

Minutes of a meeting of the **Planning Committee** held at Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich on **Wednesday 6 February 2019** at **9.30am** when there were present:

Miss S Lawn – Chairman

Mr A D Adams
Mr G Everett
Mr R F Grady

Mrs L H Hempsall
Mr K G Leggett
Mrs B H Rix

Mr M D Snowling MBE
Mr J M Ward
Mr D B Willmott

The following Members attended the meeting and spoke with the Chairman's concurrence on the items shown:

Mrs Bannock 79 (122 Haverscroft Close, Taverham)

Mr Riley 78 (St Michael's Service Station, Cawston Road, Aylsham)

Also in attendance were the Development Manager; Area Planning Managers; Senior Planning Officer (CJ) and the Senior Committee Officer.

75 DECLARATIONS OF INTEREST UNDER PROCEDURAL RULE NO 8

Member	Minute No & Heading	Nature of Interest
Mr Snowling	81 (land at 11 Station New Road, Brundall)	Had met with the applicant on site but not indicated his views on the application. Non-disclosable, non-pecuniary interest.
Mr Adams, Mr Everett, Mrs Hempsall and Mrs Rix	78 (St Michael's Service Station, Cawston Road, Aylsham)	Acquainted with one of the public speakers on a political basis. Non-disclosable, non-pecuniary interest.
Mr Adams	81 (land at 11 Station New Road, Brundall)	Acquainted with the agent at the time when he was a political assistant for the Conservatives at Norfolk County Council. Non-disclosable, non-pecuniary interest.

76 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr Knowles.

77 MINUTES

The Minutes of the meeting held on 23 January 2019 were confirmed as a correct record and signed by the Chairman.

78 APPLICATION NUMBER 20181761 – ST MICHAEL’S SERVICE STATION, CAWSTON ROAD, AYLSHAM

The Committee considered an application for the demolition of the existing houses (nos: 48 & 50) and St Michael’s garage building and the erection of a new garage building with a single, detached, two storey-dwelling to the rear at St Michael’s Service Station on Cawston Road in Aylsham. The existing garage forecourt would be retained to the front of the site and continue to provide parking for the business. The two existing accesses from Cawston Road would also be retained: one to serve the new garage and the other providing dedicated access to the new dwelling via a new driveway. Cumulatively, the redevelopment of the site would result in a net increase of floor space of just 7m².

The application was reported to committee at the request of one of the Ward Members for the reasons given in paragraph 5.9 of the report.

The Committee noted the receipt of a representation from the occupiers of 16 Charles Ewing Close, together with the officer response, as reported in the Supplementary Schedule. In addition, the Committee received the verbal views of Mr Graham of 10-12 Pound Lane; Mr Rouse of 1 Yaxleys Lane and Mr Turkmen representing Mr Minns of 44 Cawston Road, all objecting to the application and Mr Morton (the agent) and Mr Harrison (the applicant) at the meeting. Mr Riley, one of the Ward Members, expressed his concerns on the application.

The site was located within the settlement limit for Aylsham where the principle of development was acceptable. The Committee acknowledged that the redevelopment represented an opportunity to separate the commercial elements of the site from the residential use, the main change seeing a new dwelling to the rear of the workshop building with a dedicated access, parking and private garden. Furthermore, as the garage premises and associated residential use were already well established, the principle of the redevelopment of the site was considered to be acceptable and in accordance with Policy 5 of the JCS and Policies GC2 and E2 of the DM DPD.

As there were two Listed Buildings immediately to the south west of the application site, the Committee had regard to Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990. Members considered that the proposals would result in the removal of a number of poorly designed structures, tidy the site and result in additional space between the Listed

Buildings and the relocated workshop. It was noted that the dominant feature on that side of the road, when approaching from either direction, would remain as the Listed Buildings. Furthermore, the choice of materials would ensure the new building would recede into the background rather than dominate the appearance of the area. Accordingly, it was concluded that the proposed development would not harm the appearance or setting of the Listed Buildings.

Members acknowledged the concerns raised in relation to highway safety and parking but recognised that there were issues of parking generally in Aylsham and not all of the vehicles parked in the vicinity of the application site were associated with the garage business. The parking layout plan identified 24 spaces within the site and the Highway Authority had not objected to the application, taking the view that, overall, there would be significant benefits in highway terms through the redevelopment of the site and formalising the forecourt parking arrangements. Accordingly, the application was considered to comply with Policies TS3 and TS4 of the DM DPD.

In terms of the buildings' design, the workshop was considered to be fairly modest in scale and appropriate for the size of the site. Whilst the design was functional, it was noted that it did pick up on elements in a simplified form from the surrounding area. Therefore, it was considered to be in accordance with Policy 2 of the JCS and Policy GC4 of the DM DPD. It was noted that the proposed dwelling had been designed to fit within the existing rear garden and its design was not dissimilar to the more modern houses located on Pound Lane which backed onto the site. Members considered the backland position of the dwelling to be acceptable and not out of character with the area due to the irregular layout of surrounding development. The position, space and orientation of the new dwelling in its revised form would ensure there would be no loss of light to any of the neighbouring properties or issues of overlooking.

It was noted that concerns regarding contamination and the possible removal of asbestos would be controlled through the imposition of appropriate conditions.

In conclusion, it was considered that the proposal would not cause significant harm to the setting of the Listed Buildings, character and appearance of the area nor lead to any significant harm to neighbour amenity in terms of loss of light, outlook or privacy and there would be no additional impacts for highway safety and parking.

However, Members considered it would be appropriate to impose a condition limiting the working hours of the garage to 0800 to 1730 Mondays to Fridays and 0800 to 1300 on Saturdays with no working on Sundays or Bank Holidays.

Accordingly, it was

RESOLVED:

To approve application number 20181761, subject to the following conditions:

- (1) The development to which this permission relates must be begun not later than THREE years beginning with the date on which this permission is granted.
- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.

