

Planning Committee Agenda

Members of the Planning Committee:

Cllr S Lawn (Chairman)	
Cllr J M Ward (Vice-Chairman)	
Cllr A D Adams	Cllr C Karimi-Ghovanlou
Cllr S C Beadle	Cllr I N Moncur
Cllr N J Brennan	Cllr S M Prutton
Cllr J F Fisher	Cllr S Riley
Cllr R R Foulger	

Pool of trained substitutes

Conservative	Conservative	Liberal Democrat
Cllr S M Clancy	Cllr G K Nurden	Cllr D J Britcher
Cllr J K Copplestone	Cllr C E Ryman-Tubb	Cllr S J Catchpole
Cllr A D Crotch	Cllr M D Snowling	Cllr D G Harrison
Cllr R M Grattan	Cllr J L Thomas	Cllr S I Holland
Cllr K S Kelly	Cllr K A Vincent	Cllr K E Lawrence ** Not trained
Cllr D King	Cllr S A Vincent	Cllr J A Neesam
Cllr K G Leggett	Cllr S C Walker	Cllr L A Starling
Cllr T M Mancini-Boyle	Cllr F Whymark	Cllr D M Thomas
Cllr M L Murrell		

Date & Time:

Wednesday 24 March 2021 at 9:30am

Place:

To be hosted remotely at: Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich

Contact:

Dawn Matthews tel (01603) 430404
Email: committee.services@broadland.gov.uk
Website: www.broadland.gov.uk

PUBLIC ATTENDANCE:

This meeting will be live streamed for public viewing via the following link: [Broadland YouTube Channel](#)

You may register to speak by emailing us at committee.services@broadland.gov.uk no later than 3pm on Friday 19 March 2021

Large print version can be made available

If you have any special requirements in order to attend this meeting, please let us know in advance.

AGENDA

- 1. To receive declarations of interest from members;**
(guidance and flow chart attached – page 3)
- 2. To report apologies for absence and to identify substitute members;**
- 3. To confirm the minutes of the meeting held 24 February 2021;**
(minutes attached – page 5)
- 4. Matters arising from the minutes;**
- 5. Applications for planning permission to be considered by the Committee in the order shown on the attached schedule;**
(schedule attached – page 14)
- 6. Planning Appeals– for the period 12 February to 12 March 2021; (for information);**
(table attached – page 72)

DECLARATIONS OF INTEREST AT MEETINGS

When declaring an interest at a meeting Members are asked to indicate whether their interest in the matter is pecuniary, or if the matter relates to, or affects a pecuniary interest they have, or if it is another type of interest. Members are required to identify the nature of the interest and the agenda item to which it relates. In the case of other interests, the member may speak and vote. If it is a pecuniary interest, the member must withdraw from the meeting when it is discussed. If it affects or relates to a pecuniary interest the member has, they have the right to make representations to the meeting as a member of the public but must then withdraw from the meeting. Members are also requested when appropriate to make any declarations under the Code of Practice on Planning and Judicial matters.

<p>Have you declared the interest in the register of interests as a pecuniary interest? If Yes, you will need to withdraw from the room when it is discussed.</p>
<p>Does the interest directly:</p> <ol style="list-style-type: none"> 1. affect yours, or your spouse / partner's financial position? 2. relate to the determining of any approval, consent, licence, permission or registration in relation to you or your spouse / partner? 3. Relate to a contract you, or your spouse / partner have with the Council 4. Affect land you or your spouse / partner own 5. Affect a company that you or your partner own, or have a shareholding in <p>If the answer is "yes" to any of the above, it is likely to be pecuniary.</p> <p>Please refer to the guidance given on declaring pecuniary interests in the register of interest forms. If you have a pecuniary interest, you will need to inform the meeting and then withdraw from the room when it is discussed. If it has not been previously declared, you will also need to notify the Monitoring Officer within 28 days.</p>
<p>Does the interest indirectly affect or relate any pecuniary interest you have already declared, or an interest you have identified at 1-5 above?</p> <p>If yes, you need to inform the meeting. When it is discussed, you will have the right to make representations to the meeting as a member of the public, but you should not partake in general discussion or vote.</p>
<p>Is the interest not related to any of the above? If so, it is likely to be an other interest. You will need to declare the interest, but may participate in discussion and voting on the item.</p>
<p>Have you made any statements or undertaken any actions that would indicate that you have a closed mind on a matter under discussion? If so, you may be predetermined on the issue; you will need to inform the meeting, and when it is discussed, you will have the right to make representations to the meeting as a member of the public, but must then withdraw from the meeting.</p>

**FOR GUIDANCE REFER TO THE FLOWCHART OVERLEAF.
PLEASE REFER ANY QUERIES TO THE MONITORING OFFICER IN THE FIRST
INSTANCE**

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



Minutes of a meeting of the **Planning Committee** held via video link on **Wednesday 24 February 2021 at 9.30am.**

A roll call was taken and the following members were present:

Cllr S Lawn – Chairman

Cllr A D Adams
Cllr S Beadle
Cllr N Brennan
Cllr J Fisher

Cllr R Foulger
Cllr C Karimi-Ghovanlou
Cllr K Leggett

Cllr S Prutton
Cllr S Riley
Cllr J M Ward

In attendance were the Assistant Director Planning, Area Team Managers (BB and MR) and Democratic Services Officers (DM and LA).

170 DECLARATIONS OF INTEREST UNDER PROCEDURAL RULE NO 8

Member	Minute No & Heading	Nature of Interest
Cllr Adams	175 – Application no: 20200640 – Land at Manor Park, Drayton	County Councillor for the area – had taken no part in any conversations about the application.

171 MINUTES

The minutes of the meeting held on 27 January 2021 were agreed as a correct record and signed by the Chairman.

172 MATTERS ARISING

Minute no: 175 Application no: 20201976 – Land Adjacent to Sunny Acres, Yarmouth Road, Blofield, NR13 4LH

The Assistant Director Planning advised members that this application would need to be referred back to Committee for further consideration as additional information had now been received from Highways England which raised material matters which needed to be taken into account. The applicant had been informed of the current situation and had requested time to consider the additional information from Highways England.

173 APOLOGIES FOR ABSENCE

An apology for absence was received from Cllr I Moncur.

In respect of the decisions indicated in the following minutes, conditions or reasons for refusal of planning permission as determined by the Committee being in summary form only and based on standard conditions where indicated and subject to the final determination of the Director of Place.

174 APPLICATION NUMBER 20200202 – LAND AT GREEN LANE EAST, LITTLE PLUMSTEAD

The Committee considered an application for the development of up to 130 market and affordable dwellings, a 92 bed extra care independent living facility (use class C3) and a medical centre (use class D1) with all matters reserved except access (Outline).

The application was reported to Committee as it was contrary to the provisions of the development plan and the officer recommendation was for approval. In addition the local member had requested that the application be determined by the Planning Committee for appropriate planning reasons.

Members noted the location and context of the site as set out in detail in the report. Their attention was drawn to the supplementary schedule and an additional plan received showing the extent of the proposed off site footpath/cycleway between Thorpe End village hall and the existing public footpath exiting onto Plumstead Road.

The Committee heard from Andrew Cawdron – Gt and Lt Plumstead Parish Council (objecting), James Millard – agent, Cllr F Wymark - Norfolk County Councillor for Wroxham (supporting) and Cllr S Vincent - local member (objecting).

The key issues in determining the application were the principle of the development, material considerations, affordable housing provision and the impact on highway safety, the character and appearance of the area, residential amenity, ecology and flooding and drainage.

In assessing these issues, members were of the view that this was a finely balanced application. Some members felt the site was not a sustainable location and the benefits of the scheme were not sufficient to outweigh the fact that the site was outside the settlement limit and contrary to policy GC2 of the Development Management DPD. The main benefit of the proposal was the provision of a medical centre but it was felt this site was not the right location for such a facility and that this should be provided on the current allocated site at GT16.

Other members, however, supported the view that the combined benefits of the scheme outweighed the harms. The development would provide market and affordable homes and deliver benefits to the community through the provision of an extra care facility, a medical centre and a footpath/cycleway along Plumstead Road. There was demonstrated need for the medical centre, indeed it could be argued that there would be sufficient need for this facility in

addition to that allocated at GT16. It was felt the site was in a sustainable location and would provide significant social and economic benefits. The development would not result in demonstrable harm to the general character and appearance of the area, to residential amenity, highway safety, ecology or flooding and drainage. A proposal for refusal having been voted on and lost, members then voted on a proposal to support the officer's recommendation and it was, by way of a roll call,

RESOLVED:

to delegate authority to the Assistant Director of Planning to **APPROVE** application 20200202 subject to the satisfactory completion of a Section 106 Agreement relating to the following heads of terms, further agreement of terms in relation to triggers for the delivery of the extra care housing and subject to the following conditions:

Heads of Terms:

- (1) Safeguard 1 Acre of land for a Medical Centre as shown on plan reference RAC – SL 01e;
- (2) Safeguard 3 Acres land for an Extra Care site as shown on plan reference RAC – SL 01e;
- (3) Pre-commencement condition to deliver the access and services to the boundary of the medical centre site.

A Reserved Matters/Full planning application for the Medical Centre to be submitted within 12 months

Conditions:

- (1) Time limit
- (2) Details of reserved matters
- (3) Plans and documents
- (4) Highways – visibility splays
- (5) Highways – on-site parking for construction workers
- (6) Highways – construction traffic management plan
- (7) Highways – development to comply with construction traffic management plan for duration
- (8) Highways – scheme for off-site highway works
- (9) Highways – off-site highway works to be completed to written satisfaction of LPA
- (10) Highways – Traffic Regulation Order for extension of the existing 30mph speed limit
- (11) Highways – Interim Travel Plan to be submitted
- (12) Highways – implementation of Interim Travel Plan
- (13) Highways – details of footpath / cycleway along Plumstead Road to be provided
- (14) Drainage scheme to be submitted and approved
- (15) AIA, AMS and TPP to be submitted and approved
- (16) Ecology – compliance with Ecological Appraisal

- (17) Ecology – further great crested newt survey
- (18) Ecology – Ecological Appraisal – survey validity
- (19) Ecology – lighting design strategy to be submitted
- (20) Ecology – ecological design statement to be submitted
- (21) Site investigation report to be submitted and approved
- (22) Unexpected contamination
- (23) 10% renewable to be agreed
- (24) Materials Management Plan – Minerals
- (25) Fire Hydrant

175 APPLICATION NUMBER 20200640 – LAND AT MANOR PARK, DRAYTON

The Committee considered an application for the erection of 267 dwellings with associated vehicular access, landscaping, open space, car parking and pedestrian links.

The application was reported to Committee as it was being recommended for approval contrary to the current development plan policies.

Members noted the location and context of the site as set out in detail in the report.

The Committee then heard from Graham Everett – local resident (supporting) and Jonathan Lieberman – applicant.

The key issues in determining the application were the principle of the development, housing land supply and the planning history including previous planning obligations. Other key issues included the impact on highway safety, flood risk, the character and appearance of the surrounding area, adjacent listed buildings, existing landscaping and biodiversity and the residential amenity of neighbouring properties and of potential future occupants.

In considering these issues, members were of the view that, despite being outside the settlement limit, the site was a sustainable location for this scale of development, being close to a wide range of facilities and amenities with public transport links to Norwich and the wider area. The site was allocated for housing with the allocation originally being for 200 dwellings. It was noted that, subsequently, outline permission had been granted to increase this to 250 dwellings which remained extant. Whilst the proposal did not accord with the development plan due to the number of dwellings proposed, the additional 17 dwellings sought under the current application could be accommodated with no adverse impact subject to conditions.

A range of social and environmental benefits would be secured including an expansion of the doctor's surgery, a network of footpaths and an increase in financial contribution towards the proposed traffic calming scheme bringing forward its implementation. The development would also make a positive

contribution to meeting the housing targets set out in the JCS for housing growth in the Norwich Policy Area.

In answer to a question regarding the proposed traffic calming scheme for the Carter Road area, members noted that the measures were still to be developed in consultation with the local community but that a contribution of £50k had been set aside by the developers for delivery of the traffic calming scheme.

It was then proposed, duly seconded, that the officer recommendation to delegate authority to the Assistant Director Planning to approve the application subject to the completion of a Section 106 agreement and conditions be supported. On being put to the vote, by way of a roll call, it was

RESOLVED:

to delegate authority to the Assistant Director Planning to **APPROVE** application 20200640 subject to the completion of a Section 106 agreement and conditions:

- (1) Affordable housing at 33%,
- (2) Recreation, play space and open space provision including the infiltration basins,
- (3) Green Infrastructure,
- (4) Allotment provision,
- (5) Land for expansion of the doctor's surgery, and
- (6) Public transport contributions

and subject to the following conditions:

- (1) Time limit
- (2) In accordance with submitted drawings as amended
- (3) Details of external materials to be submitted and approved. Work to be carried out as approved
- (4) Archaeological written scheme of investigation and implementation to be submitted and approved. Work to be carried out as approved
- (5) Minerals Resource Assessment and Management Plan to be submitted and approved. Work to be carried out as approved
- (6) Ground conditions investigation to be submitted and approved. Work to be carried out as approved
- (7) Construction Environmental Management Plan to be submitted and approved. Work to be carried out as approved
- (8) Highways - Detailed plans of roads, footways etc. to be submitted and approved
- (9) Highways - Works to be carried out as approved
- (10) Highways - Prior to occupation surfacing to be constructed to binder course construction
- (11) Highways – Footways and cycleways to be surfaced in accordance with a phasing plan to be approved

- (12) Highways – Visibility splays at School Road to comply with submitted detail
- (13) Highways – On-site parking for construction workers
- (14) Highways - Construction Traffic Management Plan to be submitted and approved
- (15) Highways – Development to comply with approved Construction Traffic Management Plan
- (16) Highways – Details of off-site highway improvement works to be submitted and approved
- (17) Highways – Development to comply with approved off-site highway improvement works
- (18) Highways – Detailed plans of the traffic calming measures at Carter Road/George Drive to be submitted and approved
- (19) Highways – Development to comply with approved traffic calming measures
- (20) Highways – Travel plans to be submitted and approved
- (21) Highways – Travel plans to be implemented as approved
- (22) Landscaping – Plans and details including provision of hard and soft landscaping and boundary treatments, implementation and maintenance programme to be submitted and approved. Works then to be carried out as approved
- (23) Tree protection to be installed as set out in the submitted AIA
- (24) Surface water drainage scheme to be submitted and approved
- (25) Prior to works above slab level a foul water drainage scheme to be submitted and approved
- (26) Development to take place in accordance with the noise mitigation measures as set out in the submitted acoustic report
- (27) Development to take place in accordance with the submitted Ecology Assessments and Landscape proposals. Additional enhancements required relating to nesting birds and hedgehogs
- (28) Biodiversity Enhancement and Management Plan to be submitted and approved. Works to then be undertaken as approved
- (29) Biodiversity Method Statement required
- (30) Lighting Design Strategy for biodiversity to be submitted and approved, works then undertaken as approved
- (31) Ecology surveys lifespan if commencement of development is delayed beyond specified date
- (32) Badger survey to be undertaken and necessary mitigation measures included, to be submitted and approved. Works to then be undertaken as approved
- (33) Fire Hydrants to be provided as required
- (34) Development to incorporate renewable energy technologies and water efficiency to accord with Policy 3 of the JCS.

[The Committee adjourned for a 5 minute comfort break following which a roll call was taken to confirm that all members as recorded above were in attendance.]

176 APPLICATION NUMBER 20202268 – DAIRY FARM, WROXHAM ROAD, COLTISHALL NR12 7AH

The Committee considered an application for the demolition of the existing barn and replacement with two dwellings and associated garages plus private drive.

The application was reported to Committee as the officer recommendation was contrary to the provisions of the development plan.

Members noted the location and context of the site as set out in detail in the report.

The Committee heard from Nicholas Hoffman – resident (objecting), Tracy Lister - resident (objecting) and Dale Cooper – applicant.

The key considerations were the principle of development and the impact on the character and appearance of the area, on residential amenity and on highway safety.

Having regard to these issues members felt that, whilst the site was outside of the settlement limit, the conversion of the barns into two dwellings with a similar floor space to those the subject of the extant permission (ref. 20201070) granted via the Part Q prior approval process to convert the barn into two dwellings was a material consideration that weighed in favour of the application. Indeed it was considered that the new proposal was visually more acceptable than that originally supported. There were no significant adverse impacts on the character and appearance of the area, on residential amenity and on highway safety and the application represented an acceptable form of development that complied with the remaining relevant policies of the development plan.

With regard to representation made about the removal of an existing hedge, overlooking and potential use of the garage for accommodation, members noted that conditions were included to deal with boundary treatment and removal of pd rights applicable to the garage and that the only window in the west elevation was an obscure glazed bathroom window and a velux window in the roof slope.

