

# Planning Committee

## Agenda

### Date

Wednesday 18 December 2019

### Members of the Planning Committee

Miss S Lawn  
(Chairman)

Mr J M Ward  
(Vice Chairman)

Mr A D Adams  
Mr S C Beadle  
Mr S M Clancy  
Mr J F Fisher  
Mr R R Foulger

Ms R M Grattan  
Mrs C Karimi-Ghovanlou  
Mr I N Moncur  
Mr S Riley

### Time

9.30am

### Place

Council Chamber  
Thorpe Lodge  
1 Yarmouth Road  
Thorpe St Andrew  
Norwich

### Substitutes

#### Conservative pool

Mr N J Brennan  
Mr A D Crotch  
Mr K S Kelly  
Mr D King  
Mr K G Leggett  
Mrs T M Mancini-Boyle  
Mr M L Murrell  
Mr G K Nurden  
Mrs S M Prutton  
Ms C E Ryman-Tubb  
Mr M D Snowling  
Miss J L Thomas  
Mrs K A Vincent  
Mr S A Vincent  
Mr S C Walker  
Mr F Whymark

#### Liberal Democrat

Mr D J Britcher  
Mr D G Harrison\*  
Mrs L A Starling  
Mr D M Thomas

### Contact

Sara Utting tel (01603) 430428

Broadland District  
Council  
Thorpe Lodge  
1 Yarmouth Road  
Thorpe St Andrew  
Norwich NR7 0DU



\*not met training requirement so ineligible to serve

**If any Member wishes to clarify details relating to any matter on the agenda they are requested to contact the relevant Area Planning Manager, Assistant Director Planning or the Assistant Director Governance & Business Support (Monitoring Officer) prior to the meeting.**

E-mail: [sara.utting@broadland.gov.uk](mailto:sara.utting@broadland.gov.uk)



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### The Openness of Local Government Bodies Regulations 2014

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**The Chairman will ask if anyone wishes to  
film / record this meeting**

**A G E N D A**

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|----------|---|----------------|
| <b>1</b> | <b>To receive declarations of interest under Procedural Rule no 8</b>                                 |                |
| <b>2</b> | <b>Apologies for absence</b>  |                |
| <b>3</b> | <b><u><a href="#">Minutes of meeting held on 27 November 2019</a></u></b>                             | <b>5 - 15</b>  |
| <b>4</b> | <b>Matters arising therefrom (if any)</b>   |                |
| <b>5</b> | <b>Applications for planning permission to be considered by the Committee in the following order:</b> |                |
|          | <b><u><a href="#">Schedule of Applications</a></u></b>  | <b>16</b>      |
|          | <b>Planning Applications</b>  | <b>17 - 48</b> |

Please Note: In the event that the Committee has not completed its business by 1.00pm, at the discretion of the Chairman the meeting will adjourn for 30 minutes.

Trevor Holden  
Managing Director

**Copies of the applications and any supporting documents, third party representations and views of consultees are available for inspection in the planning control section.**

## 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.

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.

Does the interest directly:

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

If the answer is "yes" to any of the above, it is likely to be pecuniary.

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.

Does the interest indirectly affect or relate any pecuniary interest you have already declared, or an interest you have identified at 1-5 above?

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 must then withdraw from the meeting.