Design And Access Statement received 26 October 2018

Dwg No 108 Proposed Garage Floor and Roof plan received 26 October 2018

Dwg No 109 Proposed Garage Elevations received 26 October 2018

Dwg No 110a Proposed Dwelling Floor Plans received 8 January 2019

Dwg No 111a Proposed Dwelling Elevations received 8 January 2019

Dwg No 112a Existing and Proposed Site Details received 8 January 2019

Dwg No 113a Parking and Layout received 8 January 2019

- (3) Development shall not proceed above slab level until details of all external materials (including samples of the cladding and roofing materials of the garage building) to be used in the development have been submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.
- (4) Prior to the commencement of this development the following must be submitted to and approved in writing by the Local Planning Authority before the commencement of each stage of the process:
 - (a) A desk study compiled in line with current good practice guidance must be completed. The report must include a conceptual site model and risk assessment to determine whether there is a potentially significant risk of contamination that requires further assessment.
 - (b) Based on the findings of the desk study a site investigation and detailed risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originated on the site. The report must include:
 - (1) A survey of the extent, scale and nature of contamination

- (2) An assessment of the potential risks to possible receptors identified in the desk study report:

The report must include a revised conceptual site model and risk assessment. There must be an appraisal of the remedial options, and details of the preferred remedial option(s). This must be conducted in accordance with currently accepted good practice guidance.

- (c) Based on the findings of the site investigation a detailed remediation method statement must be submitted for approval. Remediation must bring the site to a condition suitable for the intended use. The method statement must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site cannot be determined as Contaminated Land as defined under Part 2A of the Environmental Protection Act 1990. Remediation work cannot commence until written approval of the proposed scheme is received from the LPA.
- (d) Following the completion of the remedial measures identified in the approved in C above a verification report (also called a validation report) must be produced. The report must scientifically and technically demonstrates the effectiveness and success of the remediation scheme. Where remediation has not been successful further work will be required.
- (e) In the event that previously unidentified contamination is found during the development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken as per part B above, and where remediation is necessary a remediation method statement and post remedial validation testing must be produced and approved in accordance with parts C & D above.
- (5) Prior to the first occupation of any of the development hereby approved a 2.4m wide parallel visibility splay (as measured back from the near edge of the adjacent highway carriageway) shall be provided across the whole of the site's roadside frontage. The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.
- (6) Prior to the first occupation of the development hereby approved the proposed access / on-site car parking / servicing / loading / unloading / turning / waiting area shall be laid out, demarcated, levelled and

surfaced in accordance with the approved plan and retained thereafter available for that specific use.

- (7) No demolition or construction work shall be carried out at the site before 07.00 hrs on weekdays and 08.00 hrs on Saturday nor after 18.00 hrs on weekdays or 13.00 hrs on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.
- (8) No part of the dwelling hereby approved, or any part of the curtilage of the dwelling as indicated on drawing numbers 112a and 113a received 8 January 2019, including the garden / amenity space, parking area or access driveway shall be used for any purpose other than that associated with the residential use of the property and at no time shall be used for a purpose associated with the garage business, including but not limited to, storage, parking and repairs.
- (9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting, or modifying that Order), no further first floor windows shall be inserted and no dormer windows or other openings to the roof space shall be provided.
- (10) Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended) (or any Order revoking, re-enacting, or modifying that Order) no advertisements or signs shall be erected on the garage workshop building hereby approved without the prior written consent of the local planning authority.
- (11) Unless otherwise specified in writing by the Local Planning Authority, working hours shall be limited to 0800 to 1730 Monday to Friday; 0800 – 1300 on Saturdays and at no time on Sundays or Bank Holidays.

Reasons:

- (1) The time limit is imposed in compliance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- (2) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
- (3) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.

- (4) To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EN4 of the Development Management DPD 2015.
- (5) In the interest of highway safety in accordance with Policy TS3 of the Development Management DPD 2015.
- (6) To ensure the permanent availability of the parking / manoeuvring areas, in the interests of satisfactory development and highway safety.
- (7) To safeguard the amenities of the adjacent residential properties in accordance with the criteria specified in Policies GC4 and EN4 of the Development Management DPD 2015.
- (8) To ensure development appropriate for the area in accordance with the criteria specified within Policy GC4 of the Development Management DPD 2015.
- (9) To prevent overlooking to the detriment of the amenities of the adjacent properties in accordance with Policy GC4 of the Development Management DPD 2015.
- (10) To ensure development appropriate for the area in accordance with Policy GC4 of the Development Management DPD 2015.
- (11) To safeguard the amenities of the adjacent residential properties in accordance with Policy GC4 of the Development Management DPD 2015.

Informatives:

- (1) The Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraphs 186-187 of the National Planning Policy Framework.

It is an offence to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a legal agreement between the applicant and the County Council. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the

County Council's Highways Development Control Group based at County Hall in Norwich.

Public utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

If required, street furniture will need to be repositioned at the applicant's own expense.

- (2) The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. Further information about CIL can be found at www.broadland.gov.uk/housing_and_planning/4734.asp
- (3) Owing to the age and nature of the existing structures there is potential for asbestos containing material to be present within the existing building structure. The removal of asbestos materials must be carried out in accordance with appropriate guidance and legislation including compliance with waste management requirements. Accordingly any works should be managed to avoid damage to any asbestos containing material such as to prevent the release or spreading of asbestos within the site or on to any neighbouring land. Failure to comply with this may result in the matter being investigated by the Health and Safety enforcing authority and the development not being fit for the proposed use. In addition the developer may incur further costs and a time delay while ensuring the matter is correctly resolved.
- (4) Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.
- (5) If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are; telephone 0808 168 5041 or enquiries@cncbuildingcontrol.gov.uk and the website www.cncbuildingcontrol.gov.uk

79 APPLICATION NUMBER 20181933 – 122 HAVERSCROFT CLOSE, TAVERHAM

The Committee considered an outline application for the sub-division of the plot, creation of an access and erection of two dwellings at 122 Haverscroft, Taverham. All other matters were reserved for later determination but an indicative layout plan suggested a pair of semi-detached bungalows with off-road parking for two vehicles per dwelling, with a turning head on the site.

The application was reported to committee at the request of one of the Ward Members for the reasons given in paragraph 5.1 of the report.

The Committee noted a suggested additional condition as reported in the Supplementary Schedule. In addition, the Committee received the verbal views of Mr Barber (the agent) at the meeting. Mrs Bannock, one of the Ward Members, spoke in opposition of the application.

The site was located within the settlement limit where the principle of development was acceptable, under Policy GC2, subject to other considerations. As the site was part of a domestic garden incidental to no: 122, it was considered to be in a suitable and sustainable location appropriate for housing development.