It was therefore proposed, duly seconded, that the officer recommendation be supported. On being put to the vote, by way of a roll call, it was

RESOLVED:

to **APPROVE** application 20202268 subject to conditions:

- (1) Time limit – full planning permission
- (2) In accordance with submitted drawings

- (3) Submission of external materials
- (4) Submission of landscaping scheme
- (5) Contaminated land - investigation
- (6) Implementation of approved remediation scheme
- (7) Construction of vehicular access
- (8) Position of gates/obstruction
- (9) Provision and retention of the parking and turning area
- (10) First floor side window in Plot 2 to be installed with obscured glass
- (11) No roof lights in west elevation of garage of Plot 2
- (12) Water efficiency

177 APPLICATION NUMBER 20202317 – WOODVIEW, 81 FAKENHAM ROAD, GREAT WITCHINGHAM, NR9 5AE

The Committee considered an application for the sub-division of the plot and erection of 2 detached dwellings with garaging and new vehicular access.

The application was reported to Committee as the proposal was outside of the settlement limit and recommended for approval.

Members noted the location and context of the site as set out in detail in the report. Their attention was drawn to supplementary schedule and a request from the applicant for an additional condition relating to boundary treatments.

The key considerations were the principle of development, design and the impact on amenity, highway safety and parking.

Members had regard to the fact that although the site was outside the settlement limit, there was an extant planning permission for a similar proposal which carried significant weight in determining the principle of the development and the suitability of the location. They felt that the development would not result in demonstrable harm to the general character and appearance of the area, residential amenity or highway safety and on balance the application should be supported. . It was therefore proposed, duly seconded, that the officer recommendation be supported. On being put to the vote, by way of a roll call, it was

RESOLVED:

to **APPROVE** application 20202317 subject to conditions:

- (1) Time limit
- (2) In accordance with plans and documents
- (3) Details of external materials
- (4) Highways – Vehicular access provided and retained as shown on plans
- (5) Highways – Access to be maintained in perpetuity with minimum width of 5.5m for at least 6 metres into the site
- (6) Highways – Access visibility spays
- (7) Highways – On-site parking and manoeuvring areas as shown on plans

- (8) Highways – Access from Fakenham Road only
- (9) Tree Protection Plan
- (10) Landscaping Scheme
- (11) Removal of permitted development rights (Schedule 2, Part 1 of GPDO)
- (12) Contaminated land during construction
- (13) Boundary treatments to be agreed with the LPA and undertaken as approved.

178 PLANNING APPEALS

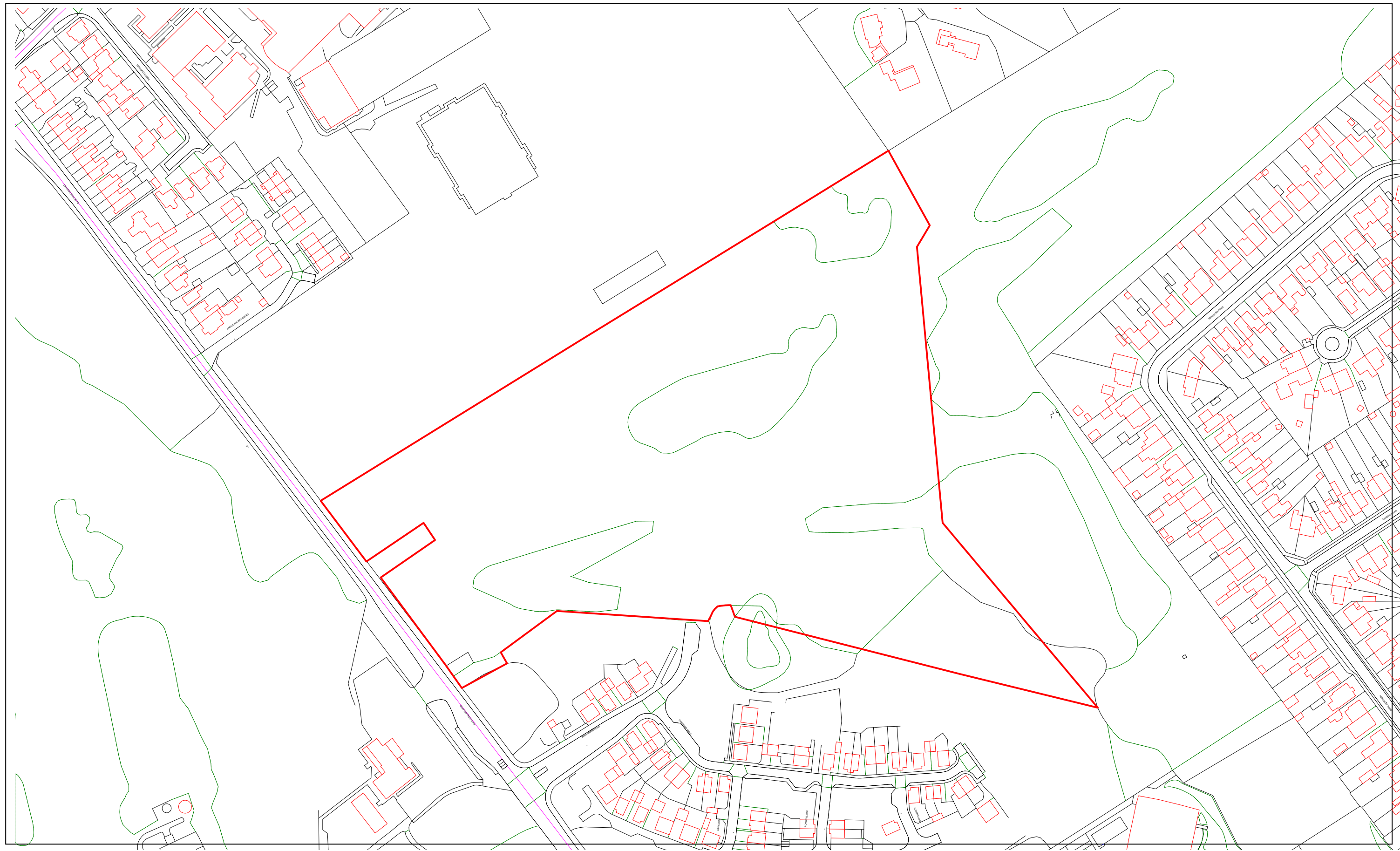
Members noted the appeals lodged and decisions received for the period 15 January 2021 to 12 February 2021.

The meeting closed at 12:50pm

DRAFT

SCHEDULE OF APPLICATIONS TO BE CONSIDERED

Area	Application No	Location	Officer Recommendation	Page No
1	20201679	Royal Norwich Golf Club, Drayton High Road, Hellesdon	Delegate authority to the Director of Place to APPROVE subject to conditions	16
2	20201275	Fengate Farm, Marsham	Delegate authority to the Assistant Director Planning to APPROVE subject to conditions and completion of a Section 106 Agreement with Heads of Term	57
3	20210135	12 Grange Close, Old Catton	APPROVE subject to conditions	67



Application No: 20201679

Royal Norwich Golf Club, Drayton High Road, Hellesdon, NR6 5AH

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Scale:
1:1250

Date:
15-Mar-21

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Application No: [20201679](#)
Parish: **Hellesdon**

Applicant's Name: Persimmon Homes (Anglia)
Site Address: Royal Norwich Golf Club, Drayton High Road, Hellesdon, NR6 5AH
Proposal: Reserved matters application for appearance, scale, landscaping and layout following outline planning permission 20151770 (as amended by S73 Permission 20171514 (for up to 1000 dwellings)), for Phase 2 comprising 157 dwellings and associated works including open space, sustainable urban drainage systems, landscaping, infrastructure and earthworks

Reason for reporting to committee

The District Councillor has requested the application be determined by Planning Committee for appropriate planning reasons set out in section 4.

Recommendation summary:

Delegate authority to the Asst Director Planning to approve subject to conditions.

1 Proposal and site context

- 1.1 The application, as amended, seeks reserved matters approval for the construction of 157 dwellings and associated infrastructure as listed in the description of development. The reserved matters for which permission is sought are layout, scale, appearance and landscaping. The application is made pursuant to 20151770, subsequently varied by s73 permission 20171514, which is a hybrid consent granting full planning permission for 95 dwellings and outline permission for up to 1000 dwellings and associated infrastructure including land for a primary school, community uses and formal and informal recreation. Phase 1 for which full permission was granted under the hybrid consent has commenced and is anticipated to be completed by Spring 2021.
- 1.2 The site was allocated in the Site Allocations DPD 2016 as Policy HEL2. As the name suggests it was formerly home of the Royal Norwich Golf Club which, in accordance with the allocation and subsequent hybrid permission, has relocated to Western Longville allowing the site to be developed for residential development and associated infrastructure in accordance with the hybrid permission. Given the previous use of the site it is characterised by open spaces, undulating land and pockets of trees and woodland which would have previously framed the course.
- 1.3 The area of the site subject to this current application represents Phase 2 of the development. It measures approximately 7ha and is irregular in shape.

To the north of the site are playing fields belonging to Hellesdon High School, to the east is Phase 3 of the development which would be subject to a later reserved matters application, beyond which the site is bounded by residential dwellings which back on to the site. To the south is Phase 1 currently under construction but approaching completion. To the west of the site is Drayton High Road, beyond which is the remainder of the former Royal Norwich Golf Course where phases 4, 5 and 6 of the development are located which will include provision for residential development, a primary school, 2ha of formal playing pitches and a community building.

- 1.4 The entire former Royal Norwich Golf Course site is subject to a provisional Tree Preservation Order reference TPO 2020 (No 9) which was issued after the submission of the reserved matters application. A copy of the TPO is attached as Appendix 1. At the time of writing the TPO has not been confirmed.
- 1.5 The site of Phases 1, 2 and 3 contains undulating land with high points to the east and west creating a valley through the middle, within which the site is susceptible to overland surface water flooding. To address this and ensure that the development is not impacted by this risk of flooding, or increase the risk of flooding upstream or downstream, engineering works are required to remodel the ground profile to direct the overland flow safely through the site.
- 1.6 The housing mix proposes 105 market dwellings and 52 Affordable dwellings (33%) and is as follows:

1 bed: 6
2 bed: 41
2 bed + study: 30
3 bed: 46
4 bed: 32
5 bed: 2

Of the affordable dwellings the tenure split is 60:40 Affordable Rent: Intermediate in accordance with the Section 106 agreement for the hybrid application.

2 Relevant planning history

- 2.1 [20151770](#): Hybrid Application: (1) Outline proposals for the demolition of the existing club house and associated structures and development for up to 1,000 homes and associated infrastructure including up to 2ha of land to be reserved for a primary school site, approximately 1,900m² for D1/D2 community use and associated car parking and up to 15.45ha for informal and formal open space plus off-site highway works. (2) Detailed proposals for the first phase of 108 dwellings and associated infrastructure plus the off-site highway works to serve phase one and the overall scheme.

Approved 16 December 2016.

- 2.2 [20171514](#): Variation of condition 5 of planning permission 20151770 (to amended Phase 1 layout). Approved 28 June 2018.
- 2.3 [20181963](#): Variation of condition 5 of planning permission 20151770 (as amended by 20171514) to amend layout and house types for phase 1B. Approved 10 May 2019.

3 Planning Policies

3.1 National Planning Policy Framework (NPPF):

NPPF 02 : Achieving sustainable development
NPPF 03 : Plan-making
NPPF 04 : Decision-making
NPPF 05 : Delivering a sufficient supply of homes
NPPF 08 : Promoting healthy and safe communities
NPPF 11 : Making effective use of land
NPPF 12 : Achieving well-designed places
NPPF 14 : Meeting the challenge of climate change, flooding and coastal change
NPPF 15 : Conserving and enhancing the natural environment

3.2 Joint Core Strategy (JCS):

Policy 1 : Addressing climate change and protecting environmental assets
Policy 2 : Promoting good design
Policy 3: Energy and water
Policy 4 : Housing delivery
Policy 5 : The Economy
Policy 9 : Strategy for growth in the Norwich Policy Area
Policy 12 : The remainder of the Norwich Urban area, including the fringe parishes
Policy 20 : Implementation

3.3 Development Management Development Plan Development Plan Document (DM DPD) 2015:

Policy GC1: Presumption in favour of sustainable development
Policy GC2: Location of new development
Policy GC4: Design
Policy EN1: Biodiversity and Habitats
Policy EN2: Landscape
Policy EN3: Green Infrastructure
Policy EN4: Pollution
Policy RL1: Provision of formal recreational space
Policy TS3: Highway safety

Policy TS4: Parking guidelines
Policy CSU4: Provision of waste collection and recycling facilities within major development
Policy CSU5: Surface water drainage

Site Allocations Development Plan Document 2016:

Policy HEL2: Land at the Royal Norwich Golf Course

Hellesdon Neighbourhood Plan:

Policy 1: The Hellesdon Green Grid
Policy 3: High Quality Residential Neighbourhoods

3.4 Supplementary Planning Documents (SPD):

Recreational Provision in Residential Development SPD
Parking Standards SPD

4 Consultations

4.1 Conservation and Tree Officer:

I don't object to the majority removal of G38, the poplar in particular are of poor quality and in my opinion unsuitable to be retained in residential gardens. There is opportunity to retain some of the better quality trees around the parking areas with no-dig, tree friendly surfaces. The submitted Arboricultural reports are lacking in detail and as discussed, I would support an overlay of more detailed tree information with the layout to be produced to give a clearer impression of how good quality, existing trees could be integrated. A "green barrier" between the school and the development should be retained. The hedge currently is mixed species and the section we looked at was predominantly elm. Replacement hedge planting to create a more robust barrier and tree planting in the rear gardens of dwellings should be encouraged and specified on landscape plans. At the northern tip of this phase, I would like to explore a reconfiguration of the road layout, this would result in a reduction of units but this amendment would allow the retention of the majority of the trees in Group 37. I've made a rough outline on the map below to illustrate what I mean. This would obviously need to be more refined but is a relatively simple gain in terms of tree retention of good quality trees.

The central group of trees, G40 has some very high quality trees, there is opportunity to retain trees in this central area within private gardens, subject to level changes. It is disappointing the tree chosen to be retained at the junction head is a twin stemmed oak with a less than ideal union at the base of the two stems. The tree does not present an unacceptable risk to safety but better quality trees are located within the group and again, I

encourage a reconfiguration of these units to retain the better quality trees and to integrate them into the layout. The submitted tree information does not clearly identify or locate these better quality trees.

At the south east of the site are located two retained oak trees, two further oak trees located within G32 to the west are very high quality trees. I would strongly encourage a redesign of this area to enable all four of the oak trees to be retained.

Comments on amended plans:

Pleased to see phase two has now been reconfigured to accommodate the best quality oak trees on site. I support the change to the central layout to remove the twin stemmed oak in order to retain T28.

Also happy to see the revised layout in the eastern entrance area will retain more of G32 to include all four high quality oak trees.

The tree protection measures are appropriate, please could you condition their implementation. It's disappointing more of G37 cannot be retained but I understand the engineering issues and level changes on site make this option unfeasible. The landscape proposals submitted indicate 181 individual trees will be planted. Some are 20-25cm girth, in my experience very large nursery stock and can be difficult to establish effectively. Without a clearly specified watering and establishment programme, set out and provisioned, for a minimum of 3 years, the trees are likely to struggle to get going. Smaller stock can often establish faster and suffer less transplant shock. There is opportunity to provide additional tree planting along the highway verges, situated between properties where possible, to enhance the new street scene.

The parish have identified a significant Hawthorn within G40, it's difficult to establish from the survey details where this tree is located. All Hawthorns are indicated as of no significance, small suppressed or of poor form, could the location of the Hawthorn be clarified? The proposed boundary treatment with the school will be a significant change to the current vegetation composition. The landscape plan has specified 4 different fastigate species to replace the poplar (along with a native species hedge). To be an effective "replacement" wildlife corridor the mitigation provided should where possible enhance, the value and integrity of the corridor, I'm not convinced the planting meets this. Is there scope to increase the value by planting in the school land?

Comments on amended plans:

With reference to the Hawthorn identified by the Parish Council: In my opinion the Hawthorn, although a good quality tree and could fall into the notable category, does not meet the criteria of an ancient or veteran tree and therefore provided additional status through the NPPF, in addition, the

trees provided in the landscape plans do now provide a suitable compensation strategy.

Street trees have now been provided which I support.

I support additional trees planted to enhance the streetscene and northern boundary, the watering and establishment programme will be critical to the successful establishment of the new trees on site, we may need to discuss how best to condition this.

I support the Landscape Strategy Plan, in terms of the areas of grass around the retained oaks, being left uncut as wildlife areas to remove any pressure to crown lift these trees. It may be appropriate to list the four oak trees individually in any future TPO.

4.2 Contracts Officer:

Tracking plans are required. All properties must have collection points shown. Specific comments provided in respect of bin collection points which need to be addressed.

Comments on amended plans:

Please that a lot of the previous comments have been addressed however please provide collection points and bin storage points for all individual properties. Plumstead Flats – the location of the bin/cycle store is much better and has easy access from the road however a plan of this is required. Specific comments on bin collection points and clarification required over extent of adoptable roads. Specific comments regarding the tracking plans and the need to ensure that a refuse vehicle can easily manoeuvre through the site.

Comments on amended plans:

I am pleased to see bin collection and storage points for all of the properties on the site. They all look to be in suitable locations. I am also pleased to see that most of my previous comments have been addressed.

- (1) With regards to document 20201679 2021_02_22 Amended Dwg No RNGC2_EL41 Bin and Cycle Store; the recycling bins and general waste bins should be located on either side of the bin store and not grouped up as they are on the plan currently. The bins should be accessible, without having to move another bin out of the way.
- (2) With regards to document 20201679 2021_02_22 Amended Dwg No 47143_SK0006_C Refuse Vehicle Tracking. My previous comment around 'shunting' has not been addressed. Apologies if I was not clear before. See below for an example of where I understand that the vehicle is having to stop mid-way through a reversing manoeuvre

to adjust and then move again. This is not acceptable and needs to be removed.