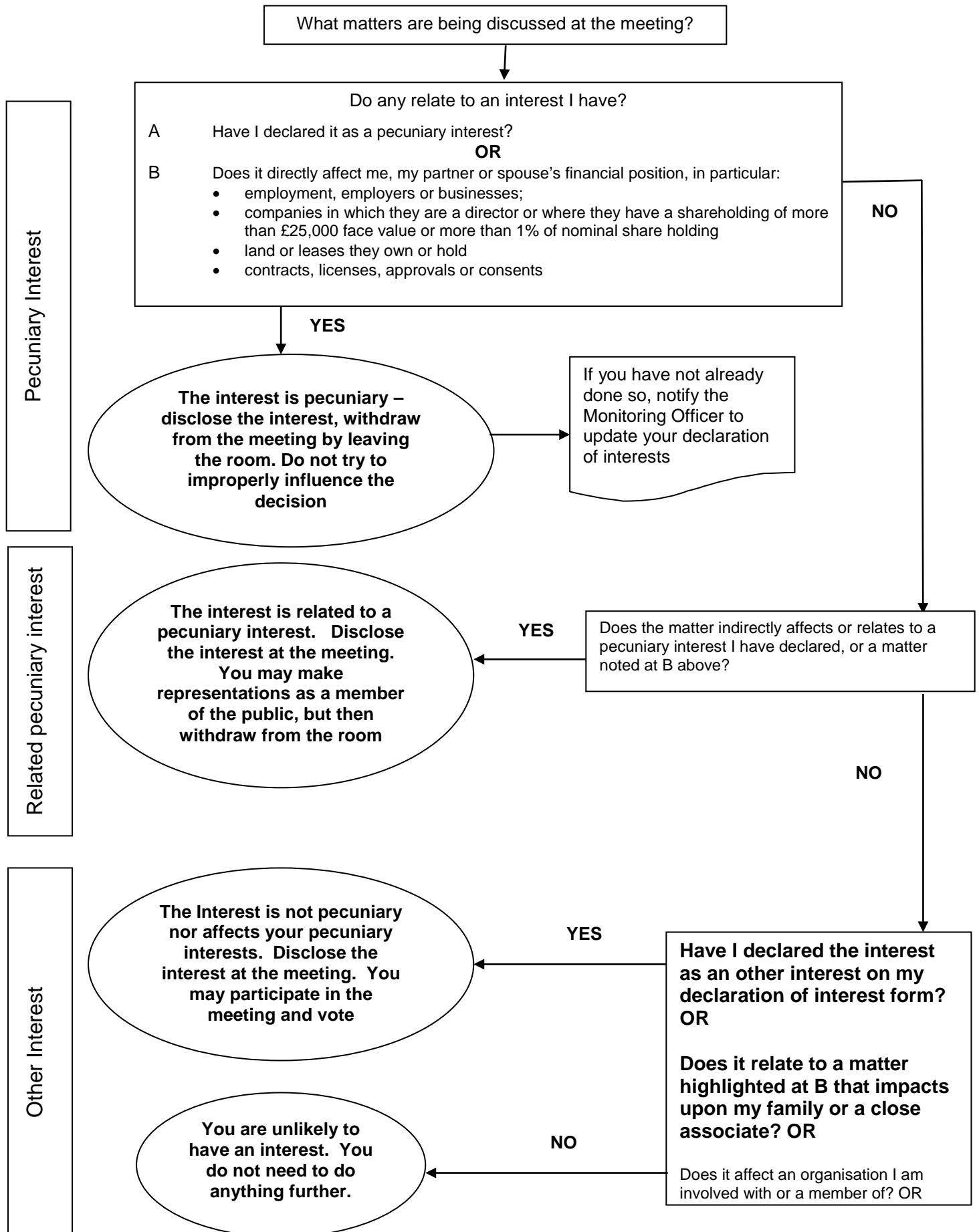
Is the interest not related to any of the above? If so, it is likely to be another interest. You will need to declare the interest, but may participate in discussion and voting on the item.

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.

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 at Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich on **Wednesday 27 November 2019** at **9.30am** when there were present:

Miss S Lawn – Chairman

Mr A D Adams  
Mr N J Brennan  
Mr J F Fisher

Mrs C Karimi-Ghovanlou  
Mr K S Kelly  
Mr I N Moncur

Mr G K Nurden  
Mr S Riley  
Mr J M Ward

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

Mr Peck                      Minute no: 55 (Site of T H Blyth & Sons Builders' Yard, Claypit Road, Foulsham)

Miss Thomas              Minute no: 54 (land at Dawson's Lane, Blofield)

Also in attendance were the Assistant Director of Planning (for Minute nos: 51-55); Area Planning Manager (West) (for Minute nos: 55 and 56); Area Planning Manager (East) (for Minute no: 57); Senior Planning Officer (East) (for Minute no: 54) and the Senior Committee Officer.