As the application was in outline, Members acknowledged that it was not possible to assess comprehensively and in detail the impact the proposal might have on the character and form of the settlement at this would be for consideration at the Reserved Matters stage. The Design and Access Statement suggested a pair of semi-detached bungalows and it was considered that these would not be out of character with the locality as the site was surrounded by a mixture of house types with reasonable sized gardens. Whilst the proposal would constitute a backland form of development, as it would not mirror the dominant linear form of the character of the area, it was considered that it would not have an adverse impact on the overall visual appearance of the area nor appear incongruous within the setting of that part of Taverham. Furthermore, it was considered that the size of the application site was adequate to accommodate a pair of semi-detached bungalows and would not have a harmful impact on the form and character of the settlement and would not result in a cramped form of development. Members noted the indicative plan identified the siting of the proposed dwellings with adequate garden space, with the dwellings maintaining the building line to ensure that the character and form of the area was not eroded by the proposed development. Accordingly, the proposals were considered to be in accordance with Policy GC4 of the DM DPD.

Members considered that, with the proposed dwellings being limited to single storey, the proposed development would not appear over dominant or have a detrimental effect in terms of overshadowing, loss of privacy due to

overlooking to neighbouring properties or result in any significant harm to the residential amenities of the neighbouring residents and future occupants of the proposed dwellings.

In terms of the access, it was noted that the Highways Authority had not objected to the proposed ingress and egress point and therefore, the Committee considered that, due to its minor scale and size, the proposal would not significantly increase or intensify the use of Haverscroft Close. Furthermore, it was unlikely to cause adverse impact on the free flow of traffic, both vehicular and pedestrian, on Haverscroft Close and on the other roads in the vicinity of the site.

Members acknowledged the concerns raised by the occupiers of no: 116 relating to construction vehicles using the private driveway / road but noted these were not strong and sound reasons to justify refusal. However, they endorsed the officer recommendation to impose a condition limiting the hours of operation for the construction work to ensure it was not carried out at unsociable hours which had the potential to have an adverse impact on highway safety and on neighbouring residential amenity.

In terms of all other matters raised, Members concurred with the officer's appraisal addressing these in the report including the imposition of conditions, as appropriate.

In conclusion it was considered that the proposal represented an acceptable form of development in a sustainable location and accordingly, it was

RESOLVED:

To approve application number 20181933, subject to the following conditions:

- (1) Application for approval of ALL "reserved matters" must be made to the Local Planning Authority not later than the expiration of TWO years beginning with the date of this decision.
- (2) The development hereby permitted must be begun in accordance with the "reserved matters" as approved not later than the expiration of TWO years from either, the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such reserved matter to be approved.

Application for the approval of the "reserved matters" shall include plans and descriptions of the:

- i) details of the layout;
- ii) scale of each building proposed;

- iii) the appearance of all buildings including the precise details of the type and colour of the materials to be used in their construction;
- iv) the landscaping of the site.
- v) the layout of foul sewers and surface water drains

Approval of these “reserved matters” must be obtained from the local planning authority in writing before any development is commenced and the development shall be carried out in accordance with the details as approved.

- (3) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.
- (4) Prior to the first occupation hereby permitted the proposed access/on-site car parking areas shall be laid out in accordance with the approved plan and retained thereafter available for that specific use.
- (5) Construction works, and deliveries shall be restricted to between 0800 hours and 1700 hours Monday to Friday and between 0830 hours and 1300 hours on a Saturday and shall not take place at any time on Sundays Bank holidays and Public holidays
- (6) A scheme for landscaping and site treatment to include grass seeding, planting of new trees and shrubs specification of materials for fences, walls and hard surfaces and the proposed maintenance of amenity areas, shall be submitted to and approved as part of the application for reserved matters:

The scheme shall also include the positions of all existing trees (which shall include details of species and canopy spread) and hedgerows both on the site and within 15m of the boundaries together with measures for the protection of their above and below ground parts during the course of development.

The scheme as approved shall be carried out not later than the next available planting season following the commencement of development or such further period as the Local Planning Authority may allow in writing.

If within a period of FIVE years from the date of planting, any tree or plant or any tree or plant planted in replacement for it, is removed, uprooted or is destroyed or dies, [or becomes in the opinion of the Local Planning Authority, seriously damaged or defective] another tree or plant of the same species and size as that originally planted shall be

planted at the same place, unless the local planning authority gives its written consent to any variation. The landscaping work shall be undertaken as approved.

- (7) The dwellings shall be of single storey construction and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order, revoking, re-enacting or modifying that order), no dormer windows or other openings to the roof space shall be provided.

Reasons:

- (1) The time limit condition is imposed in compliance with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- (2) The application is submitted in outline form only and the reserved matters are required to be submitted in accordance with the requirements of Part 3 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- (3) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
- (4) To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety
- (5) To safeguard the amenity of the occupiers of the surrounding properties in the interests of amenity having had regard to Policy GC4 of Broadland District Council Development Management DPD [2015]
- (6) To ensure the provision of amenity afforded by new landscape features and to retain and protect existing trees which are within close proximity to the site in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.
- (7) To ensure the satisfactory development of the site in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.

Informatives:

This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

It is an offence to carry out any work within the Public Highway, which involves a Public Right of Way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that in addition to planning permission any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Management Group. Please contact Stephen Coleman on 01603 430596.

If required, street furniture will need to be repositioned at the applicant's own expense.

Public utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be accrued out at the expense of the developer.

The applicant is advised that the previous use of the building and associated land may have involved potentially contaminated activities which have given rise to the presence of contamination. In view of this you are advised to consider commissioning a suitably qualified independent and experienced professional or company to undertake a site investigation and risk assessment to determine whether any remedial work is required to ensure that the site is suitable for the intended use. The responsibility for the safe development of the site, the disposal of any contaminated materials from the development of the site and ensuring that the site is suitable, or can be made suitable for the intended development, through the implementation of an appropriate remediation strategy, is the responsibility of the developer.

A leaflet explaining in more details what the council would expect to comply with this advice is available either from the Broadland District Council office or via the Broadland District Council website (www.broadland.gov.uk)

The Committee adjourned at 11.05am and reconvened at 11.10am when all of the Members listed above were present.

80 APPLICATION NUMBER 20181877 – PARK FARM, PARK LANE, REEPHAM

The Committee considered an application for the erection of two detached dwellings with detached garages and associated vehicular accesses at Park Farm, Park Lane in Reepham.

The application was reported to committee as it was contrary to policy and the officer recommendation was to approve.

The Committee received the verbal views of Richard Mathers of Field View, Park Lane, objecting to the application and Mr Crane, the applicant, at the meeting.