- (3) A general note to say that thought should be given to the provision of dog and litter bins around the development. See the following taken from our Planning Guidance Notes for Waste: The Council empties litter and dog bins on public highways, footways, lay-bys, verges and other Council owned land. Bins on private land are the responsibility of the landowner or land manager. The location of any litter or dog bins on public highways, footways, lay-bys, verges and public open space that the Council is to be responsible for should be agreed prior to any installation to ensure that bins can be serviced safely and access is available. Generally, bins should be installed as close to the adopted highway as possible to allow for access.

Comments on amended plans:

Awaited.

4.3 Designing Out Crime Officer:

The first phase generated some considerable crime during construction with incidents of commercial burglary, theft and criminal damage culminating in the burglary of the show home. I would be interested in speaking to you about possibility of a planning condition – to ensure appropriate perimeter boarding and improved security is in place for this phase. This might be something we are hoping to push for in future applications county-wide to ensure security of a larger development is taken seriously from stage 1 and not assumed that the crime it generates is a necessary evil.

Comments on specifics of scheme:

Layout & Orientation of buildings: I have no further comments on the road layout proposed. The design indicated gives active surveillance over the street scene and produces a general pattern of back to back gardens which is a secure strategy. The mixed housing stock will assist to provide a varied community and will enable a greater potential for homes to be occupied throughout the day – this assists with natural surveillance, community interaction and environmental control.

Amenity Spaces:

Good surveillance from ‘active windows’ has been provided over all open communal areas.

Dwelling Boundaries: Expectations are for 1.8m closeboard fencing to be installed to the side and rear of dwellings. The side gate to be of same construction & height and lockable (NB/ a single pressure bolt located to the top of the internal side of gate is not secure). It is strongly recommended

where there is a shared rear path, the lockable gate is as close to the build-line as possible to avoid unnecessary recesses. Further protection may be required for some of the units adjacent open space or gable ends in order to prevent 'accidental contact' with dwelling or other unsociable activities.

Parking:

There is good provision for parking on hard standing within the dwelling boundary for many parts of the development. Two of the communal parking areas are unfortunately located to the rear, these rear courtyards are discouraged for security reasons. Furthermore, there are no 'active' windows intended to provide surveillance over 8x spaces allocated for units #194-197 and 9x car spaces associated with #199-204 – with missed opportunities on blank gable ends and no borrowed guardianship from neighbouring units. This is not recommended for a communal parking design. In addressing some of the vulnerabilities posed by rear communal parking I seek confirmation that this part of the development does not provide potential public access to shared garden paths with lockable gates used where required.

Comments on amended plans:

Indication of defensive planting on revised site plan is acknowledged and supported. Consider additional planting or posts to parking for unit 234.

There are some changes of layout regarding communal parking areas. Surveillance is limited.

Recommend lockable gates on shared paths.

4.4 Emergency Planning Officer:

As the development is not in an Environment Agency Flood Zone no further comment is required from an Emergency Planning.

4.5 Environmental Quality Team:

I have reviewed the Noise Assessment by Loven Acoustics dated 27 August 2020 for Phase 2 of the scheme. The report concludes that internal mitigation and boundary treatments are required to protect the future occupants from noise. These measures need to be implemented.

I note that a site investigation for contamination is also required for Phase 2 in relation to condition 8 of 20151770.

4.6 Highway Authority:

Requests that the following information is provided:

- The layout will need to be tracked by the required refuse vehicle.
- The spine road from phase 1 is 6.0m wide, which must be maintained through this development to the signal controlled junction. The road would appear to have been drawn 6.0m wide but has been incorrectly labelled as 5.5m.
- It is not appropriate to have a 3.0m wide cycle path adjacent to a shared surface road.
- In addition to point 3 above, due to phase 3 (approx. 150 dwellings) also being served from this development, it would be preferable for the shared surface road adjacent to plots 238 – 261 to be upgraded to a standard 5.5m wide carriageway with footways, as necessary, to provide an alternative route to / from Drayton High Road. 5. Remove the speed table on the bend adjacent to plot 161.
- The roads adjacent to plots 218 – 237 and 238 – 261 are too straight to maintain appropriate vehicle speeds in a 20mph zone.
- Forward visibility on the inside of the bends adjacent to plots 161 and 151 / 152 will be required.
- The spine road through Phase 1 is subject to a 30mph speed limit, with only the side roads subject to a 20mph zone. Show the location of the 20mph zone gateways in phase 2.
- Provide 2.4 x 33m visibility at all junctions onto the estate roads from adopted roads and shared private drives.
- Provide a size 5 turning area at the end of the shared private drive serving plot 217.
- Plots 117 – 126 must be served via an adopted road and will require visibility splays measuring 2.4 x 25m at the junction between plots 113 & 128. Alignment of the private drive serving plot 129 – 134 is unacceptable.
- Any junction between two shared surface roads should provide radii measuring at least 4.0m.
- If plots 194 – 198 and 199 – 204 are to be reliant on rear parking courts, it is likely there will be significant on-street parking adjacent to the POS and nearby junction to the detriment of highway safety, unless additional lay-bys are provided.
- Tandem Parking spaces in rear parking courts are unlikely to be fully utilised resulting in increased levels of on-street parking adjacent to these dwellings.
- Ensure pedestrian access, clear of parking areas, is provided from the highway to the front door of all dwellings.
- No on-street parking provision in the form of lay-bys has been provided for visitors.
- Where lay-bys are used for allocated parking spaces, they should be 6.0m long.

Comments on amended plans:

With reference to the amended layout shown on drawing RNGC2-PL01 Rev C, I would comment as follows:

- Due to the significant amendments that have occurred since the original submission, a plan dimensioning the proposed centreline radius of bends should be provided.
- The raised table adjacent to plots 197/198 can be removed.
- A cyclepath adjacent to the new 5.5m wide link road, replacing the previous shared surface link, is not required and can therefore be reduced to a 1.8m footway.
- Forward visibility should be shown, as previously requested on the inside of the bends adjacent to plots 150 and 158/159. If necessary, the cyclepath should be widened to secure any additional land to achieve this requirement.
- Reduce the scale of junction serving plots 123 – 133 to a layout the same as the junction serving plots 110-118.
- No on-street (lay-by) visitor parking provision has been provided, as previously requested.
- Pedestrian access to plots 137 & 138 clear of the parking spaces has not been provided.
- Radii measuring 10.0m should be provided at all three junctions.
- Ensure the side stub of all size 3 turning areas at the end of adopted shared surface roads are 5.8m wide.
- The manoeuvring of a refuse vehicle through the development, including the shared surface roads must be achievable entirely within the highway. Some areas look very tight, resulting in some over-running of the adjacent areas of POS or private drives. The tracking also appears to require the driver to be able to go from full lock in one direction to full lock in the other without moving, which is not practical.
- The angle of the shared surface road serving plots 123-133 to the adjacent road and the lack of a straight section on the approach to the junction is not an acceptable layout.
- All parking spaces located adjacent to a shared surface road must be setback at least 0.5m from the highway boundary.
- Access to the parking spaces for plot 109 should be from the side road.
- Plots 178-181, 217-222 and 224-228 are reliant on rear parking, which will result in on-street parking on the adjacent main access road through the development, as previously stated additional lay-bys must be provided in locations such as this.
- The parking spaces serving plots 223 are not 11.0m long.
- The visitor spaces to the rear of plots 217-222 do not have 6.0m manoeuvring space.

Comments on amended plans:

With reference to the revised layout shown on drawing RNGC2-PL01 rev D. Whilst the majority of my previous comments have been addressed, I would further comment as follows:

- I previously requested a dimensioned plan showing the road centreline radius and also that all the junctions have 10m radii. Without this information I cannot be certain the layout meets my requirements.
- Only 4 parking spaces have been provided as on-street lay-bys and only 2 of these are on the main access roads. To reduce the impact from visitor / casual parking in the highway, I would expect more to have been included.
- As stated by the Contracts Officer, the tracking diagrams are unacceptable as shown and do not prove the layout can safely accommodate the turning manoeuvres of large vehicles without significant shunting back and forth. The tracking plans also show constant stopping and adjustment to the steering angle, as evidenced by the numerous changes in direction of the vehicle path.
- As previously stated plots 178-181, 217-222 and 224-228 are all in close proximity to each other and the main junction between the internal access roads. As these 15 dwellings are reliant on rear parking, I previously stated additional visitor parking should be provided to the front of these properties to mitigate the impact from on-street parking. However, only 1 space has been provided.

4.7 Housing Enabler:

I note the applicants are proposing 33% affordable housing for Phase 2 with a 60:40 tenure split Rent: Intermediate which is as previously discussed. I believe the Intermediate Units have been agreed as Shared Ownership via a Registered Provider.

From the accommodation schedule I note the proposed rental units will all meet or approach Level 1 Space Standards. I would just comment that the Accommodation Schedule is showing the incorrect number of bedroom for some of the House Types.

However if these are all as confirmed by the applicants (July 2020) then the mix

and property types and sizes are all acceptable. As per the S106 agreement up to a third of the rental units will be for Local Lettings - at first let and giving allocation priority to current residents of Hellesdon.

Comments on amended affordable housing schedule:

No objections.

4.8 Lead Local Flood Authority:

We object to this reserved matters application in the absence of an acceptable Flood Risk Assessment (FRA) and Drainage Strategy as the previous FRA and drainage strategy from 2015 outline application are no longer valid. During Phase 1 of development, the proposals have altered significantly. Specific information for Phase 2 should be provided to ensure that local flood risk is not adversely affected from the development near the

overland flow path or from the proposed drainage strategy of the development itself.

Comments on additional surface and foul water documents:

We maintain our objection to this reserved matters application in the absence of an acceptable Flood Risk Assessment (FRA) and Drainage Strategy as the submitted report 'Surface & Foul Water Supporting Documents' by Richard Jackson dated 22 October 2020 Rev B Ref 4743, does not address all of our concerns raised within our response dated 9 October 2020 (our ref: FW2020_0744). During Phase 1 of the development, several issues have significantly altered proposals as building has progressed. Specific information for Phase 2 should be provided to ensure that the proposed layout and finished floor levels (and hence possible roof heights) do not need to be altered. It should be shown that local flood risk is not adversely affected from the development near the overland flow path or from the proposed drainage strategy of the development itself. The drainage system should also be shown to be achievable and maintainable for the lifetime of the development.

Comments on amended plans:

We welcome that a site-specific FRA for Phase 2 has been provided now (Richard Jackson Engineering Consultants, 47143, February 2021) and the main concerns raised in our previous response have been addressed.

We have no objection to this reserved matter application subject to conditions 12 and 41 of outline permission 20151770 (as set out below) being discharged.

4.9 Senior Heritage and Design Officer:

Being a former golf course with mature planting the landscape character is a very important element of the site. Although it is understood that the applicant wishes to remove a number of existing trees, in design terms it would still be preferable to keep within the character of the existing character. If that improvement could be made in terms of providing visual connections to the existing landscaping being retained in terms of views – and linking up spaces to create landscaped connections. Also improving safe access and connections to these areas and having LAPS in the most appropriate places. If these spaces can incorporate existing trees that would be beneficial – although it is also important to have safe areas and this may mean keeping the best trees as feature trees rather than necessarily tree clusters where they are close to play areas or housing.

The National Design Guide advises that new development should be “integrated into their surroundings so they relate well to them;” and “influenced by and influence their context positively;” (p10). C1 states “Well-designed new development responds positively to the features of the site

itself and the surrounding context beyond the site boundary” which includes landscape, and “Well-designed development proposals are shaped by an understanding of the context that identifies opportunities for design as well as constraints upon it.” Para 42 states “Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation, including: the landscape character and how places or developments sit within the landscape, to influence the siting of new development and how natural features are retained or incorporated into it.”

Contrary to the above, the overall layout and road network appears blocky and angular, and does not take advantage of the landscape assets and opportunities. The existing landscape character provides a flowing landscape characteristic of golf courses – with curvaceous and irregular landscape planting, with landscaping linked together. The overall development appears like fitting a square peg in a round hole. The road hierarchy and block structure should relate better to the existing landscaping in terms of retention and views of retained landscaping from within the development – such as site lines, allowing opportunities for landscape connections, and ensuring usable public space.

There are also significant highway issues in terms of the highways. In particular, the long length of secondary blocked shared surface will lead to speeding traffic and cars will park on the cycleway/footpath – rendering that as an unsafe route too. Even though a ‘shared surface’ there is a combined cycle/footpath – but this is likely to be parked on.

Frontage parking is also dominant in too many areas – particularly the collection of smaller frontage smaller parking courts to the right of the development. Small loop roads with verge gaps should be avoided as well on the spine road if possible. The nature of the site means that the spine road should have a relatively enclosed feel to it with narrower gap between housing – but utilising some area where there is an opportunity for landscape connections with tree planting. In this case I would suggest that there is less requirement for continuous ‘avenue style’ planting along the spine road – as the spine road is not that well defined in terms of road hierarchy – a more concentration on landscape provision where it can link the 2 landscape spaces. If existing trees can be utilised for this planting that would be better. The rear parking court does not look practical if you need to reverse a car out to get another car out from the back.

Suggested amendments to reflect the above are then provided in a sketch diagram.

Comments on amended plans:

The layout has not change quite as much as desired. It is understood that the site does create constraints in terms of land levels, and also the

retention of trees. Where trees have been lost, this creates the opportunity for other areas of trees planting which I can come to. There are also a couple of long cul-de-sac roads – which shared service and turning points before private drives. This creates need for type 3 turning heads – which I consider work better when terminating a road and you have a private drive on each right angle – but not so effective when it continued into a private drive and you need a turning head running into open space (which it will be easy to park in.) Hence national guidance is encouraging more connected loop roads.

Specific comments provided in respect of parking arrangements, tree planting, turning heads.

Comments on amended plans:

Having read the applicant's response it is understood that the constraints of the sites does make it difficult to have the connecting road through the perimeter block. The parking courts are relatively small and will have some overlooking. Additional visitor parking spaces near turning heads a good idea. Planting more trees to the right hand side of road below of benefit. I note that path has been changed from cycle path to footpath and additional trees welcomed. However this is a long stretch of road and no knee rail has been specified? And I am concerned cars may park over kerb on grass verge/footpath damaging verge.

Other changes welcomed. Otherwise accept that this is getting to the stage of needing to be resolved and have no further comments.

Other Representations:

4.10 Cllr S Gurney and Cllr D King:

Wish to “call in” the application to Planning Committee if officers are minded to approve for the following reasons:

The application submitted demonstrates an increased number of dwellings than originally stated at the outline planning stage.

The application calls for further mature trees to be felled at the expense of increasing dwelling capacity.

The applicant Persimmon has not, as encourage to do so, communicated with the Parish Councillors, nor the District Councillors to consult for views and assistance. This is very bad.

The new layout incorporates lagoons which were not demonstrated on the original plans.

The new layout and the reduction in green tree structure is contrary to the Hellesdon Neighbourhood Plan and green grid expectation.

Request that remaining trees, currently established on the whole site are the subject of TPOs and ask that you now move to achieve the appropriate Tree Preservation Orders as soon as possible.

4.11 Hellesdon Parish Council:

General objections:

- No consultation with the Parish Council (a repeat of outline planning permission and a neighbourhood plan has been completed for Hellesdon since Outline planning permission).
- A broad lack of information in the submitted plans (Sustainability of housing, profile and contouring of the land and houses, safety information regarding lagoons).
- Concerns about interpretation and accuracy of the Tree Survey (see attached report by Tree Wardens).
- The proposals are damaging to the environment, both locally and in terms of meeting climate change obligations. By removing a huge majority of the large trees in this area we will be reducing our capacity to draw down carbon. Replacement trees will not be able to meet this capacity for 50-100 years, and we need this capacity now.
- Fails to meet the standards set out in the local plan. Joint Core Strategy 2014 - Area Wide Policy 05: development will “minimise fragmentation of habitats and seek to conserve and enhance existing environmental assets of regional or local importance”. 4.4 Spatial Planning objective 1: “minimise the contribution to climate change and address its impact”. Objective 8: “to positively protect and enhance the individual character and culture of the area”. Objective 9: “To protect, manage and enhance the natural, built and historic environment, natural resources and areas of natural habitat or nature conservation value.” The developer can meet these proposals by resubmitting the application to focus on more dispersed housing that can allow a greater retention of trees, habitats and important wild areas. Specifically, the above quote from area wide policy 05 is in alignment with the green grid concept of the Hellesdon Neighbourhood Plan which calls for a wildlife corridor of green infrastructure running through Phase 2 towards the Reepham Road.
- Also fails to meet other standards set out in local plan -Development Management DPD. Policy CG5 renewable energy. “Proposals for renewable energy technology will be encouraged where it’s impacts are (or can be made) acceptable.” - we believe the application needs to go much further in this regard and for solar panels and other forms of renewable energy should be encouraged to be part of this development as this is always most successful at first build.