### **51      DECLARATIONS OF INTEREST UNDER PROCEDURAL RULE NO 8**

<b>Member</b>	<b>Minute No &amp; Heading</b>	<b>Nature of Interest</b>
Mr Kelly	55 (Site of T H Blyth & Sons Builders' Yard, Claypit Road, Foulsham)	Council representative on the Norfolk Rivers Internal Drainage Board. Local choice, non-pecuniary interest.
Mr Moncur	57 (Homeleigh, Broad Lane, Lt Plumstead)	Acquainted with the agent. Non-disclosable, non-pecuniary interest.

### **52      APOLOGIES FOR ABSENCE**

Apologies for absence were received from Mr Beadle, Mr Clancy, Mr Foulger and Ms Grattan.

### **53      MINUTES**

The Minutes of the meeting held on 30 October 2019 were confirmed as a correct record and signed by the Chairman.

*In respect of the decisions indicated in the following Minutes (nos: 54 to 57), 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 were subject to the final determination of the Director of Place.*

### **54 APPLICATION NUMBER 20190844 – LAND AT DAWSON’S LANE, BLOFIELD**

The Committee considered an application for a residential development of 12 dwellings on land at Dawson’s Lane in Blofield. Four of the proposed dwellings would be affordable (two single storey dwellings for rent and two houses for shared ownership) which equated to 33% of the overall provision. Access would be off Dawson’s Lane and the application included adopting part of Dawson’s Lane; providing a pedestrian footpath along Blofield Corner Road and an off-site surface water drainage strategy.

The application was reported to committee (1) at the request of one of the Ward Members for the reasons given in paragraph 4.2 of the report and (2) as it was contrary to the development plan.

The Committee noted additional comments from the Ward Member; Lead Local Flood Authority on scheme 5 and current scheme (6); comments received via four additional letters of objection; correction to paragraphs 5.9, 5.10 and 5.13 (should read number 72 not number 74 Blofield Corner Road); officer comments together with an amended recommendation, all as reported in the Supplementary Schedule. The Senior Planning Officer (East) also reported verbally at the meeting a recent update advising that the attenuation basin was now slightly bigger in size and a different shape. Furthermore, the results of the percolation tests had been received yesterday but these needed to be passed to the LLFA for comment.

In addition, the Committee received the verbal views of Stella Shackle representing Blofield Parish Council and Mary Moxon of 74 Blofield Corner Road, both objecting to the application and Ian Douglass of Lanpro (the agent) and Nicholas Hooper of Rossi Long (drainage engineers) at the meeting. One of the Ward Members expressed her concerns at the application including the increase in the number of properties; local flooding issues, the proposed surface water drainage strategy and maintenance schedule.

The site was outside of, but immediately adjacent to, the settlement limit where the principle of new development would not normally be considered acceptable unless the proposal complied with a specific allocation and / or policy of the development plan. Members noted that the site currently benefitted from an extant outline permission for eight dwellings, granted on appeal (20172032). The Inspector had concluded that, in the absence of a five year housing land supply, the development did not result in significant

and demonstrable harm which outweighed the benefits. This was considered to be a material consideration in the determination of this new application.

It was noted that Paragraph 117 of the NPPF supported making effective use of land and Members took the view that the proposed density would not be out of character with other developments in Blofield and, accordingly, the increased density on the site was considered to be acceptable in principle.

In terms of the impact on the landscape, it was noted that the proposal would result in a small contiguous extension with the shape of the settlement and it was considered that this would not result in any significant harm to the appearance of the village or the Blofield Tributary Farmland Landscape. It was noted that the dwellings had a simple, modern design which would not be out of keeping with other properties in the area.

In terms of residential amenity, given the size of the plots and the distance between the dwellings and neighbouring properties, it was considered that the development would not result in any significant loss of amenity.

Members noted the proposals to widen the lane to be used as the access and the new pedestrian footpath, as detailed in the report. Notwithstanding the concerns raised by local residents, it was considered that the proposal would not adversely affect highway safety in accordance with Policy TS3 of the DM DPD. It was noted that the Highways Authority had not raised any objections to the proposal, subject to the imposition of conditions.