The site was located outside of the settlement limit where development proposals would not normally be considered acceptable unless they complied with a specific allocation and / or policy of the Development Plan. Members noted that the site had not been allocated for development in the Site Allocations DPD. However, the site was immediately adjacent to the settlement limit which wrapped around the application site with residential development to the north and east and was within close walking distance of local facilities (eg doctors' surgery; primary school; high school and a range of shops as well as bus stops). Therefore, the site was considered to be located in a sustainable location with good accessibility to services and facilities and accordingly, the proposals were therefore in accordance with Policy GC1 of the Development Management DPD. Furthermore, the land to the south of the application site formed part of a site which was allocated for residential development (under REP1 of the Site Allocations DPD). Upon completion, this development would change the character of that section of Park Lane and result in the application site being surrounded by residential development to the north, south and east. Therefore, the proposals were considered to be tantamount to "infill" development as opposed to any significant erosion of the countryside.

In terms of the proposal's design, Members noted that there were a variety of property styles on Park Lane including single and two storey dwellings and it was considered the proposed two dwellings were of an acceptable size, scale and design. As part of their consideration, Members acknowledged that the proposed palette of materials was not identical to that within the immediate area but considered that the development proposed a high quality of design. Although the proposed dwellings would be clearly visible from outside of the site, it was considered they would sit comfortably against the neighbouring properties and not be an incongruous addition to the street scene. Overall, it was considered that the design of the proposals was considered to be acceptable and the development would not cause any harm to the general character and appearance of the area, in compliance with Policy 2 of the JCS and Policies GC4 and EN2 of the DM DPD.

Regarding the impact of the proposals, Members noted that although there were a number of bungalows on the eastern side of Park Lane, it was not considered the proposed dwellings would appear dominating or overbearing, given the degree of separation which would exist and the treatment of space throughout the development. Furthermore, it was not considered there would be any significant overlooking issues and accordingly, the privacy and amenities of neighbouring residents and future occupiers would be protected. Whilst acknowledging the concerns raised by the neighbour in terms of Field View, to the north of the site, Members did not agree that the proposals would result in any significant loss of light or its associated amenity space, given the

degree of separation between plot 1 and Field View (30m at the closest point). Overall, the proposals were considered to comply with Policy GC4 of the DM DPD.

In terms of all other matters raised, Members concurred with the officer's appraisal addressing these in the report including the imposition of conditions, as appropriate.

In conclusion it was considered that the application would provide economic, social and environmental benefits and not result in any significant detrimental impact upon the general character and appearance of the area, neighbour amenity or highway safety. Having regard to all matters raised, the proposal was not considered to result in any significant adverse impact and, given the presumption in favour of sustainable development, the proposal was, on balance, considered to be acceptable. Accordingly, it was

RESOLVED:

To approve application number 20181877, subject to the following conditions:

- (1) The development to which this permission relates must be begun not later than THREE years beginning with the date on which this permission is granted.
- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.
 - Site Location, Site Layout and Garage Plan (Amended), Dwg No: 01/01, received 22 December 2018
 - Plot 1 – Floor Plans and Elevations, Dwg No: 01/02, received 20 November 2018
 - Plot 2 – Floor Plans and Elevations, Dwg No: 01/03, received 20 November 2018
- (3) Prior to the development proceeding above slab level, details of all external materials (including details and colour of the bricks, render, cladding, roof tiles, rainwater goods, windows and doors) to be used in the development shall be submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.
- (4) Prior to the first occupation of the development hereby permitted the vehicular crossings over the verge shall be constructed in accordance with the highways specification (TRAD 4) and thereafter retained at the

position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.

- (5) Prior to the first occupation of the development hereby permitted the proposed on-site car parking and manoeuvring areas shall be laid out in accordance with the approved plan and retained thereafter available for that specific use.
- (6) Prior to the first occupation of the development hereby permitted a 2.4m wide parallel visibility splay (as measured back from the near edge of the adjacent highway carriageway) shall be provided across the whole of the site's roadside frontage. The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.
- (7) Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 5m from the near channel edge of the adjacent highway.
- (8) Prior to the commencement of the development hereby permitted details and location of the proposed soakaway/s shall be submitted to and approved in writing by the Local Planning Authority. The soakaway/s shall then be constructed in accordance with the approved details.

Reasons:

- (1) The time limit is imposed in compliance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- (2) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
- (3) To ensure the satisfactory appearance of the buildings and ensure no harm to the character and appearance of the area in accordance with Policy 2 of the JCS and Policy GC4 of the Development Management DPD 2015.
- (4) To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.

- (5) To ensure the permanent availability of the parking manoeuvring area, in the interests of highway safety in accordance with policies TS3 and TS4 of the Development Management DPD 2015.
- (6) In the interests of highway safety in accordance with the principles of the NPPF and policy TS3 of the Development Management DPD 2015.
- (7) To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.
- (8) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.

Informatives:

- (1) The Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraph 38 of the National Planning Policy Framework.
- (2) If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are; telephone 0808 168 5041 or enquiries@cncbuildingcontrol.gov.uk and the website www.cncbuildingcontrol.gov.uk
- (3) The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. Further information about CIL can be found at www.broadland.gov.uk/housing_and_planning/4734.asp
- (4) This development involves works within the Public Highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

It is an offence to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

Advice on this matter can be obtained from the County Council's Highway Development Control Group. Please contact Stephen Coleman on 01603 430596.

If required, street furniture will need to be repositioned at the applicant's own expense.

Public utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

81 APPLICATION NUMBER 20181885 – LAND AT 11 STATION NEW ROAD, BRUNDALL

The Committee considered an outline application for the sub-division of the existing curtilage and erection of a detached, self-build dwelling to the rear of no: 11 Station New Road in Brundall. The vehicular access would be located on the west side of the plot between nos: 11 and 13. All other matters were reserved for later determination.

In presenting the application, the Area Planning Manager advised the Committee of an additional reason for refusal to be added to the recommendation, relating to the potential detrimental impact on the existing amenity of the occupiers of no: 11 Station New Road, contrary to Policy GC4 of the DM DPD.

The application was reported to committee at the request of one of the Ward Members for the reasons set out in paragraph 3.2 of the report.

The Committee received the verbal views of Phil Hardy, the agent and Alan Clarke, the applicant, at the meeting. In addition, the Committee received the views of Mr Proctor, one of the Ward Members, in support of the application as read out by the Chairman at the meeting.

The site was within the settlement limit and therefore, the principle of development was acceptable, subject to other considerations. Members noted that although Government guidance advised that new development should preferably be located within existing settlement limits, this should not be at the expense of the erosion of the character of the surrounding area nor give rise to development which had an adverse impact on the amenity of the area.