Specific objections:

- No incorporation of the green grid and other policies specific to Hellesdon Neighbourhood Plan. This proposal will materially diminish the green infrastructure of Hellesdon in order to accommodate an excessive number of houses.
- Flood Risk survey is out of date given changes since outline planning permission (see LLFA comment).
- Safety concerns especially for children of the shared surface road and lack of footpath along both sides of a road leading to phase 3 which could have meaningful volumes of traffic (including emergency vehicles). This also applies to the footpath leading from play area (LEAP) onto a shared surface road with no pavements.
- Object to the number of lagoons and lack of safety plan in their management. If the plan retains more trees, less lagoons would be necessary. A lagoon area overlaps a play (LEAP) at eastern end of phase 2. This is very worrying given its significant distance from housing and closeness to child's play area.
- Access to the school via the sports field was part of the outline planning permission. The school would like this access and this will help reduce walking distance for students, help reduce the number of young people walking on the busy Drayton High Road and would help reduce footfall and traffic from main entrance which is congested at start and end of school days.
- Car parking is strongly felt to be inadequate, there is inadequate provision for visitor parking especially when considering a lack of on street parking, a lack of grass verges and also that many properties have additional rooms (study rooms) that will likely become bedrooms leading to higher occupancy. This will lead to potential conflict between neighbours and potential safety issues with inevitable carriageway parking.
- There is no woodland or tree management plan long term for the remaining green areas (Development Management DPD - Policy EN3 "Development will be expected to make adequate arrangements for the management and maintenance of green infrastructure").
- We are concerned about the situation of the 3-storey development. There needs to be a contour and profiling study to see how the different houses of different sizes will look visually and in terms of overlooking other properties. Currently the 3 storey flats look to be on an elevated part of the development and would significantly overlook the school sports field and the proposed fencing.
- There appears to be much more housing for phase 2 than was proposed at Outline Planning permission. This will be to the detriment of the quality of the housing and the neighbourhood.
- We would like to see further consultation from other experts and stakeholders including LA forestry officer and the East of England Ambulance service, specifically in relation to increased traffic levels on Drayton High Road, Middleton Lane junction, which is the access for most ambulances from their base on the low road.

Comments on amended plans:

The Parish council objects to the amended plans for the application 20201679. Whilst acknowledging some small improvements with the design the council objects for the following reasons:

- (1) Tree Survey Accuracy – The tree survey in the original application for outline planning permission (in 2015) was wildly inaccurate and provided false information leading to Councillors and Planners being misinformed when taking decisions about the balance of meeting housing needs and protecting the environment. The attached document (see Parish Council comments on website) provides a side-by-side comparison of the tree report in 2015 (Ref OAS OAS/1510-AR02- Rev B and Tree Survey Schedule) and the updated detailed one submitted for Phase 2 (OAS 20-157-AR01 -Rev B). This shows these differences and how deeply flawed the original assessment was and calls in to question the accuracy of the new one (this isn't even a full area wide analysis but looking at selected areas). These differences invariably made the trees look smaller and less valuable in the report for outline planning permission. The second attachment shows an image of a veteran Hawthorn tree in tree group G40 that wasn't even included in the most recent survey. This raises the concern that we may lose many more veteran trees (both surveyed as discussed below in 3. and ones that either haven't been surveyed accurately or have been missed) if this proposal is accepted as it stands. It is the view of the Parish Council that there must now be an independent inspection of the Trees to identify those Trees too important to be lost and to restore the confidence of everyone in the process.
- (2) Wildlife corridor/Boundary with the school – The resubmitted plans include removing all (except 2 smaller specimens) of the poplars, Pines and Oaks that form an already established wildlife corridor (and privacy screen for the school). The proposed replacement wildlife corridor in the latest plans is 1.5m (under 5 feet) wide which will not be nearly as effective as a transport corridor for wildlife and this will be a damaging change to the environment ecology both locally and in terms of the Climate Emergency. Whilst the Parish Council understand some of the concerns around the quality and lifespan of the poplars these arguments do not hold to the Pines and Oaks. It hoped these can be retained as part of a wider Green Corridor along with the healthier Poplar and hedges. This need is identified in The Hellesdon Neighbourhood Plan Policy 1 (Green Grid) which calls for a wildlife corridor of green infrastructure running through Phase 2 towards the Reepham Road and also area wide policy 05 from the Joint Core Strategy 2014 (see below point 3). We are also concerned that these large scale removals will affect the

character of the school and privacy of pupils using the sports field for a generation.

- (3) Removal of 2 areas of mature woodland (G37 and G40) and Mature row in G26– these are dense wooded areas that function as wildlife refuges. They also have many large trees, some are veteran (Field Maple, Norway Maple, Silver Birch, Scott's Pine and Midland Hawthorn) many others are on the cusp of becoming veteran trees (many Oak and Scott's Pine). Veteran trees should be protected and this protection is requested in the Hellesdon Neighbourhood Plan Policy 1 and in the National Planning Policy Framework paragraph 175 - "When determining planning applications, local planning authorities should apply the following principles:...c) development resulting in the loss or deterioration of irreplaceable habitats(such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons..." In addition the current plans would splinter, fragment and damage the local environmental assets and contribute towards climate change (It takes 50-100 years before replacement trees are capable of drawing down Carbon at the same rate). This view is reflected by the comment from the Conservation and Tree Officer who requested "At the northern tip of this phase, I would like to explore a reconfiguration of the road layout, this would result in a reduction of units but this amendment would allow the retention of the majority of the trees in Group 37" and "The central group of trees, G40 has some very high quality trees, there is opportunity to retain trees in this central area within private gardens". The Parish strongly agrees with this assessment and would like to see the design amended to incorporate this. In particular group G37 in its location at one end of the Green corridor will allow it to function in its intended purpose. As such these proposals fail to meet the standards set out in the local plan. Joint Core Strategy 2014 - Area Wide Policy 05: development will "minimise fragmentation of habitats and seek to conserve and enhance existing environmental assets of regional or local importance". 4.4 Spatial Planning objective 1: "minimise the contribution to climate change and address it's impact". Objective 8: "to positively protect and enhance the individual character and culture of the area". Objective 9: "To protect, manage and enhance the natural, built and historic environment, natural resources and areas of natural habitat or nature conservation value." - The developer can meet these standards by resubmitting an application that can allow a greater retention of trees, habitats and important wild areas.
- (4) Lack of renewable Technology – The local Plan and in particular Development Management DPD states in Policy CG5 renewable energy. "Proposals for renewable energy technology will be encouraged where it's impacts are (or can be made) acceptable." Renewable energy technology needs to be encouraged. The need

for this has only grown more pressing since outline planning permission. This is always easier and more effective to roll out at first build. There is no mention of renewable energy in any of these plans, why not? There has been a climate Emergency declared by UK Parliament and “actions not words” (Michael Gove) would determine success in tackling climate change. There are no environmental factors preventing a use of these technologies in this location so they must be incorporated. Without such proposals this application is socially irresponsible and damaging.

- (5) Long Term Maintenance of Green Spaces – There is no mention in the plans for who will manage the remaining green spaces and how this will be provided for. This needs to be identified prior to approval as it runs against Development Management DPD - Policy EN3 “Development will be expected to make adequate arrangements for the management and maintenance of green infrastructure”)
- (6) Car parking spaces provision. There are 8 visitor spaces across 157 properties. This needs to be significantly increased because the potential for safe on-road or verge side parking has been limited by the design of the development and we are concerned about subsequent safety issues from unsafe parking that will inevitably follow
- (7) School Access – current plans have an access point to Hellesdon High School at the rear that is deep into the new development and as such is not likely to be used by many children, accessing the school from either the city or the remaining phases west of the Drayton High road. The school and the parish would like to see a more widely used access that is less deep into the estate that will help reduce pupil numbers walking along the busy Drayton High Road and congested Middleton’s lane (or alternately 2 access points). If there are concerns around the Drayton High Road being used as a drop off location then mitigation measures should be used to prevent this.
- (8) Drainage - there are concerns from Residents and the Parish Council about the capacity of the proposed drainage system to cope given the propensity to potential flooding this site has demonstrated.
- (9) LEAP play facility access. We are concerned about the proposed access being a shared surface road between pedestrians, cyclists and motor vehicles. Given the increased numbers of non motor vehicles using this road (alongside properties 130- 133 on phase 2 planning layout) this would be a safety concern and a pavement should be provided. In addition this cul-de-sac could become a drop off point with potential inappropriate parking. This needs to be discouraged though design and highway management. Additionally there should be a disabled friendly access to LEAP from at least one

direction and currently the footpath access is shown to pass through the flood attenuation lagoon.

4.12 152 Comments received from local residents raising the following issues:

- Object to extent of tree loss on landscape, ecological and mental wellbeing grounds.
- New trees would not mitigate loss of mature trees.
- Object to loss of green space which is limited in the Parish.
- Housing should be focussed on brownfield sites or renovate unused houses.
- Impact of development and tree removal on climate change and carbon dioxide levels.
- Need more schools and medical centres.
- Tree loss is contrary to the neighbourhood plan with regard to the fragmentation of habitats and impact on the green grid.
- Tree loss will increase flood risk.
- School will be overlooked and is a safeguarding concern.
- Health and safety issues associated with lagoons.
- Number of houses has increased from the original outline plans.
- Sets a bad example for children.
- Site being used for fly tipping.
- Impact on Hellesdon amenities and schools.
- Length and alignment of roads will result in speeding vehicles.
- No community consultation by Persimmon.
- Dwellings will have small gardens, limited driveways and narrow roads and are not 'anti-crime' layout.
- Site is used by a variety of wildlife including deer, birds (including those on the red-list), rare butterfly, squirrels, rabbits, badgers, bats, polecats, insects and foxes.
- Impact on road safety and congestion and impact on movement of ambulances.
- Overshadowing.
- Phasing needs updating.
- Support the TPO.
- Development is not needed.
- Houses do not include renewable technology.
- Tree information supporting the outline application was inaccurate.
- No details of who will maintain the open spaces and at whose expense.
- Car parking is insufficient.
- Existing properties will become more vulnerable to crime.
- Impact on property values.
- Hellesdon has insufficient green space.
- Poor design and quality of dwellings.
- Density of development.
- Presence of possible Great Crested Newt near the site.

Comments received from Hellesdon High School Council (Years 7-11) raising the following issues:

- Loss of trees and impact on carbon dioxide levels, heat island effect, climate change and flood risk.
- Need to consider the long terms effects.
- Impact on wildlife and loss of habitat.
- Impact on landscape.
- Impact of tree loss on mental health.
- Impact of tree loss on privacy.
- Impact of school activity on future residents due to noise from playing field, stray balls landing in gardens etc.
- Need for pedestrian access into school grounds close to Drayton High Road to remove as many children as possible from Drayton High Road and Middletons Lane.

Comments received on behalf of the Wensum Trust raising the following issues:

- Removal of wildlife corridor on boundary with the school and inadequate replacement contrary to the Neighbourhood Plan and impact on character and privacy of school.
- Proposed school access will not be used by many pupils. An access should be provided nearer to Drayton High Road.
- Lack of renewable technology.
- Removal of two areas of mature woodland.

5 Assessment

- 5.1 Planning law (section 38(6) of the Planning and Compulsory Purchase Act 2004) requires that applications must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan policies are detailed above. Material considerations include policies in the National Planning Framework (NPPF), other policy documents detailed above and any other matters referred to specifically in the assessment below notably the planning history of the site which establishes the principle and parameters of residential led development at the former Royal Norwich Golf Course.

Key Considerations

- 5.2 The key considerations for the determination of this application are:

- The principle of development;
- Consideration of layout, appearance, scale and landscaping;
- Other matters.

Principle

- 5.3 The application is submitted pursuant to hybrid application 20151770 (subsequently varied under s73 application 20171514) which granted permission for development of up to 1000 dwellings and associated infrastructure including 2ha of land for a primary school, D1/D2 community uses and up to 15.45ha for informal and formal open space plus off-site highway works. This permission followed the adoption of the Site Allocations DPD 2016 which allocated the site under policy HEL2.
- 5.4 The hybrid application, as varied, granted full permission for phase 1 of the development (95 dwellings) with 5 further phases approved in outline with all matters reserved except for access. This application for reserved matters represents phase 2 of the development and the planning history of the site establishes that it is an acceptable location for development in principle.
- 5.5 The hybrid consent was subject to conditions, including condition 5 which lists the plans and documents that the development permitted must be carried out in accordance with. The plans and documents section lists plans which were “for approval” and plans which were “for information”. Consideration of reserved matters must therefore have regard to these approved plans as they establish parameters that the reserved matters should comply with.
- 5.6 Representations have been made that the application for phase 2 exceeds the number of dwellings envisaged for this phase of the development at the hybrid stage, however the hybrid application did not specify the number of dwellings which could be delivered in individual phases and instead capped the overall number of dwellings to 1000 across the site as a whole. Consequently the number of dwellings proposed for this phase does not breach any principles established at the hybrid stage concerning the quantum of development and brings the cumulative total to 252 (Phase 1 and 2).
- 5.7 As a reserved matters application, consideration of the proposals is restricted to matters of layout, scale, appearance and landscape and the extent to which these comply with the hybrid planning permission and relevant development plan policies and the relevance of any other material considerations. This report will consider each reserved matter in turn.

Layout (Tree Loss)

- 5.8 The site contains a large number of trees of varied species and landscape value but overall they positively contribute to the character and appearance of the site and reflect the sites former use as a golf course. The application is supported by an amended Arboricultural Impact Assessment and Arboricultural Method Statement which includes a tree survey, tree removal plans and tree protection plans. The tree removal plans demonstrate that,

as amended, 149 'B', 'C' and 'U' category trees within the site will be felled to facilitate this phase of the development whilst 14 will be retained (including 2 'A' category Oak trees – T2 and T28).

- 5.9 Allocation HEL2 of the Site Allocations DPD (SA DPD) states that there should be a particular emphasis on retaining and protecting the existing trees wherever possible on the site. Policy 1 of the Joint Core Strategy (JCS) seeks to, inter alia, protect environmental assets whilst policy EN2 of the Development Management DPD (DM DPD) seeks to protect and enhance natural and semi natural features which make a significant contribution towards defining the character of an area. The Hellesdon Neighbourhood Plan is also relevant in that policy 1 seeks to create a Green Grid including tree planting, hedgerows and vegetated verges, pockets of wild space and woodland and areas of wild green space from the River Wensum through the site and towards Reepham Road and policy 3 seeks to deliver high quality neighbourhoods.
- 5.10 A significant number of objections have been received from local residents as well as the Parish Council and District Councillors on the extent of tree removals which are proposed to facilitate the layout of the development.
- 5.11 The number of trees to be felled is considered to be significant and will result in detrimental impacts to the landscape and existing character of the site. However, approved as part of the hybrid application under condition 5 was an Arboricultural Implications Assessment and Preliminary Method Statement which identifies the extent of tree removals which would be necessary to facilitate a development of up to 1000 dwellings. A copy of the plan which demonstrates the extent of the approved tree removals at the hybrid stage is attached to this report as appendix 2. Those trees coloured red are approved for removal, those coloured green are to be retained and those coloured blue are for removal 'in part' to be determined at the reserved matters stage. It will be noted from this plan that the significant majority of trees within Phase 2 are coloured red and therefore scheduled for removal. The proposed scheme reflects these approved plans by felling those trees identified for removal, retaining those shown to be retained and removing in part an area of trees shown for removal in part. Consequently the extent of tree removals does not exceed that which has already been considered and approved through the hybrid application.
- 5.12 However, Members are advised that the applicant has been willing to work with officers to amend the scheme, to enable the retention of some of the more significant trees within those areas shown for removal including 2 category A and 1 category B Oak trees which have been identified by the Conservation and Tree Officer as being trees of particularly high value. The scheme therefore represents an overall improvement on the hybrid consent with regard to Phase 2. The trees to be retained will be protected in accordance with details agreed with the Conservation and Tree Officer and will be subject to formal discharge under conditions 13 and 14 of the hybrid consent.

- 5.13 The strength of feeling locally about the loss of these trees has been made very clear in representations with concerns over matters including the contribution that they make to the character and appearance of the area, ecology, climate change, surface water drainage and public wellbeing and mental health. However, given that they are shown for removal in an approved document on the hybrid consent I consider that their removal has already been established and I do not consider that the layout proposed unacceptable on these grounds.
- 5.14 Concern has been expressed about the accuracy of the arboricultural information supporting the hybrid application as the plans and documents supporting the current application include species of trees not previously identified (within larger groups) or elevates the value of some individual specimens above their previous group value. At the hybrid stage the majority of trees were assessed for their 'group value' rather than on an individual basis – this was accepted given the significant number of trees across this very large application site. Following the granting of the hybrid permission and the purchase of the site and the preparation of more detailed plans and documents to support this reserved matters application the applicant has individually surveyed every tree within Phase 2. As a result of this work, the tree survey has identified the presence of some species not previously identified when they were previously assessed as a group and that some individual specimens are of greater value than their wider group. It is this methodology and other inconsistencies between the arboricultural information submitted with the hybrid application and that submitted with this reserved matters application which has led to criticism from members of the public and the parish council who consider the originally submitted – and approved – arboricultural information to be flawed on the basis that it downplayed the significance of the trees.
- 5.15 Having had regard to the representations on this I do not consider that the methodology of the previously submitted arboricultural information which supported the hybrid application is fundamentally flawed as it was proportionate to the scale of work necessary to support an application of the scale proposed. In any case, this methodology was accepted at the hybrid stage and if the Council had concerns with this approach then they would have needed to have been raised at that time. Instead, the arboricultural information was accepted and approved and the inconsistencies in tree categorisation following more detailed survey work do not alter the status of these as approved documents.
- 5.16 The approval of the arboricultural information which supported the hybrid application is a very significant material consideration and I consider that it would be unreasonable to refuse permission on the grounds of tree removal when the extent of removals was established for this phase by the hybrid application.