The Committee acknowledged that surface water drainage was a key concern raised by local residents through the consultation. However, the site was within fluvial flood zone one (low risk) and therefore was not at risk of surface water flooding. Percolation tests had established that surface water would not infiltrate on the site. It was noted that the surface water drainage strategy had changed a number of times during the life of the application to achieve a satisfactory solution and Members noted the detailed proposals as contained within the committee report. It was acknowledged that the proposed drainage strategy was complex but it would provide attenuated discharge into any area suitable for infiltration, with considerable additional storage being created within the system and the whole system could be managed and maintained by a management company. Accordingly, it was considered that the system would be compliant with the guidance within the NPPF and in accordance with Policy 1 in the JCS, Policy CSU5 in the DM DPD and Policy ENV3 in the Blofield Neighbourhood Plan. Residents' concerns were acknowledged but Members took into consideration the comments of the Assistant Director of Planning, who stated that a considerable amount of time had been taken to resolve the drainage issues with the LLFA and ensure that this proposal did not exacerbate existing drainage problems in the area. The officer recommendation had been amended (as per the Supplementary Schedule) to reflect that the drainage scheme required sign-off by the LLFA prior to approval being granted as opposed to being the subject of a condition but this

could be amended further to include reference to the culvert inlet details being agreed by the LLFA. If the LLFA did not agree to the drainage strategy, then the application would be brought back to Committee for reconsideration.

In terms of all other matters raised through the consultation, Members noted that these had either been resolved or would be dealt with by the imposition of appropriate conditions.

In conclusion, it was considered that the benefits of the proposal outweighed the harm and the extant planning permission, together with the Government's aim in the NPPF to make the most effective use of land, warranted a departure from the development plan in this instance. Accordingly, it was

### **RESOLVED:**

To delegate authority to the Director of Place to approve application number 20190844 subject to completion of a S106 Agreement with the Heads of Terms below; satisfactory percolation tests in the area where the proposed infiltration basin is proposed and submission of culvert inlet details to the satisfaction of the Lead Local Flood Authority; and satisfactory Arboricultural Implication Assessment and method statement to assess the implication of the trees along Dawsons Lane and subject to the following conditions:

- (1) Full permission time limit (TL01)
- (2) In accordance with drawings (AD01)
- (3) Surface water drainage (bespoke)
- (4) Standard Estate Road (SHC01)
- (5) Standard Estate Road (SHC02)
- (6) Standard Estate Road (SHC03A)
- (7) Highway improvements off-site (SHC32A)
- (8) Highway improvements off-site (SHC32B)
- (9) Tree protection (L08)
- (10) Landscaping scheme to be submitted (L06)
- (11) Renewable energy – decentralised source (E01)
- (12) Boundary treatments (L02)
- (13) No PD fences, walls etc on western boundary (P08)
- (14) Fire hydrant (D09)

### Heads of Terms

- 33% affordable housing
- Contributions for open space and green infrastructure

*The Committee adjourned at 10:50am and reconvened at 10:55am when all Members of the committee were present.*



**55 APPLICATION NUMBER 20190792 – SITE OF T H BLYTH AND SONS BUILDERS' YARD, CLAYPIT ROAD, FOULSHAM**

The Committee considered an application for the demolition of a builders' yard and erection of nine dwellings (five houses and four bungalows) at T H Blyth & Sons Builders' Yard on Claypit Road in Foulsham. The dwellings would be accessed via three access points off Claypit Road.

The application was reported to committee at the request of the Ward Member for the reasons given in paragraph 4.13 of the report.

The Committee received the verbal views of John McManus of Beech House, Chapel Lane; Jenny Guymer of Coldharbour, Chapel Lane and Clare Hill of Greenman Cottage, Chapel Lane, all objecting to the application and Simon Wheatman (the agent) at the meeting. Mr Peck, the Ward Member, expressed his concerns on the application and the implications this could have on existing flooding experienced in the surrounding area.