The proposed plot would be created by the sub-division of the existing rear garden of 11 Station New Road with the proposed vehicular access running alongside numbers 11 and 13. Members considered that the backland

location and size of the resultant plot would not be in keeping with the existing pattern of development on that side of Station New Road, which formed a linear and relatively uniform pattern between nos: 5a and 13. Accordingly, the proposal was contrary to Policy GC4 (i) and (ii) of the DM DPD. The Committee acknowledged the development of four properties which had been approved on land to the west but this was not considered to be comparable to the application site. That particular site was at the end of a private drive and adjoined Station Road whereas this application related to parallel backland development within a uniform street scene.

In terms of arboricultural issues, it was noted that the trees to the rear of nos: 9, 11 and 13 were covered by Tree Preservation Order 1994 No: 7 (TPO) which was a Woodland Order. The proposed dwelling shown on the indicative drawing would require the removal of these trees subject to the TPO at the rear of no: 11. Furthermore, Members noted that the Tree Constraints Plan showed the majority of the proposed dwelling and its surrounding amenity space would be in shade and, in addition, the dwelling was shown to be just 1.5m away from the canopy of T14 (a Category A mature Oak) which had a height of 18m and 4m away from the canopy of T12 (a Category A Copper Beech) which had a height of 20m. Consequently, it was considered that the shade effects of the trees, in combination with their proximity to the house could be perceived as a risk by future occupants and also reduce the quality of life of any future inhabitants. Weight was also given to the fact that pressure may be put on the removal of the Category A trees as the residents sought more light, less leaf fall and a perception of less risk to their property. Accordingly, the proposal was considered to be contrary to Policy GC4 (iii) and EN2 of the DM DPD.

Members noted that the proposed access road would have to pass through the Root Protection Areas (RPA) of 6 Douglas Fir within about 1m of their stems. Whilst the Arboricultural Impact Assessment submitted with the application suggested that a no-dig driveway surface would be used to avoid excavation and root damage, the British Standard 5837:2012 stated "New permanent hard surfacing should not exceed 20% of any existing unsurfaced ground within the RPA". This 20% maximum limit was also reiterated in the guidance provided by the manufacturer of the no-dig surface solution proposed by the applicant. However, the Tree Constraints Plan within the AIA showed the RPAs and position and the driveway and suggested that almost half of the RPAs of T3, T6, T7, T8 and T9 would be covered in hard surfacing which would far exceed best practice guidelines and risk the long-term health and vitality of these trees. Notwithstanding the assurances given by the applicant and agent at the meeting, Members remained unconvinced that the trees would not be at risk and therefore, considered the proposal was contrary to Policy EN2 of the DM DPD.

Due to the change in levels on the site, it was considered likely that the proposed dwelling would be overlooked to some degree by the existing property which had a large rear aspect onto a raised terraced area and first

floor dormer windows facing south. Furthermore, it was considered the location of the access drive so close to no: 11 would likely give rise to noise and disturbance to the occupants from additional vehicular movements and loss of privacy and this would result in a detrimental impact on the amenity of both existing and future occupants, contrary to Policy GC4(iii) of the DM DPD.

In terms of the proposal being a self-build dwelling, the Committee noted that, based on the monitoring conducted to date, there were already more than sufficient numbers of potential self-build plots within the district to meet the numbers on the register. Therefore, this element of the proposal was not considered to override the other issues of concern raised by the proposal.

The Committee took into consideration the planning history of the site, particularly the dismissal of two appeals with the Inspector raising concerns about the loss of trees in that location and the adverse impact on the appearance of the site and its surroundings.

In conclusion it was considered that the proposal was unsympathetic to the existing pattern of development in the locality, resulting in a backland form of development which would have an adverse impact on the character and appearance of the area, detrimental impact on the Douglas Fir Trees and finally, an adverse impact on the occupants' amenity from shading and leaf fall as well as putting additional pressure to fell the protected trees. Accordingly, it was

RESOLVED:

to refuse application number 20181885 for the following reasons:

This application has been considered against the Development Plan for the area, this being the NPPF, the Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 (amendments adopted 2014), the Development Management DPD 2015 and the Brundall Neighbourhood Plan (2016). The policies particularly relevant to the determination of this application are Policies 1 and 2 of the Joint Core Strategy and Policies GC1, GC2, GC4, EN2, TS3 and TS4 of the Development Management DPD 2015.

Although the site lies within the settlement limit for Brundall, there are a number of factors that determine the suitability of a site for development. Government guidance advises that new development should preferably be located within existing settlements but this should not be at the expense of the erosion of the character of the surrounding area or give rise to development that has an adverse impact on the amenity of neighbouring properties and the area in general.

The proposed plot would be created by the subdivision of the existing rear garden of 11 Station New Road. The proposed vehicular access runs

alongside number 11 and number 13. The backland location and size of the resultant plot would not be in keeping with the existing pattern of development on this side of Station New Road which forms a linear and relatively uniform pattern between numbers 5a and 13. The proposal is therefore contrary to Policy GC4 (i, ii & iv) of the DM DPD. Furthermore, the location of the access in such close proximity to no: 11 is highly likely to result in an adverse impact on the amenities of its occupants.

The Tree Constraints Plan shows that the majority of the proposed dwelling and its surrounding amenity space would be in shade. In addition, the dwelling is shown to be just 1.5m away from the canopy of T14 a mature Oak (Category A) with a height of 18m and 4m away from the canopy of T12 a Copper Beech (Category A) with a height of 20m. Consequently, the shade effects of the trees in combination with their proximity to the house (which future residents may perceive as a risk) would reduce the quality of life of any future inhabitants of the property. It may also put pressure on the removal of these protected Category A trees as residents seek more light, less leaf fall and a perception of less risk to the property. The proposal is therefore contrary to Policy GC4 (iii) and EN2 of the DM DPD.

The Tree Constraints Plan within the submitted AIA shows the Root Protection Areas and position of the driveway and, in the absence of any quantifications within the report, it suggests that almost half of the RPAs of T3, T6, T7, T8 and T9 would be covered in hard surfacing, far exceeding best practice guidelines and risking the long term health and vitality of these. The proposal is therefore contrary to Policy EN2 of the DM DPD.

Overall the proposal represents an unacceptable form of development which does not accord with Policy 2 of the Joint Core Strategy for Broadland, Norwich and South Norfolk, 2011 (amended 2014), Policies GC4 and EN2 of the Development Management DPD 2015 and the high standards of design required by the NPPF.

The Local Planning Authority will, where appropriate, discuss amendments to applications to secure an acceptable and sustainable form of development. However, in this instance, it is not considered that the scheme could be amended to overcome the 'in principle' concerns of the Authority. The Authority has therefore acted accordingly to refuse this inappropriate development.