- 5.17 Whilst representations object to the extent of tree loss generally, concern has been expressed specifically about the removal of trees along the northern boundary of the site which is shared with Hellesdon High School and includes a corridor of Poplar trees sited on the boundary and a number of other species, including Oaks and Pines, set further into the site but forming part of the same corridor. The removal of all of these trees was part of the outline application based on the approved arboricultural documents as referred to above and as shown in appendix 2. Whilst the Poplar trees - owing to their height and location on the site boundary - are notable features from Drayton High Road and the school and contribute to the local landscape, they are categorised as C category trees in the applicant's Tree Survey. In addition to their landscape value, concern has also been expressed about the impact on privacy into the school grounds and associated safeguarding issues should these trees be removed.
- 5.18 However, as previously stated these trees are approved to be felled as part of the hybrid application so the principle of this has been established. Furthermore, Poplar trees are not considered to be very compatible with residential development as they can be prone to failure and the Conservation and Tree Officer considers that these trees are of poor quality and unsuitable for retention in rear gardens. Consequently their removal is considered to be acceptable in arboricultural terms. Additionally, I do not consider that residential dwellings overlooking the grounds of a school results in any safeguarding issues that warrant refusal of the application. Details of replacement planting on this boundary are referred to later in paragraph 5.20 below.
- 5.19 Therefore in summary, whilst the loss of trees will have a detrimental impact in landscape terms and impact on the character and appearance of the area which would conflict with policy 1 of the JCS, GC4 and EN2 of the DMDPD and policy 3 of the Hellesdon Neighbourhood Plan, this formed part of the consideration at allocation stage and in the planning balance at hybrid stage where the extent of tree removals was approved and balanced against the expectation that the site would deliver up to 1000 dwellings and associated infrastructure. Furthermore, the extent of conflict with these policies is reduced by the mitigation proposed in the form of replacement planting.
- 5.20 In mitigation the applicant has submitted an amended Landscape Strategy to demonstrate the principles of a planting scheme, the finer details of which would be submitted pursuant to condition 13 of the hybrid consent. The amended Landscape Strategy proposes tree planting and structural planting within areas of open space, front gardens, adjacent to the highway and within highway verges amounting to approximately 235 new trees. Also included in the amended plan is a native species hedge approximately 1.5m wide with supplementary tree planting along the northern boundary of the school as mitigation for the loss of the Poplar and other existing trees along this corridor. The indicative mix and number of tree species has been amended to reflect comments from the Conservation and Tree Officer to

ensure that they are appropriate with respect to the siting of residential dwellings whilst also providing trees of suitable landscape and ecological value.

- 5.21 Clearly the new trees, when planted, will not be as mature as the existing trees across the site and representations from residents consider that the provision of saplings would not mitigate the loss of mature trees. Whilst it is accepted that the proposed planting will not immediately, nor for some years, be as beneficial as the existing landscaping, it will in time mature and will result in a more diverse stock of trees across the wider site with more mature trees to be retained and newer specimens planted as a result of the development. Consequently the proposed planting will provide some mitigation for the loss of the existing trees and this benefit will increase over time as the trees mature. Should any trees die within five years, it is a condition of the hybrid consent that they are replaced and precise details of the landscaping implementation and maintenance regime are required pursuant to condition 13 of the hybrid permission. The Landscape Strategy proposed trees with a girth of between 10cm and 18cm and would therefore not be 'saplings' as suggested by residents.
- 5.22 Also of relevance in the consideration of tree removals is the Hellesdon Neighbourhood Plan and in particular policy 1: The Hellesdon Green Grid. Representations from the Parish Council and residents have objected on the basis that the application is contrary to this policy. The stated intention of this policy is:

"to build on the concept of the River Wensum green infrastructure corridor and create smaller, local branches that spread out along roads and through neighbourhoods throughout Hellesdon. It is recognised that the built-up nature of the Plan area means that it is not possible to create large new swathes of green open space. The Policy therefore seeks to intensify planting along roads and footpaths and join up smaller pockets of green space for the benefit of the environment and the wellbeing of residents".

- 5.23 The policy text states that:

"Where possible, new development proposals which meet other development plan policies will be expected to contribute to the creation of the green grid.....features that development will be particularly encouraged to contribute to include native avenue planting.....hedgerows and species rich vegetated verges, pockets of wild-managed space and woodland and areas of more wild green space from the River Wensum, through Rabbits Hill and the golf course site towards Reepham Road".

5.24 It goes on to states that:

“Development that is detrimental to the green grid and results in the loss of such features as those outline above will be discouraged. Particular consideration will be given to avoiding the loss or damage of veteran or ancient trees as defined by Natural England, in order to preserve their historic, ecological and amenity value.

Accompanying the policy is a figure demonstrating the “Potential green grid” which includes a route south-west to north-east through the former golf course in broadly the location of the approved vehicular access into Phase 2.

5.25 Notably the Hellesdon Neighbourhood Plan was adopted in 2017 after the approval of the hybrid application in 2016. Consequently principles established by the hybrid application (including the extent of tree removals) pre-date the ambitions of the Neighbourhood Plan and this is recognised in the preface of the Plan where it states:

“The Plan has been written at a time when Hellesdon is facing major change, primarily in the form of a new housing development at the Royal Norwich Golf Club. The timing of the preparation of this Plan means that it has been unable to influence this development, but it has served to galvanise interest and bring together residents, businesses and Councillors”.

5.26 As stated previously in this report, the planning history of the site is a very significant material consideration. I am also mindful that the Green Grid Policy uses the wording “Where possible” which provides some flexibility in the circumstances where and how it can be applied. Given the planning history of the site, the chronology of the adoption of the Hellesdon Neighbourhood Plan and the wording of the Green Grid Policy I do not consider that the proposed tree removals, when coupled with a landscape strategy which provides significant new planting in streets, open space and private curtilage and along the northern boundary of the site with the school results in a scheme which conflicts with the Green Grid. Furthermore, Phases 1 and 3 of the development include significant areas of retained woodland and open space which will be wilder in nature and available for informal recreation. Consequently, overall I consider that the scheme would comply with the ambitions of the Green Grid Policy of the Hellesdon Neighbourhood Plan.

5.27 Finally in respect of the layout and trees, the site is protected by a site wide Tree Preservation Order (TPO) however the granting of reserved matters would override this and enable the trees scheduled for removal to be felled without the need for a tree works application. The TPO was made in October 2020 but has yet to be confirmed. The purpose of making the TPO

was to enable the authority to have control of tree removals on the site in advance of reserved matters applications for individual phases. I do not consider that the granting of reserved matters for this phase would contradict the purpose or value of the TPO.

- 5.28 Overall, taking account of the above I consider that the proposed scheme reflects the extent of tree removals approved by the hybrid permission and whilst this would impact on the character and appearance of the area, this is a matter of principle established to facilitate the level of housing that the site would anticipate to deliver. The loss of trees is mitigated by the proposed landscape strategy and overall I consider that the scheme would comply with the relevant policies of the development plan in this respect.

Layout (Highways, Amenity, Design and Placemaking, School Access, Surface Water Drainage, Refuse Collection)

Highways

- 5.29 Vehicular access is taken from the approved signalised junction on Drayton High Road with a spine road that provides connection to phase 1 and includes a 3m wide shared use path connecting to the recently delivered 3m wide shared path along Drayton High Road. From this spine road is a loop road which would provide onward connection to phase 3. Extending from the spine road and loop road are a series of shared use road and private drives. Parking is mostly provided on curtilage with the occasional use of small parking courts and visitor parking in lay-bys. Some dwellings are also served by garages in addition to on curtilage parking. Two pockets of open space are provided within the residential area where the more significant trees on this phase are being retained, including two category A Oak trees. One of these areas of open space has a sustainable drainage feature. To the east of the phase is a second more substantial drainage feature as well as a swathe of land which forms part of an overland surface water flow path to safely manage the flow of water through the site in the event of a significant rainfall event. The proposed road to phase 3 culverts this surface water flow path at the north of the phase with associated changes to site levels.
- 5.30 Dwellings are laid out to mostly front the highway and areas of open space providing a good interface with the public realm. Most parking areas have reasonable levels of surveillance and are suitably located relevant to the dwelling that they serve and parking is provided in accordance with the parking standards, with visitor parking spaces provided to supplement the private spaces. The Highway Authority have asked whether further lay by parking can be provided to serve plots 178-181, 217-222 and 224-228 to minimise the potential for on-street parking as these are reliant on rear parking courts and officers are discussion whether this is achievable. Whilst objections have been raised by members of the public and the Parish Council to the level of parking proposed, given that it meets the parking standards the scheme is considered to comply with TS4 of the DM DPD.

Members will be updated either on the supplementary report or verbally as to the outcome of the discussions to provide more layby parking as requested by highways, over and above that required by the parking standards.

- 5.31 The Highway Authority have identified a series of issues in their representations which have mostly been addressed through amended plans although some issues remain outstanding and are the subject of ongoing discussions. It is anticipated that these will be concluded to the satisfaction of the Highway Authority and the officer recommendation reflects this. The hybrid consent includes conditions regarding the need to submit full details and specifications of the roads and details of management and maintenance as well as the need to secure a travel plan to influence the use of alternative forms of transport. These matters would be discharged in due course through the submission of discharge of condition applications. Overall I find that the application would not be detrimental to highway safety or the satisfactory functioning of the local highway network in accordance with TS3 of the DM DPD, subject to the final comments of the Highway Authority being resolved.

Amenity

- 5.32 Policy GC4 of the DM DPD requires development to meet the reasonable amenity needs of future residents and consider the impact upon the amenity of existing residents. Most properties are served by a private garden of varied sizes but reasonably proportionate to the dwelling type, with the exception of a block of flats which will be reliant upon the wider open space within the development. The layout would afford future residents an acceptable degree of amenity with regard to privacy and the scheme would not have any impact on existing residents in terms of overlooking or overshadowing owing to the distances between phase 2 and the existing residents in the area.
- 5.33 The Environmental Quality Team have confirmed that noise associated with traffic on Drayton High Road would not significantly impact on residential amenity subject to the implementation of a scheme of glazing and ventilation and construction of boundary walls to enclose gardens as proposed in the applicants Noise Assessment and a condition can be imposed to secure its implementation. Concerns have been raised by residents that the siting of dwellings close to the school grounds would impact on the amenity of future residents due to noise from children playing and balls being kicked into gardens, but this is not likely to be significantly harmful to residential amenity.
- 5.34 Overall I am satisfied that the layout of the scheme would afford existing and future residents an acceptable degree of amenity in accordance with GC4 of the DM DPD.

Design and Placemaking

- 5.35 Policy GC4 of the DM DPD requires development to pay adequate regard to the environment, character and appearance of the area and reinforce local distinctiveness through careful consideration of the treatment of space whilst also making the most efficient use of land; create safe environments which address crime prevention and create sustainable, inclusive and mixed communities. Policy 3 of the Hellesdon Neighbourhood Plan seeks to deliver high quality residential neighbourhoods which respect the character of the area and create accessible, well designed safe spaces.
- 5.36 The Senior Heritage and Design Officer has made a series of comments on the application during its determination based on a number of layouts. Broadly speaking the overall layout and structure of the development has not significantly changed but amendments have been made to improve the layout including greater provision and connectivity of open space, retention of the most important trees, improved layout and surveillance of parking areas and the treatment of space around dwellings. Whilst the extent of changes are not as significant as had been hoped by the Senior Heritage and Design Officer, the result is still an acceptable layout in design terms and on-site constraints such as level changes have limited the ability to incorporate some of the changes proposed. This is accepted by the Senior Heritage and Design Officer.
- 5.37 Comments received from the Designing Out Crime Officer have been considered and amendments made to the scheme including improved surveillance of parking spaces and open space and the using of defensive planting and landscaping to create a secure environment. It is not possible to impose a condition as suggested regarding the implementation of site security measures during the construction phase.
- 5.38 Overall I am satisfied that the proposed layout results in an acceptable form of development which complies with policy GC4 of the DM DPD and policy 3 of the Neighbourhood Plan.

School Access

- 5.39 The layout as originally submitted did not include a pedestrian access on the northern boundary of the site to the school playing field, which was something identified in the plans that supported the hybrid application. The applicant subsequently submitted amended plans to provide one in the location proposed in the hybrid application. Hellesdon High School in response requested an access be provided direct from Drayton High Road, however this is outside of the application site and outside of the applicant's control so would not be feasible to secure in planning terms. In response the High School requested that the applicant provide an access along the north boundary of the site as close as possible to Drayton High Road as they consider this would be better used, reduce the number of children on Drayton High road and serve children not just from the new development

but from elsewhere in their catchment. The Parish Council has requested two pedestrian accesses – one as proposed and one in the location close to Drayton High Road as requested by the Highway Authority. However, an access close to Drayton High Road raises concerns for me as it may encourage parents to stop/park their vehicles on Drayton High Road or on the new estate road in close proximity to the new signalised junction. I consider that this would result in highway safety issues or impact the free flow of traffic on this busy section of the local highway network. This is a view shared by officers of the Highway Authority. Consequently, notwithstanding the views of Hellesdon High School and the Parish Council on this issue I do not support a pedestrian access into the school grounds close to Drayton High Road and have advised the applicant to retain the position as proposed further within the site. It is, however understood that the applicant would be willing to amend the location of the gated access and provide one close to Drayton High Road as well as the location proposed on the plans should Members of the Committee require this to make the development acceptable to them. The applicant has prepared a plan to demonstrate how the second access into the school could be delivered (as this is not shown on their submitted plans) and this will form part of the officer presentation at Committee for Members consideration.

Surface Water Drainage

- 5.40 Policy CSU5 of the DM DPD requires development to deal with surface water arising from it to minimise the risk of flooding without increasing the risk of flooding elsewhere. Conditions (12 and 41) are imposed on the hybrid consent which require the submission of a detailed surface water drainage scheme prior to the commencement of development and would need to be discharge through the submission of an application for approval of details reserved by condition. However, to demonstrate the delivery of the scheme the application is supported by an amended site specific flood risk assessment including surface water drainage strategy. This, as previously stated in this report, identifies that the site is subject to potential overland surface water flooding which requires site profiles to be re-modelled to ensure that the overland flow does not affect the proposed development or existing properties either upstream or downstream of the former golf course. Consequently a large swathe of phase 2 is dedicated to the overland surface water channel which will need to be engineered through re-profiling of the site.
- 5.41 Separately, the proposed residential development and associated roads are proposed to infiltrate into the ground using a combination of permeable paving and two infiltration basins (and a third is shown on the plans but associated with off-site highway improvements).
- 5.42 The LLFA have reviewed the applicant's amended and additional information and are satisfied that the concerns they raised previously have been addressed and now raise no objection subject to the discharge of conditions 12 and 41.

- 5.43 The Parish Council raised concerns about the safety of having infiltration basins within residential development and areas of publically accessible open space, however plans have been provided to show the anticipated depth of water and profiles of the basins. In the 1 in 100 year event basin 1 would have a water depth of 34cm and basin 2 would have a water depth of 108cm. The basins would be profiled with up to 1:3 slopes but broken up with flat terraces providing maintenance strips but aiding in safety. Furthermore, amendments have been provided to include a post and rail fence and life belt around the edge of basin 2 at the request of the Parish Council. Overall I am satisfied that the proposed scheme does not represent a fundamental risk to health and safety. The proposed basins also have the potential to add visual interest to and help to ensure that the site is landscape appropriately.
- 5.44 Overall I consider that the proposal complies with policy CSU5 of the DM DPD.

Refuse Collection

- 5.45 Policy CSU4 of the DM DPD requires proposals for major development to include appropriate provision for waste collection and recycling facilities. Amended plans have been provided to demonstrate the location of bin storage and collection points and tracking provided to demonstrate how the Council's largest refuse vehicle in the fleet is able to manoeuvre within the site as well as plans of a designated bike and bin store for the apartment block. The Contracts Officer has advised that they are satisfied with the bin collection plans subject to a minor amendment to the bin store for the flats but maintains a concern over the need for the refuse vehicle to stop mid-way through a reversing manoeuvre to adjust and then move. Amended plans have been submitted and these are with the Contracts Officer for comment but are not likely to be insurmountable. Members will be updated of any progress on this issue.
- 5.46 Overall, subject to concluding discussions with the Contracts Officer, I consider that the proposal complies with policy CSU4 of the DM DPD.

Scale

- 5.47 Scale relates to consideration of the height, width and length of each building proposed in relation to its surroundings. The site, by virtue of its location is not 'read' in conjunction with existing residential development other than those being constructed on Phase 1, being somewhat detached from the dwellings to the north on Drayton High Road and those bounding phase 3 of the development to the east. The proposed development consists of predominantly 2 storey dwellings, some of which are 2.5 storey with room in the roof; a small number of 3 storey dwellings; a single 3 storey block of apartments and 3 No. bungalows. Those fronting Drayton High Road are all 2 storey.