The site was located within the settlement limit for Foulsham and there was a footpath running from the site to the centre of the village where there was a range of facilities. Furthermore, the application site was partially on a brownfield site and benefitted from a number of historical planning permissions for residential development. Accordingly, the principle of development was considered to be acceptable and the application accorded with Policy GC1 of the DM DPD and Policies 1 and 6 of the JCS.

As the site had last been used for employment purposes, the Committee had regard to Policy E2 of the DM DPD. The viability report which accompanied the application identified that refurbishment or reuse of the buildings was highly unlikely as they were beyond economic repair plus there were modern, purpose-built premises elsewhere in the village which were currently available and had been for a number of years.

Although the number of proposed dwellings was below the threshold for affordable housing, the size of the site constituted major development and accordingly, Policy 4 of the JCS required 28% affordable housing. However, an Economic Viability Analysis Report submitted with the application demonstrated that the viability of the development was insufficient to deliver either on-site affordable housing or a commuted sum. The report had been reviewed by the Council's independent consultant who had concluded that the applicants had justified that the proposed development was unable to support the delivery of affordable housing on grounds of viability.

It was noted that the development would provide financial contributions towards off-site provision of recreational open space and green infrastructure via a commuted sum (approximately £45,930) index linked, in accordance with the policy requirements.

As the site was immediately adjacent to the Foulsham Conservation Area, regard was given to Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 in terms of the development's layout, scale, spacing and appearance.

Members acknowledged that planning permission had been refused in August 2018 for a development of eleven dwellings on this site as the Committee at that time had considered that the layout and density was at odds with the immediate area; the scale and massing of some of the dwellings would be out of character with the immediate neighbouring properties and have a detrimental impact on their amenities. It was noted that this new application had been scaled down, with the number of dwellings proposed reduced to nine. It was considered this gave the development a much more spacious feel and allowed for increased amenity space for the majority of the dwellings.

Furthermore, the layout had been amended, particularly towards the west of the site, where the reduction in dwellings resulted in the development appearing less cramped. Regarding the scale and massing of the dwellings, it was noted that the number of two storey dwellings had reduced from nine to five and two detached bungalows were now proposed to the south west of the site which was adjacent to Coldharbour, as opposed to the houses proposed in the refused scheme. Whilst five, two storey dwellings were proposed on the north side of the access drive, these were either adjacent to an open parcel of land or to other, two storey dwellings in the area (such as no: 2 Chapel Lane to the north of Beech House to the west). Members took into consideration the variation in dwelling types in the immediate area, acknowledging that there was no particular style or type. It was also noted that the design of the dwellings had been amended to ensure they were more of a rural appearance than previously submitted.

To overcome the concerns of the Council's Historic Environment Officer, the scheme had been amended so that plots 4, 5 and 6 to the west of the site now fronted Chapel Lane to ensure they did not have a negative impact on the street scene or setting of the adjacent Conservation Area.

In terms of residential amenity, it was considered that, in their revised form, the proposals would not result in any significant detrimental impact upon residential amenity of neighbours or future occupiers and accordingly, the application complied with Policy GC4 of the DM DPD.

The site was located outside of, but within close proximity to, Flood Zones 2 and 3 which were to the south of the site and the concerns of local residents and the Ward Member about the proposal increasing the risk of flooding in the area were acknowledged. However, Members took into consideration the submitted Flood Risk Assessment and Surface Water Drainage Strategy and in particular, the fact that the development would bring about a positive impact on the surface water drainage in the area. Notwithstanding this, Members were mindful that the applicant was under no obligation to improve on any existing flood risk. It was noted that both the LLFA and Norfolk Rivers

Internal Drainage Board had not raised any objection to the proposals. Accordingly, the proposal was considered to comply with Policy 1 of the JCS and Policy CSU5 of the DM DPD.

In terms of highway safety, it was noted that the Highways Authority was not objecting to the application subject to the imposition of conditions relating to visibility splays, access and on-site parking, parking for constructions workers and off-site highway improvements.