82 APPLICATION NUMBER 20181056 – BROADLAND GATE ASPHALT PLANT, POPPY WAY, BROADLAND GATE

The Committee considered an application to continue the ongoing coated stone operations on the site and retain the existing ancillary facilities for a period of 18 months from the date the application was received, at Broadland Gate Asphalt Plant, Poppy Way, Broadland Gate in Postwick. The

operational aspects comprised the construction of the coated stone plant and infrastructure and day to day operation of the coated stone plant and ancillary facilities, including the importation, storage and use of aggregates, bitumen and other activities. The proposed hours of operation were 0600 to 2200 Monday to Friday. Upon cessation of operations, all plant, buildings and equipment would be removed off site and the land restored to its former condition.

The application was reported to committee as it was contrary to the Development Plan and the officer recommendation was to approve.

The Committee noted that the operation had been established as “permitted development” associated with the construction of the Broadland Northway. However, since completion of the Broadland Northway, the site was no longer supplying materials to that project and hence no longer benefited from permitted development but the applicant had identified the need for its continued operation.

The site was located outside of the settlement limit where Policy GC2 of the DM DPD did not permit new development unless the proposal had no significant adverse impact and accorded with a specification allocation and / or policy of the Development Plan. Members noted that the site was allocated as GT11 in the Growth Triangle Area Action Plan but this allocation was for a residential led, mixed-use development which would contribute to the delivery of community services and social infrastructure. Therefore, given the nature of the proposed development, it was considered that the proposed operation did not comply with this allocation. However, Members noted the applicant had identified a three-fold need to maintain the existing operations, as detailed in the report and considered these were a material consideration which could justify a departure from the plan.

The operation and ancillary features were industrial in appearance and significant in scale and the site was illuminated with external lighting at night for health and safety reasons. Whilst the application site did offer some screening by the existing bunds it was visible in the surrounding landscape by road users, from public footpaths and from residential dwellings. Furthermore, whilst permission existed for significant commercial development to the south and there was significant commercial development to the west, with the Broadland Northway located to the east, it was considered the proposed development would be detrimental to the character and appearance of the area contrary to Policies EN2 and GC4 of the DM DPD and Policies 1 and 2 of the JCS. However, Members acknowledged that, whilst this harm was considered to be significant, the application was for a temporary period and the site would be restored to its previous condition after its use ceased. Consequently, the harm would only be temporary and the benefits of the proposal were considered to outweigh the temporary harm to the character and appearance of the area.

The comments of the Environmental Health Officer and Pollution Control Officer on the issues of noise, odour and air quality were noted as detailed in the report and Members concluded that the application would comply with Policy EN4 of the DM DPD and sufficient controls would be in place through the permitting regime should air quality or odour issues arise.

In terms of all other matters raised, Members concurred with the officer's appraisal addressing these in the report including the imposition of conditions, as appropriate.

In conclusion it was considered that the applicants had provided sufficient justification to enable the continued operation for a period of 18 months from the date the application was received (22 November 2019). Accordingly, it was

RESOLVED:

To approve application number 20181056, subject to the following conditions:

- (1) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.
- (2) Unless otherwise specified in writing by the Local Planning Authority, hours of operation shall be limited to 06:00 – 22:00 on Monday to Friday and at no time on Saturdays, Sundays or Bank Holidays.
- (3) The development hereby permitted shall be discontinued on or before 22 November 2019. Within 3 months of the use ceasing the site shall be restored to its former condition in accordance with a scheme of work to be submitted to and approved by the Local Planning Authority.

The scheme must include details of:

- How the site restoration will be undertaken to ensure an acceptable impact on the amenity of neighbours with regard to dust and noise.
- Laboratory analysis of soil samples to ascertain whether contamination is present. Where contamination is present a risk assessment and remediation method statement and details of appropriate remediation to bring the site to a condition suitable for residential use shall be submitted for approval.
- Details of any soil to be imported to demonstrate it is suitable for residential use and free from contamination.

- The closure of the site access.
- Soft landscaping.

The work shall be carried out in full accordance with the approved scheme.

Reasons:

- (1) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
- (2) To reflect the scope of the application and to ensure an acceptable impact on the amenity of the area in accordance with Policies GC4 and EN4 of the Development Management DPD 2015.
- (3) To prevent long term harm to the character and appearance of the area and protect residential amenity in accordance with Policies GC4 and EN2 of the Development Management DPD 2015 and Policies 1 and 2 of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2014.

Informatives:

- (1) The Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraph 38 of the National Planning Policy Framework.
- (2) This permission relates solely to planning permission and does not automatically satisfy requirements or override restrictions under other legislation.
- (3) Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

Plans and Documents:

Dwg N401-00001-1 – Location Plan
Dwg N401-00001-2 – Site Plan
Dwg N4001-00001-3 – Site Layout Plan
Dwg N401-00001-4 – Elevations
Dwg N401-00001-5 – Site Sections
Dwg N401-00001-6 – Elevations of Ancillary Facilities

83 APPLICATION NUMBER 20181801 – 7 MEADOW WAY, HELLESDON

The Committee considered a retrospective application for the erection of a single storey building with vaulted ceiling in the rear garden of 7 Meadow Way in Hellesdon. The use of the building was to be incidental to the dwelling: used to garage and maintain a classic car and for storage. It replaced a smaller garage which had been demolished during the construction of the rear extension of the houses (pp 20150489). The dimensions and materials were detailed in the report.

The application was reported to committee at the request of one of the Ward Members for the reasons given in paragraph 5.2 of the report.

The Committee received the verbal views of Mr Davison, the applicant, at the meeting.

As part of its deliberations, Members acknowledged Part 1 of Schedule 2 of the Town and Country Planning (General Permitted development) Order 2015 (as amended), with particular attention to Class E development (buildings etc incidental to the enjoyment of a dwelling-house). Given the total area of ground covered by the building and shed did not exceed 50% of the total area of the curtilage, the eaves of the building were no higher than 2,500mm and the building was not less than 2m from the boundaries, the only aspect of the building which did not fall within Class E was the roof over the main bulk, which was 0.9m higher to its ridge than the permitted development allowance.

The Committee noted that the eaves of the dwelling were 3.25m in height and the ridge of 6.7m in height and the eaves of the building in question were 0.93m lower and the ridge 1.8m lower. Therefore, although higher than other buildings incidental to their associated dwellings in the area, the height of the building was considered to be subservient to the associated dwelling and did not have a significant adverse impact on the character of the area.