- 5.48 A range of detached, semi-detached and terraced properties are proposed of varying width and length which respond to the site constraints and layout.
- 5.49 Overall I am satisfied that this scale of development is appropriate for the local context and reflects the character and appearance of Hellesdon as a whole in accordance with the development plan.

Appearance

- 5.50 Policy GC4 requires development to achieve a high standard of design, reinforcing local distinctiveness through consideration of appearance. Policy 2 of the JCS seeks development to be designed to the highest possible standards, creating a strong sense of place. Policy 3 of the Hellesdon Neighbourhood Plan seeks to secure high quality residential neighbourhoods.
- 5.51 The proposed dwellings are typical of what Persimmon deliver in the District reflecting their status as a national housebuilder. Consequently they are not bespoke to the site. However, they reflect the appearance of the dwellings being delivered on Phase 1 and no objections have been received from the Senior Heritage and Design Officer.
- 5.52 The proposed dwellings are either of a red or buff brick construction under a tile roof or rendered under a tile roof. This reflects the materials for phase 1. Precise details of materials have not been submitted so a condition is proposed to require these to be submitted for approval prior to their first use.
- 5.53 Overall I consider that the appearance of the dwellings would not conflict with GC4 of the DM DPD, policy 2 of the JCS or policy 3 of the Hellesdon Neighbourhood Plan.

Landscape

- 5.54 Consideration of landscape has largely been considered under the 'Layout' section of this report where regard has been given to the amended landscape strategy which proposed the delivery of approximately 235 new trees and hedgerows and other soft planting to serve the public realm. In the interests of brevity I will not repeat that discussion here, other to confirm that the Conservation and Tree Officer supports the proposed landscape strategy as amended. Consequently I am satisfied that the landscaping of the site is acceptable. Further details of soft landscaping will, however need to be provided to discharge condition 13 of the hybrid consent and tree protection to discharge condition 14.
- 5.55 However, landscaping is not just restricted to soft landscaping as regard must also be given to the use of hard landscaping such as surface treatment, walls and other means of enclosure. In this regard the scheme

proposes black top tarmac roads with permeable paving used for shared surfaces, private drives and parking areas which will create visual interest and help reinforce a hierarchy in the road network. Gardens will be enclosed with brick walls to match the dwellings, fences and, where necessary due to level changes, retaining walls. Knee rail fences are used to frame open space and post and rail fences to enclose a surface water drainage feature. As with soft landscaping, precise details of this will be secured under condition 13 of the hybrid consent should reserved matters be granted.

- 5.56 Overall I am satisfied that the proposed landscaping scheme is acceptable and further details will be secured at the discharge of condition stage.

Other Issues

Renewable Technology

- 5.57 Objections have been received that the scheme does not propose renewable technology. However, condition 10 of the hybrid scheme will require the applicant to submit details of energy efficient design and the construction of on-site energy equipment to secure at least 10% of the development's energy from decentralised and renewable or low-carbon technologies prior to the commencement of development of this phase. This is to ensure compliance with policy 3 of the JCS. These details will be submitted as a discharge of condition application.

Management and Provision of Open Spaces

- 5.58 Objections have also been received that the application does not contain details of who will manage the open spaces and how this will be provided for. However, this is a matter controlled in the section 106 agreement for the hybrid application and does not need to be provided to support a reserved matters application. The quantum of open space and the delivery of play areas etc to comply with policies EN3 and RL1 of the DM DPD is being considered site wide and also controlled through the section 106 agreement. Phase 1 and 2 deliver areas of open space which could be used for informal public recreation, it is anticipated that a high quality children's play area to cater for a range of children's age groups and meet the needs of residents in phases 1, 2 and 3 will be provided in phase 3 (with the location indicatively shown on the plans in support of phase 2). Phase 4, 5 and 6 will deliver further informal recreation, children's play equipment and formal recreation in the form of sports pitches.

Ecology

- 5.59 Objections have been raised that the scheme (and in particular the tree felling) will adversely impact on ecology within the site. The hybrid application was supported by ecological surveys and no objections were raised on ecological grounds from the Natural Environment Team. A

condition was imposed on the hybrid approval requiring details of bat mitigation and enhancement which will need to be submitted prior to the commencement of development of this phase. The ecological reports had regard to the extent of tree removal proposed and approved at the hybrid stage. A siting of a possible Great Crested Newt in a nearby garden was recently reported to the Council, however officers are satisfied that this was a Smooth Newt, following advice from an ecologist, which are considered to be common and not subject to the level of protection afforded to Great Crested Newts. A method statement for Amphibians has been submitted by the applicant and will form an approved document should reserved matters permission be granted. The applicant will be bound by any legal requirements in respect of ecological legislation and would need to take appropriate steps should protected species be encountered. Officers would expect the applicant to liaise with them and Natural England should this be the case. I accept that the loss of trees across the site will reduce the amount of natural habitat for ecology, however as discussed in this report, it is a matter of principle accepted by the hybrid application and consequently I find that this reserved matters application does not conflict with policy EN1 of the DM DPD.

Economic

- 5.60 Under Section 143 of the Localism Act the Council is required to consider the impact on local finances. This can be a material consideration but in the instance of this application the other material planning considerations detailed above are of greater significance.
- 5.61 This application is liable for Community Infrastructure Levy (CIL), 25% of which will go to Hellesdon Parish Council. This weighs in favour of the scheme but is not determinative.
- 5.62 The need to support the economy as part of the recovery from the COVID-19 pandemic is a material consideration. This application will provide employment during the construction phase of the project and support the local economy through increased spending and this weighs in favour of the proposal although the proposal is acceptable in its own right.

Impact on Local Infrastructure

- 5.63 Objections have been raised regarding the impact of the development on local infrastructure such as schools, doctors and the local highway network. Consideration of these matters will have been given at the hybrid stage and any necessary mitigation to make the development acceptable secured. This mitigation includes 2ha of land for a primary school on later phases of the development and off-site highway improvements to Drayton High Road and Middletons Lane. Given the hybrid permission establishes the principle of up to 1000 homes it is not considered that impacts on local infrastructure are relevant to the reserved matters application.

Conclusion

- 5.64 Having had regard to all representations received I am satisfied that the principle of development (in terms of amount and location) is acceptable and the proposed reserved matters (layout, scale, appearance and landscaping) reflect the principles of the hybrid permission and would result in a development which would comply with the development plan as a whole. I do not consider that there are material considerations to refuse the application and accordingly, subject to resolving the final issues raised by the Contracts Officer and Highway Authority, I recommend that it is approved subject to conditions. These conditions are limited in scope given that the development will be controlled by the conditions on the hybrid consent.

Recommendation: Delegate authority to the Director of Place to **APPROVE** subject to resolving the issues raised by the Contracts Officer and Highway Authority and subject to the following conditions:

- (1) Plans and documents
- (2) Submission of precise details of external materials
- (3) Implementation of noise mitigation measures as proposed in the submitted Noise Assessment.

Contact Officer, Charles Judson
Telephone Number 01603 430592
and E-mail charles.judson@broadland.gov.uk

Appendix 1 – Tree Preservation Order 2020 (No.9)

Appendix 2 – Tree Retention/Removal Plan for hybrid application



TOWN AND COUNTRY PLANNING (Tree Preservation) (England) REGULATIONS 2012

Town and Country Planning Act 1990 The Broadland District Council Tree Preservation Order 2020 (No.9)

The Broadland District Council, in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 make the following Order—

Citation

1. This Order may be cited as the Broadland District Tree Preservation Order 2020 (No.9)

Interpretation

2. (1) In this Order "the authority" means the Broadland District Council.
(2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation)(England) Regulations 2012.

Effect

3. (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.
(2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—
(a) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or
(b) cause or permit the cutting down, topping, lopping, wilful damage or wilful destruction of,

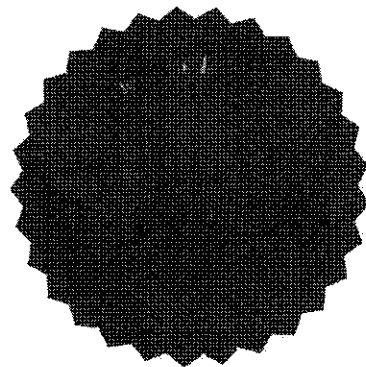
any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

4. In relation to any tree identified in the first column of the Schedule by the letter "C", being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this 16th day of October 2020

The Common Seal of the Broadland District Council
was affixed to this Order in the presence of—



Deputy Monitoring Officer

[Signature]

8058

SCHEDULE 1

SPECIFICATION OF TREES

Trees specified individually
(encircled in black on the map)

Reference on map	Description	Situation
NONE	NONE	NONE

Trees specified by reference to an area
(within a dotted black line on the map)

Reference on map	Description	Situation
A1	Area	620119 311358
A2	Area	620567 311527

Groups of trees
(within a broken black line on the map)

Reference on map	Description (including number of trees in group)	Situation
NONE	NONE	NONE

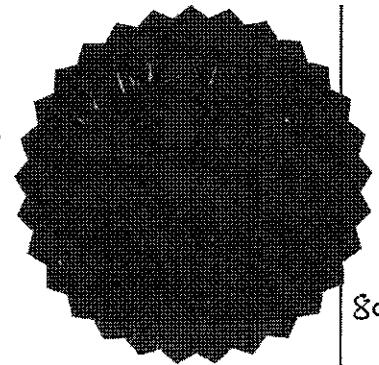
Woodlands
(within a continuous black line on the map)

Reference on map	Description	Situation
NONE	NONE	NONE

BROADLAND DISTRICT
TREE PRESERVATION ORDER

2020 No.9

KEY

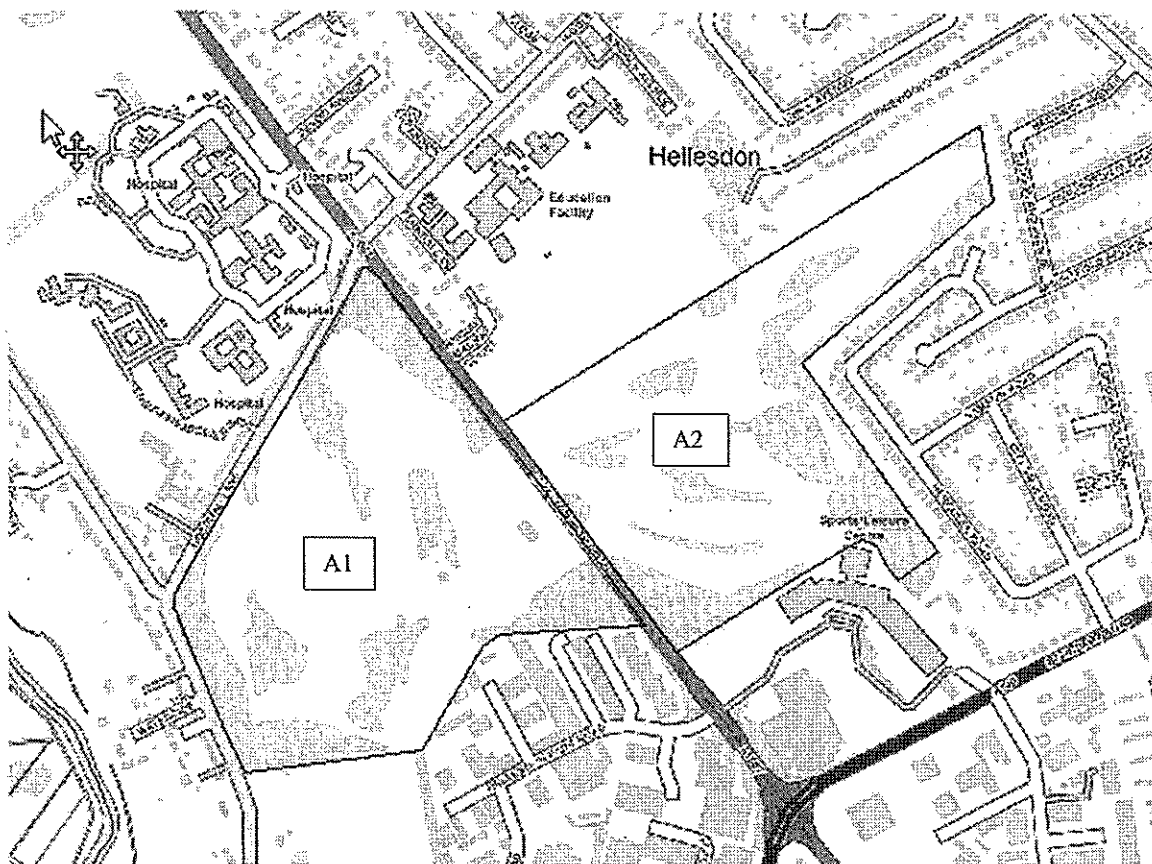


8058

Deputy Monitoring Officer

AREA OF TREES – Various species

HELLESDON



TPO 2020 No.9 (1311)

Former Royal Norwich Golf Club, Drayton High
Road, Hellesdon, NR6 5AH

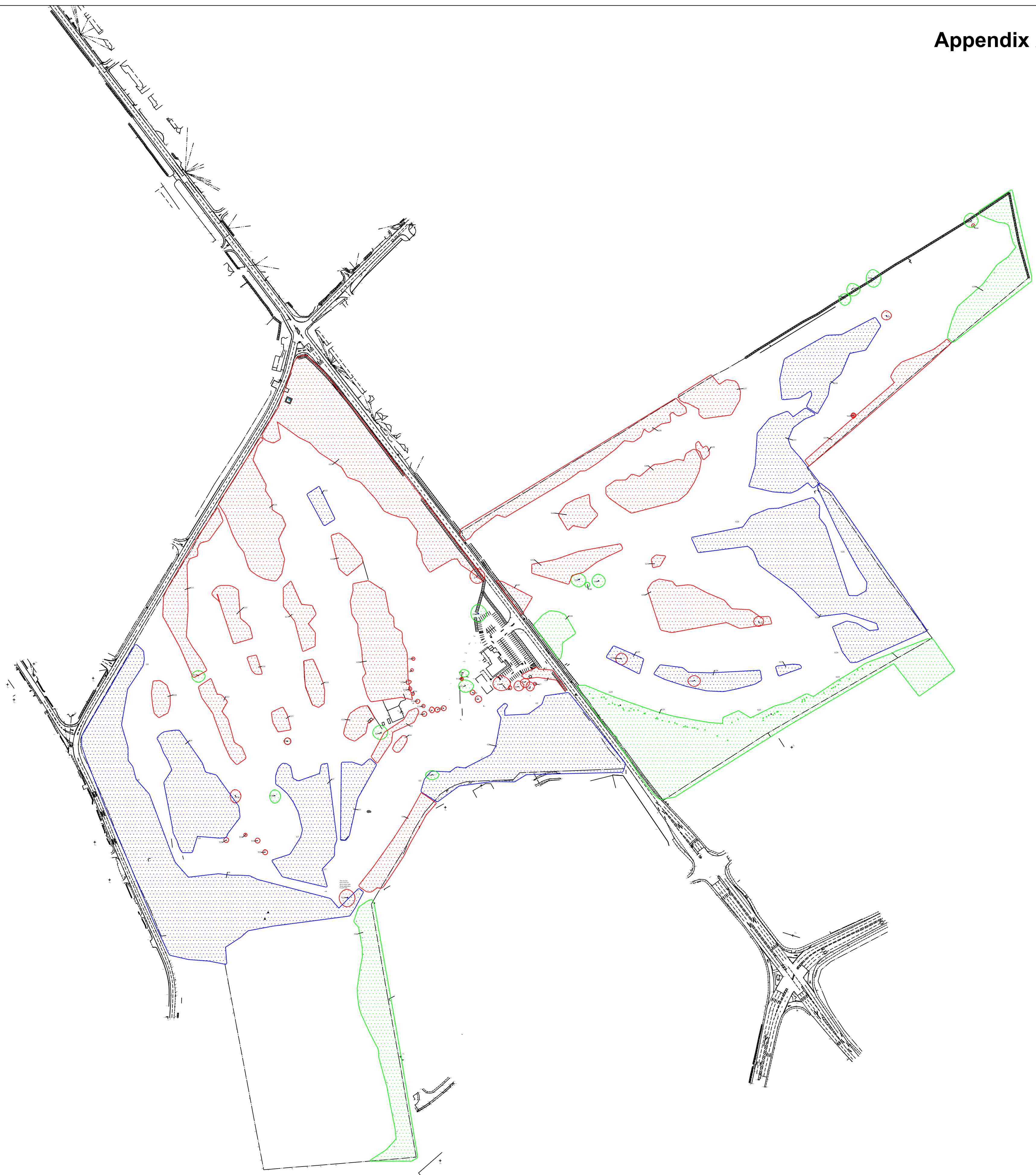
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1:10000

Date:
16-Oct-20

N

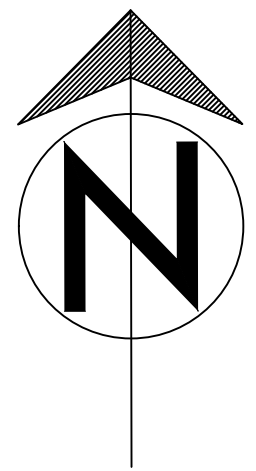
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Appendix 2