In terms of all other matters raised through the consultation, Members noted that these had either been resolved or would be dealt with by the imposition of appropriate conditions.

In conclusion, it was considered that the application represented an acceptable form of development which would not result in any significant detrimental impacts. Accordingly, it was

### **RESOLVED:**

To delegate authority to the Director of Place to approve application number 20190792 subject to the satisfactory completion of a Section 106 Agreement relating to the Heads of Terms below and subject to the following conditions:

- (1) Time limit (3 years)
- (2) In accordance with plans and documents
- (3) Details of external materials
- (4) Removal of PD – Schedule 2, Part 1, Class B – additions to the roof
- (5) All first floor bathroom and en suite windows and landing window for Plot 5 to be fitted with obscure glazed glass
- (6) Highways – visibility splays to be provided
- (7) Highways – access and on-site parking
- (8) Highways – on-site parking for construction workers and wheel washing provision
- (9) Highways – off-site highway improvement works
- (10) Highways – off-site highway improvement works completed to satisfaction of LPA
- (11) LLFA – surface water drainage scheme
- (12) Landscaping scheme
- (13) Contamination – site investigation report
- (14) In accordance with AIA (tree report)
- (15) 10% renewable energy
- (16) Scheme for bat and bird boxes to be submitted and approved by the LPA

### Heads of Terms

- Play provision

- Recreational open space
- Green infrastructure contributions

*The Committee adjourned at 12:26pm and reconvened at 12:33pm when all Members of the committee were present for the remainder of the meeting.*

### **56 APPLICATION NUMBER 20190583 – WOODVIEW, 81 FAKENHAM ROAD, GT WITCHINGHAM**

The Committee considered an application for the sub-division of an existing residential plot and the erection of two detached dwellings at Woodview, 81 Fakenham Road in Gt Witchingham with new vehicular access off Fakenham Road which would run along the west side of the site.

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

The Committee noted clarification on the failure of the application to comply with Policy GC1 of the DM DPD and the weight to be attributed to the appeal decision for application number 20150756, as detailed in the Supplementary Schedule. In addition, the Committee received the verbal views of Alan Irvine of Leathes Prior (the agent) at the meeting.

The site was outside of, but immediately adjacent to, the settlement limit where the principle of new development would not normally be considered acceptable unless the proposal complied with a specific allocation and / or policy of the development plan. It was noted that the proposed dwellings would be located at the end of a residential cul de sac with houses on the north side of Fakenham Road extending west of the site, as did the dwellings at no: 81. There was also a residential dwelling to the south and therefore, it was noted the proposed dwellings would be surrounded by residential development. Furthermore, the site was also within reasonable walking distance of a range of services and facilities and on a bus route with the nearest bus stop immediately outside the application site. Accordingly, the Committee considered that the site was in a broadly sustainable location.

Members noted the recent appeal decisions for this site and the Inspector's comments for application 20150756 were considered to be significant material considerations. He concluded that the principle of development outside the settlement limit was acceptable and therefore the proposal did not conflict with Policy GC1 of the DM DPD regarding sustainability and also that the proposal would reflect the character and appearance of the surrounding area. In addition, Members noted permission had been granted for two dwellings in April 2016 (20160253) but with proposed access off Fakenham Road, although work had not commenced due to ownership issues surrounding the turning head at the end of Morse Close and the permission

had subsequently lapsed.

It was considered that the site contained sufficient space to accommodate the proposals without resulting in a cramped form of development and the design, size and scale of the proposed dwellings and boundary treatments would relate sympathetically to the surrounding properties. Overall, although the dwellings would be clearly visible, they would not be viewed as a discordant feature in the street scene or cause harm to the general character and appearance of the area.

In terms of residential amenity, it was considered that, given the height of the dwellings and the degree of separation with neighbouring properties, the proposed dwellings would not appear dominating or overbearing or result in any significant loss of light or issues of overlooking.

The Committee noted that the Highways Authority was not objecting to the proposal, subject to the imposition of conditions and it was considered the application accorded with Policies TS3 and TS4 of the DM DPD.

