richard Gordon Esq.

Planning Inspectorate Reference: EN010080

PINS Reference: 20010691

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For and on behalf of Brown & Co.

Brown & Co is a leading provider of agency, professional and consultancy services across the whole range of rural, commercial, residential, and agricultural markets.

Date: November 2018.

1.0 Introduction

- 1.1 This statement is our response, submitted on behalf of our client Richard Gordon, to the underground cable route proposed as part of the Hornsea Project Three Offshore Wind Farm.
- 1.2 It is our belief that the proposed route for the underground cable submitted, and the likely protective zone, will frustrate and ultimately preclude intended residential development by our client. The following gives background information on the development potential for this part of our client's land.

2.0 Background

2.1 Site

- 2.1.1. The site is currently agricultural land and farmed as part of the Intwood Hall Estate. Intwood Hall is located to the south of Norwich within close proximity to the city of Norwich. The subject land extends to approximately 20 acres (8.20 ha).
- 2.1.2 The land is gently undulating with the land sloping more towards the more northern part of Intwood Lane.
- 2.1.3 The residential development currently located on Intwood Lane is very much characterised by a linear form. The site adjoins the existing development on Intwood Lane to north.
- 2.1.4 The proposed cable route will sever the potential site from existing development.

2.2 Policy Support

2.2.1 South Norfolk Council Local Plan

- 2.2.1.1 Policy 15 of the Joint Core Strategy for South Norfolk Council defines Swardeston as a Service Village within the existing Local Plan in which land will be allocated for small scale housing growth from the period of the 1 April 2008 to 31 March 2026 within the range of 10-20 dwellings. Subject to form, character and servicing constraints.
 - 2.2.1.2 The policy wording goes on to say that whilst the development boundary has been drawn to include the main built form of the village and allocated land:-

“There is an opportunity for limited infill development on Intwood Lane”.
 - 2.2.1.4 The subject land is on Intwood Lane and thus could be considered as suitable for infill residential development.
 - 2.2.1.5 The land could be considered acceptable because of the following reasons:-
 - The site is within a single ownership and therefore there will be no landowner issues over the deliverability/sale of the land.
 - There is a single willing landowner who is looking to achieve planning consent on their land.
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- The land is agricultural (greenfield) and thus there are no major development constraints including buildings to demolish or contamination.

2.2.2 Norwich Policy Area – (Greater Norwich Development Partnership)

2.2.2.1 The Greater Norwich Development Partnership (GNDP) is currently broken down into two distinct areas as far as proposed housing development is concerned. These are:-

1. Norwich Policy Area (NPA)

2. Rural Policy Area (RPA)

2.2.2.2 The land on Intwood Lane, Swardeston is located within the Norwich Policy Area (NPA) of the Greater Norwich Development Partnership (GNDP). This is the defined area of a radius of approximately 5 miles around the city of Norwich.

2.2.2.3 The reason why this area is considered acceptable is because it is located within 3 miles of the main services and facilities of Norwich.

2.2.3 National Planning Policy Framework

2.2.3.1 One of the “golden threads” running through central government planning policy, the National Planning Policy Framework is that development should be sustainable.

2.2.3.2 The village possesses a good range of facilities in particular the garage, bakery, farm shop and public house. There are frequent bus services to the city centre and designated cycle routes.

2.2.3.3 The village is located approximately 3 miles from central Norwich and within approximately 2 miles of the Harford Bridge area where there are a range of local services including 2 major supermarkets, a park & ride, a public house, shops and connections to the main arterial routes of the A47, A11 and A140.

3.0 Conclusion

3.1 It is our client’s belief that the Orsted proposal fails to consider the development potential for this part of Greater Norwich. We believe that the cable route will potentially sterilise an important development area and compromise any potential layouts.

3.2 We believe the site has clear potential for future development as it is deliverable, sustainable and consistent with local and national planning policy. Orsted have refused to acknowledge this.

3.3 Our client respectfully requests that the points contained in this statement are fully considered within the examination process.