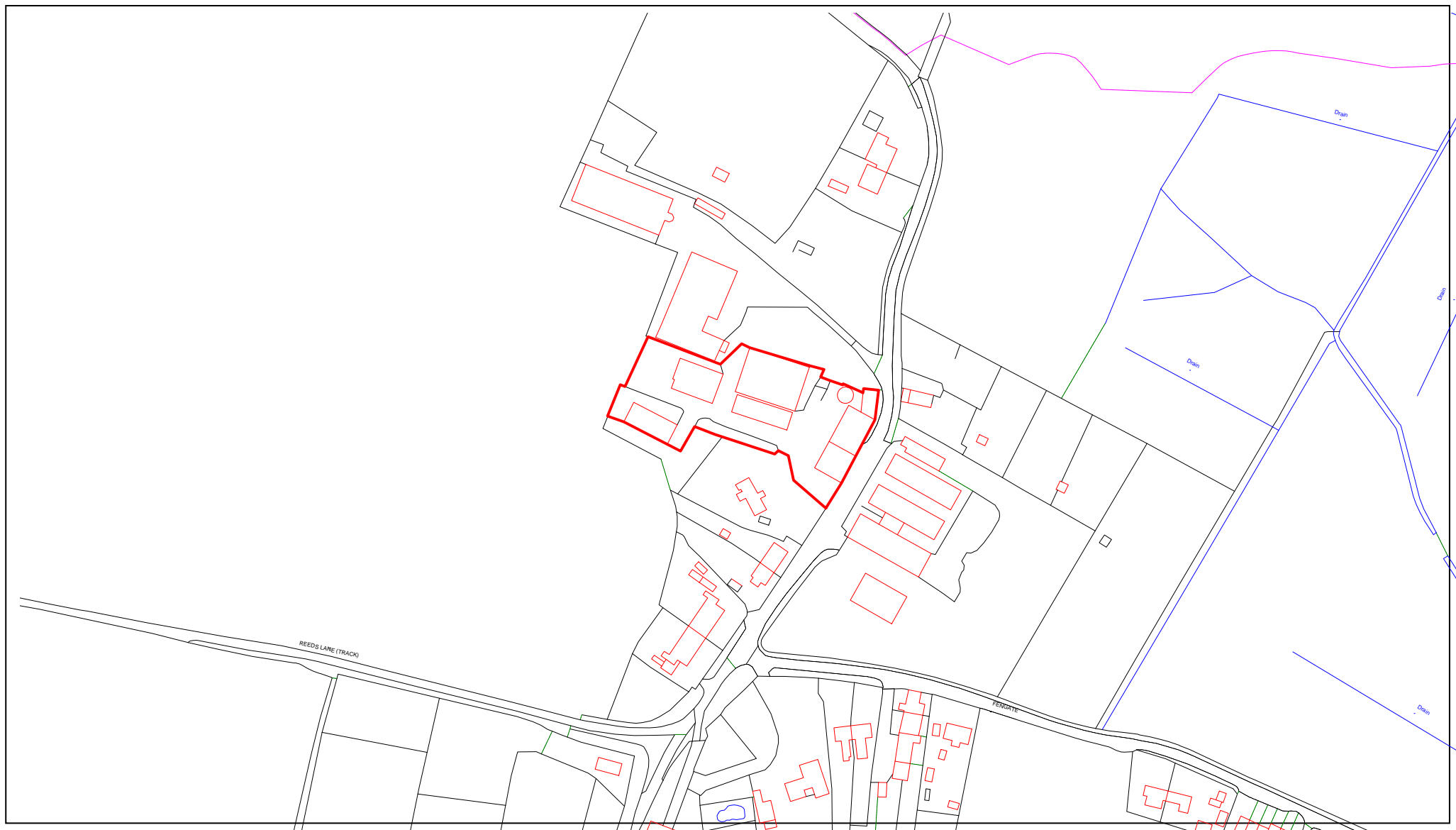


KEY

- Trees and or groups to be removed
- Trees and or groups to be retained
- Groups to be removed in part



REV.		DATE		INITIALS	DETAILS
CLIENT Persimmon Homes				DWG. TITLE Tree Retention/ Removal Plan	
SITE: RNGC Tree removals & retention based on Outline Approval					
DRAWN BY SPM	CHECKED BY SPM	SCALE NTS	DATE July 2020	DWG NO.	REV. -



Application No: 20201275

Fengate Farm, 51 Fengate, Marsham, NR10 5PT

**Scale:
1:1250**

**Date:
15-Mar-21**



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Application No: [20201275](#)
Parish: **Marsham**

Applicant's Name: Mr R Crane
Site Address: Fengate Farm, Fengate, Marsham, NR10 5PT
Proposal: Erection of 5 new dwellings in lieu of conversion of agricultural buildings to 5 dwellings granted under prior notification application 20181827

Reason for reporting to committee

The application is referred to Committee as the officer recommendation is contrary to the provisions of the development plan.

Recommendation summary:

Delegate authority to the Assistant Director Planning to approve subject to completion of a Section 106 Agreement and conditions.

1 Proposal and site context

- 1.1 This application seeks full planning permission to demolish a complex of barns and other agricultural buildings and to replace them with five dwellings at Fengate Farm, Fengate, Marsham. The site currently has the benefit of a Class Q prior approval consent under reference 20181827 which granted conversion of some of the buildings to five dwellings.
- 1.2 The application site lies to the western end of Fengate to the north of Marsham village and is approximately 0.33 hectares in size. The existing agricultural buildings which were formerly used as a pig fattening unit comprise of six buildings with a gross floor area of 1304 sqm and a 250 tonne grain storage tank.
- 1.3 Fengate is accessed from the A140 Norwich Road via a two lane junction, which then reduces to a single width lane with informal passing places along its length. After approximately 450m the tarmac road is replaced by a section of concrete roadway that leads past the site. This roadway serves commercial, residential and agricultural developments to the north including Fengate Farm. The roadway is approximately 8m wide adjacent to the site entrance.
- 1.4 To the south of the site is 51 Fengate, a two storey residential property. This is set on slightly higher ground and at an angle to the site, with a front aspect facing north east across the front corner of the site. To the north are two industrial units and associated yard area of Jack Sayers Products Ltd, manufacturers of retail display products. Opposite the site to the east across the track within an overgrown area are a row of single storey agricultural buildings. The western boundary borders open farmland.

- 1.5 The application is for the construction of five new dwellings, with generous sized gardens, a shared driveway, parking and garaging.
- 1.6 The dwellings will comprise of one detached single storey dwelling (Plot 1) within the north western end of the site, a pair of single storey dwellings (Plots 2 and 3) positioned centrally on the site with rear gardens to the north of the buildings, and a pair of one and a half storey cottages (Plots 4 and 5) facing onto Fengate. Plot 1 is proposed as a three bedroom property. Plots 2 - 5 are all two bedroomed dwellings. Double garaging will be provided for each property as a block of two and a block of three in the form of open fronted cart lodges. The gross floor area of the dwellings and garages will be approximately 540 sqm.
- 1.7 All buildings will be constructed using traditional materials comprising of local stock facing bricks, Norfolk clay pantiles with stained timber boarding and stained joinery. The driveway will be finished with a gravel surface.

2 Relevant planning history

- 2.1 A Prior Notification was approved for change of use of agricultural buildings to 3 residential dwellings under planning reference [20152020](#) on 8 February 2016
- 2.2 A further Prior Notification was approved for change of use of agricultural buildings to 5 residential dwellings under planning reference [20181827](#) on 8 November 2018. This was for a larger site area than the previous application and allowed the retention of 3 of the existing buildings and added another building to be converted and altered to create 5 dwellings in total. This application included the removal of two bays of a large barn on the site frontage to improve the site entrance with the remaining part of the barn retained for storage. The residential floorspace to be created by this proposal would be 390 sqm.

3 Planning Policies

3.1 National Planning Policy Framework (NPPF)

NPPF 02 : Achieving sustainable development
NPPF 04 : Decision-making
NPPF 12 : Achieving well-designed places

3.2 Joint Core Strategy (JCS)

Policy 1 : Addressing climate change and protecting environmental assets
Policy 2 : Promoting good design
Policy 17 : Small rural communities and the countryside

3.3 Development Management Development Plan Document (DM DPD) 2015

Policy GC1 : Presumption in favour of sustainable development

Policy GC2 : Location of new development

Policy GC4 : Design

Policy EN2 : Landscape

Policy EN4 : Pollution

Policy TS3 : Highway Safety

Policy TS4 : Parking guidelines

4 Consultations

4.1 Marsham Parish Council:

Object to these plans for the following reasons:

- Outside the village development area, and could set a precedent for other applications.
- Dangerous junction with Fengate Lane/A140 which is on a sweeping bend, and is a 50 mph speed limit. In past applications it has been noted by Highways, that the extra traffic could cause hazards to users of the highway.
- It has been stated that the car traffic from the development, would be much better than the heavy agricultural traffic from the pig farm. This does not apply, as the Pig farm has not been operational for possibly 20 years +, and is in a derelict condition.
- There is no main sewer in Fengate.
- False information given in the application i.e. movement of traffic from the site as above, there is only one small passing bay, and no widened verges in Fengate Lane, the track leading to the site is not predominately concrete, but is a dirt track, and this leads to a bridleway, not a footpath as stated and there is one industrial unit, not two as stated in the application.

4.2 District Councillor:

No comments received.

4.3 Highway Authority:

Given the previous permissions on this site for residential conversion 20181827 etc I feel it very difficult to pass adverse highway safety comment on this proposal. Comments regarding transport sustainability/accessibility provided in regard to 20181827 would be applicable were this to be an application for five new build dwellings in this isolated/segregated location.

If approved a condition is recommended to ensure the proposed access and on-site car parking areas are provided before occupation.

4.4 Environmental Management Officer:

Having reviewed the application, we do not wish to object. However, we recommend that any approval of this application includes conditions for pre-commencement contaminated land investigation, remediation and validation. If contamination is found during construction a condition requiring a risk assessment and remediation scheme to be agreed. A pre-commencement condition to assess the noise of the adjacent commercial unit(s) and if necessary measures to mitigate identified impacts. If air or ground source heat pumps are to be installed these should be fitted in accordance with criteria set out in the GPDO Schedule 2, Part 14, Class G. A Construction and Demolition Management Plan shall be submitted prior to commencement of development.

4.5 Other Representations:

Letters of support from the immediate residential neighbour and adjoining business.

- Proposal will tidy up the area which has become overgrown and derelict
- Create a better outlook/view
- The site has been unused for some years and is in a state of disrepair and an eyesore, redevelopment would benefit the local area and improve the look of Fengate
- Hope that development would take pressure off more development in Aylsham

5 Assessment

Key Considerations

- 5.1
- Principle of development
 - Impact upon the character and appearance of the area
 - Impact on residential amenity
 - Impact on highway safety

Principle

- 5.2 As set out in paragraph 1.1 of this report the application seeks full planning permission for the demolition of existing agricultural buildings and erection of five dwellings and garages.
- 5.3 The main issues to be taken into consideration in the determination of this application are an assessment of the proposal against the policies of the development plan and the National Planning Policy Framework (NPPF) and whether there are any other material considerations. This includes its impact on highway safety, layout and scale of the development the impact on neighbours, and the character and appearance of the area.

- 5.4 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This point is reinforced by the NPPF, which itself is a material consideration.
- 5.5 The application site lies outside of the settlement limit that has been defined for Marsham where Policy GC2 of the DM DPD seeks to accommodate new development. Policy GC2 does however go on to state that outside defined settlement limits, development which does not result in any significant adverse impact will be permitted where it accords with a specific allocation and/or policy of the development plan.
- 5.6 The site has not been allocated for development and the proposal does not comply with another policy of the development plan that allows for residential development in the countryside such as barn conversions, affordable housing exception sites, replacement dwellings and dwellings connected with rural enterprises (including agricultural or forestry workers). However, material to the determination of this application is that there is an extant permission (ref 20181827) granted via the prior approval process to convert the barns into five dwellings and there is a reasonable prospect that this consent can be implemented. This approval expires on 22/01/2022. Taking this into account it is considered that the principle of constructing five new dwellings instead of converting the agricultural buildings is acceptable subject to consideration being given to other relevant planning matters.

Impact on the character and appearance of the area

- 5.7 The existing buildings on the site are typical of large agricultural buildings, constructed mainly using profile sheeting for the walls and roofs. To some extent the site is enclosed between the existing built developments to the north, south and east, but is open to views from the west. The site also creates a poor outlook for the neighbour at 51 Fengate, immediately to the south.
- 5.8 The site is untidy and overgrown with a large storage building immediately on the sites frontage to Fengate. The removal of these buildings and replacement with buildings of a scale and appearance more sympathetic to the site will open up and enhance the appearance of the site to the benefit of surrounding area and the neighbours. All buildings except the dwellings on Plots 4 & 5 will be single storey. The floor area of the new dwellings, including the garaging will be far less than the buildings currently occupying the site.
- 5.9 The development will not encroach further into the open countryside than the existing buildings, or the development approved under the prior approval. The proposal is therefore considered to meet the aims of Policy 2

of the JCS and Policy GC4 of the DM DPD that requires new development to pay adequate regard to the character and appearance of an area.

Impact on residential amenity

- 5.10 The site is to the north of the nearest residential neighbour at 51 Fengate. No concerns have been raised by the occupants of this property, who has stated that they welcome the prospect of the development and removal of the unsightly agricultural buildings, which will improve the appearance of the site and enhance the surrounding area. The layout approved under the prior approval application retained part of the large barn adjacent to the site's frontage to Fengate. The current application proposes to remove this barn which significantly enhances the appearance of the site frontage with a pair of dwellings being built centrally and results in an improved and more open outlook for the neighbouring dwelling at No. 51.
- 5.11 The new dwellings will be positioned on spacious plots away from the boundary of this neighbour. In addition there is a conifer screen and a two metre high brick wall along their northern boundary, which is to be retained. The new dwellings on plots 1, 2 & 5 will be provided with a greater separation distance from the existing commercial units to the north of the site, compared to the prior approval scheme which will improve the residential amenities of the future occupiers of these dwellings.
- 5.12 The proposed dwellings have good sized gardens, which will be enclosed by walls and fencing along the northern boundary of the site, which backs onto the commercial site.
- 5.13 It is considered that the development meets the aims of Policy GC4 of the DM DPD that requires new development to pay adequate regard to meeting the reasonable amenity needs of all future occupants and impact upon the amenity of existing properties.

Impact on highway safety

- 5.14 In its capacity as Highway Authority, Norfolk County has not objected to the application subject to the imposition of a condition to ensure that the access and parking is provided before first occupation of the proposed dwellings.
- 5.15 However, the Parish Council has raised concerns that increased traffic would be a hazard to other road users when using the junction with the A140, which is located on a bend of a 50 mph road. Although the site is no longer in use it could be returned to agricultural use. Previous use of the site as a pig fattening unit generated HGV traffic and tractor and trailer movements onto the A140. Residential development of the site would not generate any increase in traffic compared with use of the site for agricultural purposes. Cars using Fengate and the junction onto the A140 would be considerably safer than slow moving agricultural traffic. The proposal is considered to be in accordance with Policy TS3 of the DM DPD as it is

considered that the development will not have any significant adverse impact on highway safety. The development provides adequate parking in accordance with Policy TS4 of the DM DPD.

Other Issues

- 5.16 Given the previous use of the site, there is a reasonable prospect that it may be at risk from contamination. An appropriately worded planning condition will be used to require further investigations to be carried out in accordance with Policy EN4 of the DM DPD to ensure that the development will have no significant adverse impacts upon amenity, human health or the natural environment.
- 5.17 Due to the proximity of the existing buildings to residential and commercial properties a Construction Management and Demolition Plan condition is recommended to ensure the amenity of neighbours is protected for the duration of the redevelopment of the site.
- 5.18 The Environmental Management Officer has also requested a noise assessment in connection with the commercial use of the premises to the north of the site. A condition is recommended to ensure that suitable mitigation measures can be implemented if found to be necessary.
- 5.19 A condition to remove permitted development rights for the erection of outbuildings and extensions is considered appropriate to ensure the extent and appearance of the built development is maintained and in order for the Local Planning Authority to retain control over future development within the site.
- 5.20 The need to support the economy as part of the recovery during and following the COVID-19 pandemic is a material consideration. This application will contribute to the local economy during the construction and occupation of the development, which weighs in its favour although the proposal is acceptable in its own right.
- 5.21 Under Section 143 of the Localism Act the Council is required to consider the impact on local finances. This can be a material consideration but in the instance of this application the other material planning considerations detailed above are of greater significance.
- 5.22 Policy RL1 of the DM DPD requires residential development consisting of five dwellings or more to make adequate provision and subsequent management arrangements for formal recreation space. Policy 1 of the JCS and Policy EN3 of the DM DPD also require development to contribute to the green infrastructure of the District. In this case an off-site financial contribution will be sought and secured through a Section 106 Agreement.
- 5.23 Affordable housing is not being sought for this development. Paragraph 63 of the NPPF states that affordable housing should not be sought for

residential developments that are not major development. Major residential development is defined as 'development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. This proposal is for 5 new homes and the size of the site is just 0.33 hectares.