In terms of all other matters raised through the consultation, Members noted that these had either been resolved or would be dealt with by the imposition of appropriate conditions.

In conclusion, Members considered that the proposal represented an acceptable form of development in a sustainable location and would not undermine the provisions of the development plan or result in demonstrable harm to the general character and appearance of the area, residential amenity or highway safety. Accordingly, it was

### **RESOLVED:**

To approve application number 20190583 subject to the following 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 min width of 5.5m for at least 6m into site
- (6) Highways – Access visibility splays
- (7) Highways – No gates, bollard, chain, or other means of obstruction shall be erected across access
- (8) Highways – On-site parking and manoeuvring areas as shown on plans
- (9) Highways – Access shall be from Fakenham Road only
- (10) Tree Protection Plan
- (11) Landscaping Scheme

- (12) Removal of permitted development rights (Schedule 2, Part 1 of GDPO)

**57 APPLICATION NUMBER 20191503 – HOMELEIGH, BROAD LANE, LT PLUMSTEAD**

The Committee considered an application for the sub-division of an existing residential plot and erection of one dwelling with an attached double garage at Homeleigh, Broad Lane, Lt Plumstead. The existing dwelling at Homeleigh had two points of vehicular access onto Broad Lane and the southern access would be retained for that property and the northern access utilised for the new dwelling.

The application was reported to committee as it was contrary to development plan policy.

The Committee received the comments from the Parish Council together with the officer response and their additional comments on landscaping, all as reported in the Supplementary Schedule.

The site was located outside of the settlement limit where the principle of new development would not normally be considered acceptable unless the proposal complied with a specific allocation and / or policy of the development plan. However, Members acknowledged there was an extant planning permission for two dwellings adjoining the application site (20182088) and a previous approval for one dwelling (20170935) both at Leighton House. The Committee agreed that the principle of residential development had therefore been established within the immediate locality, which was a material consideration. Members also took into consideration the comments of the Inspector when dismissing an appeal for three dwellings at Leighton House in March 2018 (20172190) who had found that the site would be a suitable and sustainable location for housing but had concerns at the impact of three dwellings on the existing character and appearance of the area.

Another relevant consideration was the designation of Gt and Lt Plumstead as a Service Village, having a good level of services (such as Primary School, food shop, public transport links to Norwich or a main town) and in addition, the site was in very close proximity to Rackheath to the north and a reasonably short distance to the Broadland Northway, which provided good vehicular connection with the surrounding area.

Members acknowledged that the Council was currently able to demonstrate a 6.54 year housing land supply and accordingly gave due consideration to Paragraph 122 of the NPPF. They concluded that that the proposal would make the best use of the land available due to the predominantly residential locality and extant planning permission on the adjacent site as well as its

sustainable location. Furthermore, the proposal would provide a small site making a positive contribution to the housing requirements in the area.

In terms of highways, it was noted that the Highways Authority was not objecting to the proposal and therefore, it was considered the proposal would not have an adverse impact on highway safety and would be in accordance with Policies TS3 and TS4 of the DM DPD.

The proposed scale, form and position of the development was considered to be in keeping with other properties within the locality and therefore would not lead to an adverse impact on the existing character and appearance of the area. In terms of residential amenity, it was considered that the design and position of the proposed dwelling would ensure that the residential amenity of existing neighbouring properties and those constructed on the site to the northwest would not be adversely affected through loss of privacy, overlooking or loss of light.

In conclusion, it was considered that, whilst there was conflict with Policy GC2 of the DM DPD, there were material reasons which outweighed the conflict and justified approval in this instance. Accordingly, it was

### **RESOLVED:**

To approve application number 20191503 subject to the following conditions:

- (1) Time limit (A1)
- (2) Plans and documents (E3)
- (3) Parking / turning on site (SCH20)
- (4) Landscaping details TBC

## **58 PLANNING APPEALS**

The Committee noted details of the planning appeals decisions which had been received and details of the appeals lodged for the period 19 October to 15 November.