In terms of neighbour amenity, it was considered that the building would have no adverse impact on the light and outlook of nos: 5 and 9 Meadow Way or nos: 67 and 69 Middletons Lane, given its size, height and siting. Members accepted that the top of the gabled rear end of the building was visible from no: 69 Middletons Lane over the mature hedge but this was not a planning consideration and they could only take into consideration whether it had a significant adverse impact on the light received by and / or outlook enjoyed from the dwelling. Given the rear elevation of no: 69 was 27m from the gabled rear end of the new building, the Committee considered that there would be no significant adverse impact.

Regarding the building's external appearance, Members concurred with the officer view that the rear wall which had been finished with white blocks should be rendered in a finish which matched the texture and colour of the

render on the associated dwelling. As part of the condition, the applicant would be granted a period of five months of planning permission being granted to complete the work. This was considered to be acceptable, given that, had the ridge been no higher than 4m, then the white block external finish would have been permitted.

In terms of all other matters raised, Members concurred with the officer's appraisal addressing these in the report including the imposition of conditions, as appropriate.

In conclusion it was considered that the building would not have an adverse impact on the character of the area or on the residential amenities of the neighbouring properties in terms of their light, outlook or privacy. Accordingly, it was

RESOLVED:

To approve application number 20181801, subject to the following conditions:

- (1) The north-west rear gable end of the building must be rendered not later than FIVE months beginning with the date on which this permission is granted.
- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.
- (3) Notwithstanding the provisions of Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, and re-enacting or modifying that Order) with or without modification, no alterations, including the insertion of roof-lights or first floor windows/openings, or extensions shall be made to the building without the prior consent of the Local Planning Authority.

Reasons:

- (1) To ensure the satisfactory appearance of the building in accordance with Policy GC4 of the Development Management DPD 2015.
- (2) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
- (3) To prevent overlooking to the detriment of the amenities of the adjacent properties in accordance with Policy GC4 of the Development Management DPD 2015.

Informatives:

- (1) The Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraph 38 of the National Planning Policy Framework.
- (2) If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are telephone 0808 168 5041 or enquiries@cncbuildingcontrol.gov.uk and the website www.cncbuildingcontrol.gov.uk

The Committee adjourned at 12.47pm and reconvened at 12.52pm when all of the Members listed above were present for the remainder of the meeting.

84 APPLICATION NUMBER 20182069 – LAND ADJ MANOR HOUSE FARM, REEPHAM ROAD, FOULSHAM

The Committee considered an application for the variation of condition 2 of planning permission 20180323 which granted full permission for the erection of a single dwelling and a detached garage and an amended access on land adj Manor House Farm off Reepham Road in Foulsham. This current application sought to revise the proposed materials to be used in the construction of the dwelling and garage as well as some other minor changes.

The application was reported to committee as the recommendation was for approval, contrary to the current Development Plan policies.

The Committee received the verbal views of Mrs Levien, the applicant and Mr Hudson, the agent, at the meeting.

Members noted that planning permission had been granted by the Committee in June 2018 for a dwelling under paragraph 55 of the NPPF (now paragraph 79) as the design of the dwelling was considered to be of exceptional quality (Minute no: 7 referred). One of the key features was that the proposal was for a low impact, sustainable dwelling which would largely be constructed from materials sourced from the site or from the local area – cob wall construction clad with straw bales. The roof materials were to be a combination of timber shingle and a sedum roof. However, following further investigation the cob construction method had proved to be cost prohibitive plus the applicants wanted to pursue a more innovative and lower carbon construction method, by

omitting concrete and using locally grown hemp. The building was now proposed to be constructed with hempcrete walls finished with lime render and cordwood where the straw bales were previously proposed. The roof materials would remain the same as those granted planning permission. The garage would still be timber framed but infilled with cordwood instead of rendered cob and the roof would still be a pitched sedum roof.

The Committee acknowledged that the design of the main building remained relatively unchanged from the approved scheme but, due to the loss of the straw bales, the walls would reduce in width and the building would therefore occupy a smaller footprint. In addition, the parapet to the roof towers had also been replaced with simple overhanging eaves and a half-round gutter. In terms of the garage, this would be of a simpler mono-pitch roof design and be lower in height, two openings to the front as opposed to the original three and the lesser eaves overhang resulted in a reduction of the internal floor area covered by the roof.

It was noted that the current proposals would actually result in a higher percentage weight and volume of materials won from the site than the previously approved scheme. Furthermore, there would be a significant reduction in the overall weight of the building, in particular the hemp walls, which consequently meant a far less complicated and engineered foundation solution would be required. This, in turn, negated the need to use concrete piles and further reduced the carbon footprint of the dwelling. Members took into consideration the comments of the Council's Design Advisor who believed the strong design concept remained undiluted and that the building and its siting were a positive response to the character of the site and concluded the revised scheme demonstrated how the building met all the tests set out in paragraph 79 of the NPPF.

As the site was situated immediately adjacent to Manor Farm House, a Grade II Listed historic farmstead to the west, regard was given to Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Members noted that the Historic Environment Officer had raised no objection to the variation of the condition and the additional planting and ecology management plan could be controlled through condition. Accordingly, it was considered that the application would not result in any significant detrimental impact upon the setting of the adjacent listed building and the application was considered to comply with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy 1 of the JCS and Policy GC4 of the DM DPD.

In conclusion it was considered that, despite the revisions to the materials and some minor alterations to the proposed dwelling and garage, the proposals would still adhere to and deliver the original concept of an outstanding design and an innovative low or carbon neutral dwelling. In addition, the proposal was considered to significantly enhance the immediate setting and respond sensitively to the defining characteristics of the local area. Accordingly, it was

RESOLVED:

To approve application number 20182069 subject to the following conditions:

Conditions:

- (1) The development to which this permission relates must be begun not later than 7 June 2021.
- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.
- (3) Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan in accordance with the highway specification (Dwg. No. TRAD 5) attached. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
- (4) Prior to the first occupation of the development hereby permitted a visibility splay measuring 2.4m x 120m shall be provided to the eastern side of the access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.
- (5) Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 5m from the near channel edge of the adjacent carriageway.
- (6) Notwithstanding the provisions of Schedule 2 Part 1 and Part 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, and re-enacting or modifying that Order) with or without modification, no buildings, walls, fences or other structures shall be erected within the site curtilage, nor alterations or extensions be made to the dwelling without the prior consent of the Local Planning Authority.
- (7) All works shall be carried out in accordance with the requirements of the Arboricultural Impact Assessment and Tree Protection Plan, received 26 February 2018 under application ref 20180323.
- (8) Prior to the first occupation of the development hereby permitted a minimum of two sparrow boxes shall be erected on the north elevation

of the garage and a minimum of one bat box shall be erected on the south elevation of the garage. Boxes should be installed as indicated on drawing No P-220 B, received 19 December 2018.