- 5.24 An Appropriate Assessment in accordance with the Conservation and Habitat and Species Regulations has been carried out by the Council and concluded that the development will not adversely affect the integrity of any habitat sites as mitigation measures will be provided in accordance with Policy EN3 of the DM DPD and regarding water quality and hydrology issues these can be mitigated by condition so again there is no likely impacts.
- 5.25 This application is liable for Community Infrastructure Levy (CIL) although a reduced rate may be applicable in this case as any of the existing floorspace that has been in lawful use within the last three years will be subtracted from the proposed new floorspace.

6 Conclusion

- 6.1 In having regard to those matters raised, while the site is outside of the settlement limit that has been defined for Marsham, it should be noted that the barns can be converted into five dwellings with a similar floor space to the proposed dwellings, which is a viable fall-back position and is a significant material consideration that weighs in favour of the current application. In addition I consider that, as set out in this report, the layout of the dwellings and the design and appearance of the proposals under the current application results in a number of improvements compared to the development which was granted prior approval so that it can be seen that the current application has an improved relationship to the character and appearance of the surrounding area and the residential amenities of both the existing neighbour and the future occupiers of the proposed dwellings. It should also be noted that commuted sums for off-site contributions for formal recreational purposes and green infrastructure will now be secured which are not possible under the prior approval process.
- 6.2 In all other respects, the application represents an acceptable form of development that complies with the remaining relevant policies of the development plan. The application is therefore recommended for approval as it complies with Policies 1 and 2 of the JCS and Policies GC4, EN2, EN3, EN4, RL1, TS3 and TS4 of the DM DPD.

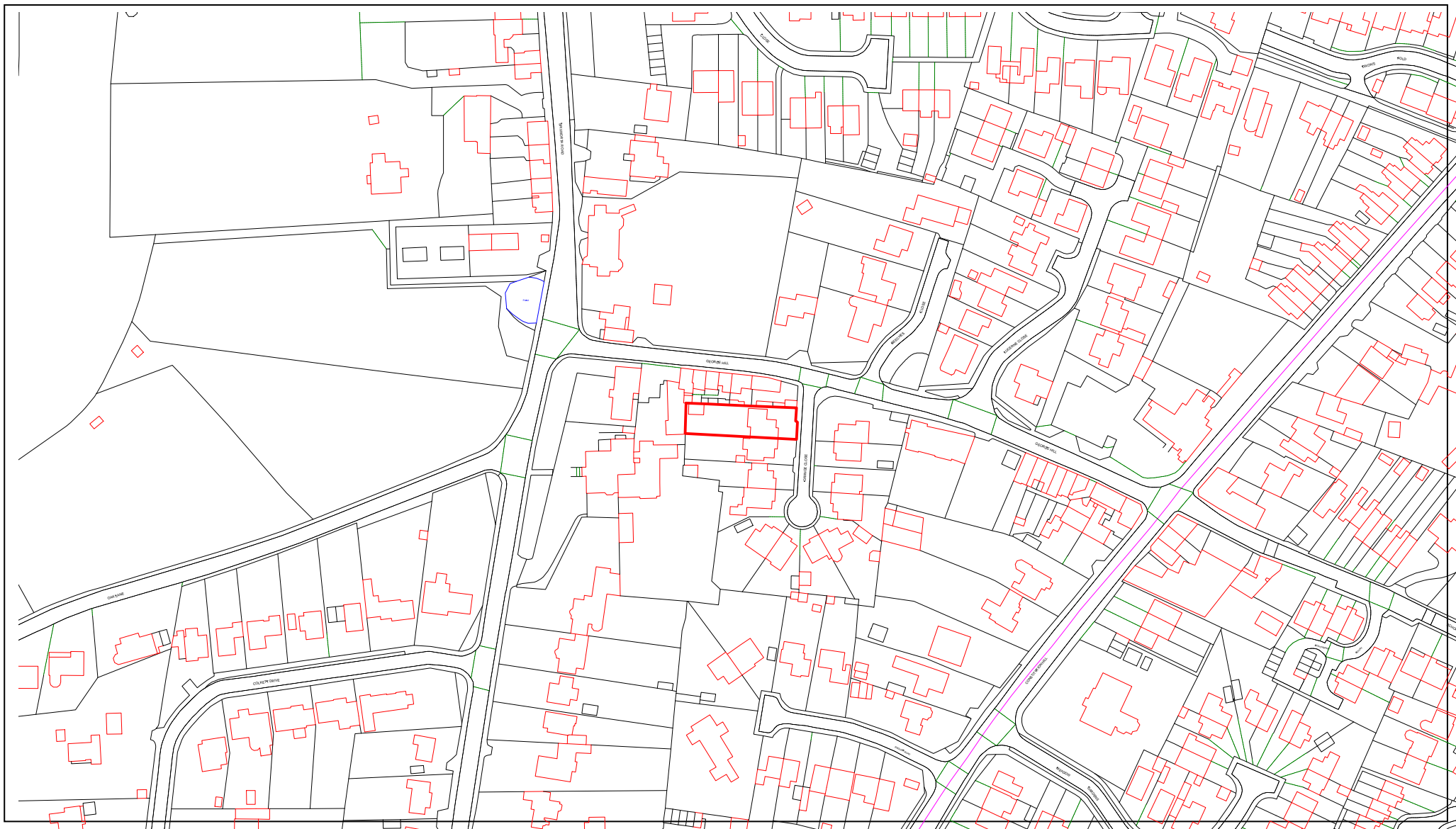
Recommendation: Delegate authority to the Assistant Director Planning to **APPROVE** subject to the following conditions and successful completion of a Section 106 Agreement with the following Heads of Term:

- (1) Offsite contributions for formal recreation
- (2) Green Infrastructure

and subject to the following conditions:

- (1) Time limit –full permission (TL01)
- (2) In accordance with submitted drawings (AD01)
- (3) External materials to be agreed (D02)
- (4) Boundary treatment to be agreed (L01)
- (5) Provision of parking (HC21)
- (6) Contaminated land investigation (AM12)
- (7) Implementation of approved remediation scheme and validation (AM13)
- (8) Contaminated land during construction (AM14)
- (9) Noise assessment (AM03)
- (10) Implementation of approved noise remediation scheme and validation (AM04)
- (11) Ground and air source heat pump installation (NS)
- (12) Construction and Demolition Management Plan (AM05)
- (13) Remove PD rights for Classes ABCD & E (P01)

Contact Officer, Julie Fox
Telephone Number 01603 430631
and E-mail julie.fox@broadland.gov.uk



Application No: 20210135
12 Grange Close, Old Catton, NR6 7DH

Scale:
1:1250
Date:
15-Mar-21



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Application No: [20210135](#)
Parish: **Old Catton**

Applicant's Name: Mr and Mrs Leggett
Site Address: 12 Grange Close, Old Catton, Norwich, NR6 7DH
Proposal: Proposed rear orangery/garden room & associated internal alterations

Reason for reporting to committee

The applicant is known to be an employee and a close relative of a member of Broadland District Council.

Recommendation summary:

Approve subject to conditions

1 Proposal and site context

- 1.1 This application seeks planning permission for the erection of a single storey rear extension. The proposed extension will measure 4.64m in length, 7.65m in width and 2.93m in height. It will have a flat roof with a sky lantern in the centre and will be located 0.15m from the curtilage boundary. It will be joined to an existing rear extension with a lean-to roof, so that the total projection from the original rear wall will be 6.67m.
- 1.2 The existing property is a semi-detached house within a small cul-de-sac of similar properties and is located within Old Catton Conservation Area.
- 1.3 The neighbour at No. 11 is located directly south of No. 12 and has a conservatory that extends from the original rear elevation by 4.57m, with an eaves height of 2.23m and a total height of 3.62m. There are three small trees, one of which is an Apple tree, which are located close to the curtilage boundary and near to part of the proposed extension. The existing boundary treatment between these properties is a 1.8m high close boarded wooden fence.

2 Relevant planning history

- 2.1 [001140](#): Single storey rear/side extension. Approved 31 October 2000,
- 2.2 [920856](#): Single storey rear extension. Approved 10 August 1992.

3 Planning Policies

3.1 National Planning Policy Framework (NPPF)

NPPF 04: Decision-making

NPPF 12: Achieving well-designed places

NPPF 16: Conserving and enhancing the historic environment

3.2 Joint Core Strategy (JCS)

Policy 2: Promoting good design

3.3 Development Management Development Plan Document (DM DPD) 2015

Policy GC4: Design

Policy EN2: Landscape

3.4 Old Catton Neighbourhood Plan

Policy 7: Design and Housing

3.5 Statutory duties relating to Conservation Areas:

S72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of [the Planning Acts], special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."

4 Consultations

4.1 Old Catton Parish Council:

No objection provided that conservation and preservation orders are observed.

4.2 Conservation & Tree Officer:

No objection (verbal comment).

4.3 Other Representations:

Comments received from neighbouring property at 11 Grange Close:

Objection due to negative impact on our outlook, overshadowing, overbearing looking at a brick wall, overdevelopment of site, building on boundary line the plans are too close to our conservatory and would affect our light and it is development within the Conservation Area.

5 Assessment

Key Considerations

- 5.1
- Impact on neighbour amenity
 - Impact on character and appearance of the area, including an assessment of the Conservation Area considerations

Principle

- 5.2 The proposed single storey rear extension is acceptable in principle as a domestic extension to a domestic property in the built up area of Old Catton.

Impact on neighbour amenity

- 5.3 The proposed extension will extend 6.67m from the original rear elevation of the property, however it will be joined to an existing single storey rear extension with a lean-to roof. Therefore the proposed extension will extend from the existing rear elevation by 4.64m. It will have a flat roof with a total eaves height of 2.93m, with a central skylight reaching a maximum height of 3.56m. The south side elevation of the proposed extension which borders the neighbouring property at No. 11 is brickwork with no windows. It will have a width of 7.65m and will partly encompass the existing rear/side extension approved under ref: 001140. The neighbour at No. 11 has a conservatory to the rear with glazing in each elevation including towards No. 12, whilst the south elevation is partly glazed. This neighbour has objected to the extension partly on the basis that it would have an overshadowing/overbearing effect which will reduce their light as it is positioned 0.15m from the curtilage boundary and will have a negative impact on their outlook.
- 5.4 Whilst the extension will extend beyond the neighbour's conservatory and some daylight will be lost, I do not consider that this represents an unacceptable loss of light. The proposed extension is located directly north of the neighbour at No. 11 so no direct sunlight will be lost. It is noted that the outlook from the neighbour's conservatory towards No.12 will change and as the side wall of the proposed extension will be visible at a position close to the boundary, above the existing boundary fence. However the extension is single storey with a flat roof and eaves height below 3m which is the height allowed under the permitted development requirements.
- 5.5 I acknowledge that the extension will be very close to the curtilage boundary and this may pose maintenance issues for the fence, however this in itself is not considered to cause such a harmful impact on neighbour amenity to warrant a refusal. Additionally, single storey extensions can be built under permitted development allowances up to a projection of 6m from the original rear wall, on semi-detached properties, subject to the prior approval procedure and can be built on the boundary line as long as no part

of the extension encroaches beyond the boundary. Overall, whilst I accept that the extension will cause some lack of daylight to the neighbour's conservatory, it is largely the orientation of the properties and the design and form of the proposed extension that means it will have an acceptable impact on neighbour amenity, in accordance with Policy GC4 of the DM DPD.

Impact on character and appearance of the area including an assessment of the Conservation Area considerations

- 5.6 The proposed extension will be constructed from red brick, black flat roofing system, a glazed roof lantern and white UPVC windows/doors. Aside from the roofing material, which will not be particularly visible, these materials will all match those used in the construction of the existing property. The scale, massing and form of the proposed extension design are such that they would not cause the extension to appear incongruous with the main property and will not be visible within the wider area or the Old Catton Conservation Area. The Old Catton Conservation Area appraisal describes Grange Close as of interest, and its use of brick, plain stone dressings and large mullioned windows as Arts and Crafts design. The proposed extension is sited to the rear of the semi-detached property and therefore will not be visible from the street scene. I consider that the proposed extension would have a neutral effect on the character and appearance of the area meeting the requirements of Policies GC4 and EN2 of the DM DPD and therefore preserves the character and appearance of the Conservation Area and meets the requirements of section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Other matters:

- 5.7 In relation to the Apple tree in the neighbour's rear garden at No. 11 the construction of the extension is not a cause for concern to the Conservation & Tree Officer due to their narrow stems and no objection has been raised.
- 5.8 Under Section 143 of the Localism Act, the Council is required to consider the impact on local finances. This can be a material consideration but in this instance the other material considerations, detailed above, are of greater significance.
- 5.9 The need to support the economy as part of the recovery during and following the COVID-19 pandemic is a material consideration. The application will contribute to the local economy during the construction phase, which weighs in its favour, although the proposal is acceptable in its own right.

6 Conclusion

- 6.1 Overall, the proposed extension is considered to be acceptable within the context of the property and Old Catton Conservation Area, and therefore in line with the Parish Council's comments. There is considered to be a neutral impact on the character and appearance of the area and an acceptable effect on the residential amenities of the neighbouring property, therefore I consider that the proposals are in accordance with Policy 2 of the JCS, Policies GC4 and EN2 of the DM DPD, Policy 7 of the Old Catton Neighbourhood Plan and S72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

This application is not liable for Community Infrastructure Levy (CIL).

Recommendation: Approve subject to conditions

- (1) Time limit
- (2) In accordance with plans and documents

Contact Officer, Tom Barker
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and E-mail tom.barker@broadland.gov.uk

Planning Appeals: 12 February 2021 to 12 March 2021

Appeal decisions received: None

Appeals lodged:

Ref	Site	Proposal	Decision maker	Officer recommendation
20191728	Land East of Oakdene, Green Lane, Horsford, NR10 3ED	Erection of 6 No Bungalows with associated Garages, Parking & Gardens	Delegated	Full Refusal

PLANNING COMMITTEE

24 March 2021

Final Papers

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Supplementary Schedule	74

Attached is the Supplementary Schedule showing those representations received since the Agenda was published and other relevant information.

DEMOCRATIC SERVICES

Broadland District Council

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SUPPLEMENTARY SCHEDULE OF APPLICATIONS TO BE CONSIDERED

Plan No	Application No	Location	Update
1	20201679	Royal Norwich Golf Club, Drayton High Road, Hellesdon	<p><u>Comments received from Highway Authority:</u></p> <p>Following receipt of the amended plans showing the road layout dimensions and the two additional parking spaces in the lay-bys, I can confirm in relation to highway matters, I would have no further comment and would not wish to raise an objection to the granting of planning permission by the District Council.</p> <p><u>Comments received from Contracts Officer:</u></p> <p>Amended Bin Store Plan is acceptable.</p> <p>Pleased that all turning manoeuvres (of refuse vehicles) can be completed in 3 points.</p> <p>Comments made regarding the proximity of the refuse vehicle to parking spaces, landscaping and kerbs which may result in conflict particularly if residents do not park fully within their allocated spaces.</p> <p>The preferred solution would be to increase the size of parking spaces to take them back from the highway. If this is not possible then please can a statement be included in resident's welcoming pack (or equivalent) to inform residents that they need to park in their parking spots correctly to allow for the manoeuvring of larger vehicles around the development, particularly for waste collections.</p>

			<p>Parking on the road could create issues for accessing the site with refuse vehicles. If this is an issue a change in collection points may be required.</p> <p><u>Applicant's response to Contracts Officer comments:</u></p> <p>The main issue appears to be that the tracking curves submitted show the refuse truck travelling very close to a number of parking spaces and the kerb. However the shared surfaces do not have a standard kerb. There is just a small upstand to delineate the edge of the shared surface.</p> <p>Also the car parking spaces adjacent to the shared spaces are set back 0.5m from the edge of the shared surface, as requested by the Highway Authority, and where they are adjacent to either a wall or fence the spaces are increased in length by a further 1m. Therefore all of these car parking spaces are at least 0.5m longer than the minimum required and in some cases are 1.5m longer than the minimum required.</p> <p>On this basis we think that the layout as shown will satisfactorily accommodate the required refuse truck manoeuvres.</p> <p><u>Comments received from Contracts Officer:</u></p> <p>I accept that there won't be any further changes made to the layout of the development and as do our Operations Manager at Veolia. However I still think that it would be great if we could have confirmation that there will be some text in a welcoming pack or some sort of notice to residents when they move in, to make sure that their cars aren't poking out of their designated parking spots, and to not park their cars on the road. In particular in turning heads. This is all to ensure that larger vehicles, including the waste collection vehicle, can access all areas of the development.</p>
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			<p>I hope this sounds reasonable.</p> <p>Other than that, no further comment on my part so, I am pleased to confirm that Broadland District Council will be able to provide a waste collection service to all properties on this development.</p> <p><u>Case Officer Update:</u></p> <p>In light of the above responses, I consider that the recommendation can be changed from “Delegated Authority to Approve” to “Approve”. The desire of the Contracts Officer to have text in a welcome pack can be adequately dealt with through an informative as it would not meet the tests for a condition.</p>
2	20201275	Fengate Farm, Fengate, Marsham	<p><u>Correction to the report.</u></p> <p>Error in paragraph 2.2 of the report which states that the grant of prior approval for application reference number 20181827 was on 8 November 2018. However this is the date of receipt of the application and not the date of approval, which should be corrected to 22 January 2019.</p>