- (9) The details of the Ecology Management Plan, received 16 May 2018 under application ref 20180323 shall be adhered to and implemented in perpetuity unless otherwise agreed in writing by the Local Planning Authority.
- (10) Prior to the first occupation of the dwelling further trees shall be planted on the site as in accordance with the Proposed Planting and Landscape Plan, Drawing No: P-50 A, received 19 December 2018.
- (11) Prior to the commencement of development details and proposed location of the proposed foul and surface water drainage schemes shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.
- (12) Development shall not proceed above slab level until details and colour of the lime render, rainwater goods and stepped eaves and verge to the Sedum roof, to be used in the development have been submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.

Reasons:

- (1) The time limit is imposed in compliance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- (2) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents
- (3) To ensure the satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.
- (4) In the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.
- (5) To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.

- (6) To ensure development appropriate for the area in accordance with the criteria specified within Policy 2 of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2011/2014 and Policy GC4 of the Development Management DPD 2015.
- (7) To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability in the interest of amenity in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.
- (8) To provide enhancements to the biodiversity and wildlife at the site in accordance with Policy EN1 of the Development Management DPD 2015.
- (9) To ensure the long-term continuance and safe-guarding of native biodiversity at the site and to ensure no harm is caused to the setting of the adjacent listed building in accordance with Policies GC4, EN1 and EN2 of the Development Management DPD 2015.
- (10) To mitigate for the loss of the trees to be removed from the site as part of the development and to provide additional screening in order to reduce the impact upon the setting of the adjacent listed building in accordance with Policy 1 of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2011/2014 and Policy EN2 of the Development Management DPD 2015.
- (11) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.
- (12) To ensure the satisfactory development of the site and maintain the character of the adjacent listed building in accordance with Policies GC4 and EN2 of the Development Management DPD 2015 and section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act.

Plans and documents:

Site Location Plan, Dwg No: EX-001, received 26 February 2018
As Proposed Site Plan, Dwg No: P-001 A, received 19 December 2018
As Proposed Ground Floor Plan, Dwg No: P-100 B, received 19 December 2018
As Proposed First Floor Plan, Dwg No: P-110 B, received 19 December 2018
As Proposed Roof Plan, Dwg No: P-120 A, received 19 December 2018
As Proposed South and East Elevation, Dwg No: P-210 B, received 19 December 2018
As Proposed North and West Elevation, Dwg No: P-200 B, received 19 December 2018

As Proposed Sections A-A and B-B, Dwg No: P-300 A, received 19 December 2018
As Proposed Sections C-C and D-D, Dwg No: P-310 A, received 19 December 2018
As Proposed Shed Plans, Dwg No: P-130 A, received 19 December 2018
As Proposed Shed Elevations, Dwg No: P-220 B, received 19 December 2018
As Proposed Shed Sections, Dwg No: P-320 A, received 19 December 2018
Arboricultural Impact Assessment, received 26 February 2018
Tree Protection Plan, Dwg No: 002.rev1, received 26 February 2018
Proposed Planting and Landscape Plan, Dwg No: P-50 A, received 19 December 2018
Ecology Management Plan, received 16 May 2018

Informatives:

- (1) The Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraphs 186-187 of the National Planning Policy Framework.
- (2) If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are; telephone 0808 168 5041 or enquiries@cncbuildingcontrol.gov.uk and the website www.cncbuildingcontrol.gov.uk
- (3) This development involves works within the Public Highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing. It is an offence to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Control Group. Please contact Stephen Coleman on 01603 430 596.

If required, street furniture will need to be repositioned at the applicants' own expense. Public utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

The site to which this permission relates contains suitable habitat for bats, barn owls or reptiles which are protected by the Wildlife and Countryside Act 1981 (as amended). In this respect the applicants are advised to consult Natural England, Dragonfly House, 2 Gilders House, Norwich, NR3 1UB or enquiries.east@naturalengland.org.uk and follow any requirements in this respect.

85 APPLICATION NUMBER 20182061 – VEOLIA, BROOKSIDE DEPOT, BUXTON ROAD, FRETtenham

The Committee considered an application for the erection of two modular buildings to be installed on the southern boundary of the Veolia Depot site on Buxton Road in Frettenham within the existing southern car park. An existing small portacabin would be removed and the space used for the two new units. The purpose of the buildings would be to provide additional welfare provision for members of staff working from the site.

The application was reported to committee as the site was owned by the district council.

The Committee acknowledged that the additional buildings would be visible when viewed from the open farmland to the south; however as the proposal was within an established general industrial site and the proposed buildings would be modest low level structures, in keeping with the current use of the site, it was considered that the impact on the existing landscape would not be significantly detrimental.

Members noted there were currently 19 car parking spaces, with a further four spaces taken up by the existing portacabin. After installing the two modular buildings, four parking spaces would be utilised resulting in a zero net reduction of parking availability on the site.

In conclusion, it was considered that the proposed development was acceptable in terms of scale, form and design and represented an acceptable form of development. Accordingly, it was

RESOLVED:

to approve application number 20182061 subject to the following conditions:

- (1) The development to which this permission relates must be begun not later than THREE years beginning with the date on which this permission is granted.
- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below. (E3)

Dwg. No. GF0001_X Titan TN104 Specification Drawing received 17 December 2018

Dwg. No. GF0001_X Titan TN124 Specification Drawing received 17 December 2018

Dwg. No. NOR_03_08_01_10 Proposed Site Plan received 17 December 2018

Dwg. No. NOR_03_08_01_20 Location Plan received 17 December 2018

Supporting Statement received 17 December 2018

Additional details regarding proposed use of new modular buildings and parking arrangements received 22 January 2019

Additional Plan Existing Site Layout – Existing Cabin Position and Parking received 22 January 2019

Reasons:

- (1) The time limit is imposed in compliance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- (2) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.

Informatives:

- (1) If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are; telephone 0808 168 5041 or enquiries@cncbuildingcontrol.gov.uk and the website www.cncbuildingcontrol.gov.uk.
- (2) Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraphs 38 of the National Planning Policy Framework.

The meeting closed at 1:10pm