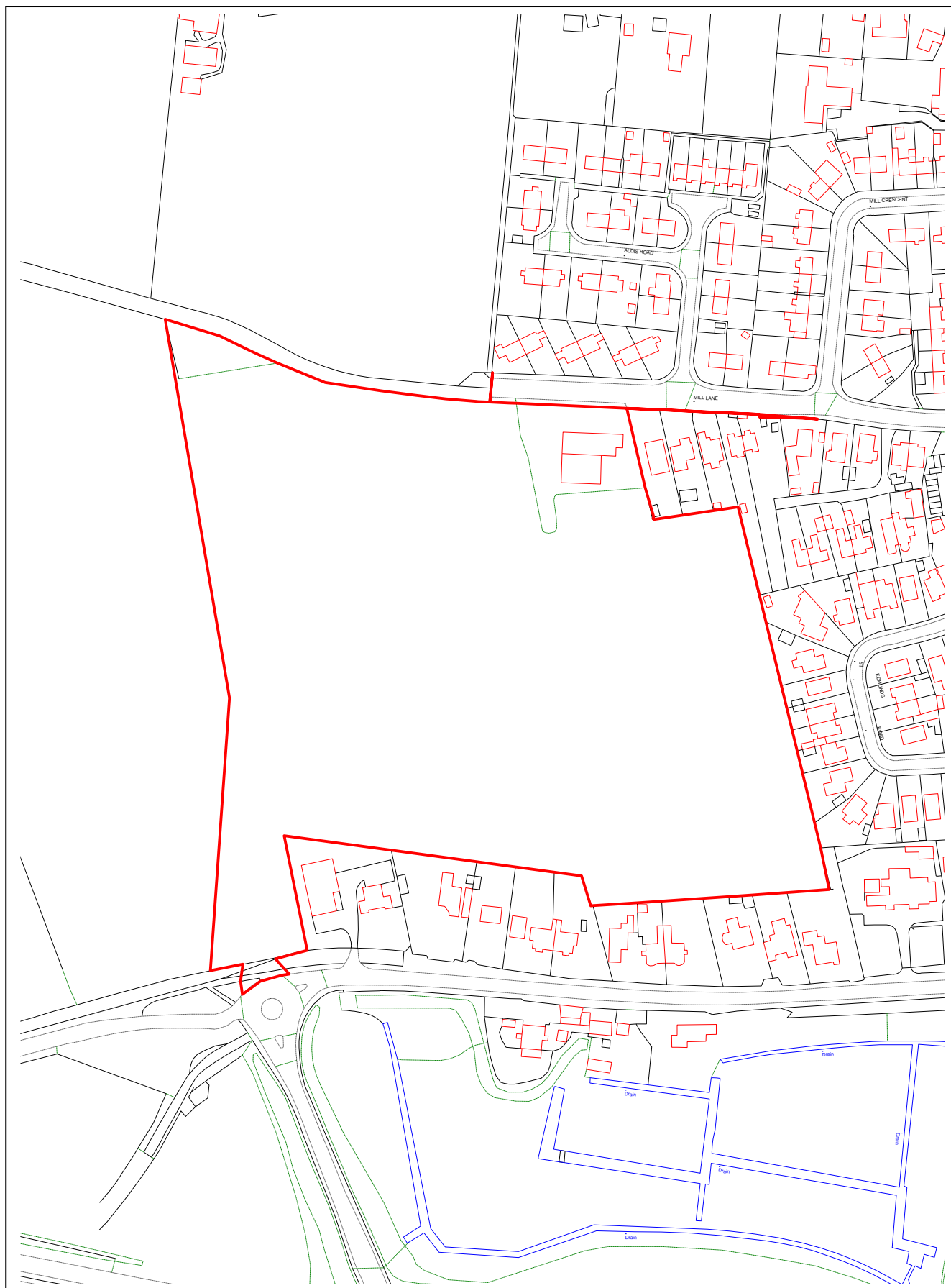
*The meeting closed at 12:58pm*

**SCHEDULE OF APPLICATIONS TO BE CONSIDERED**

<b>Plan No</b>	<b>Application No</b>	<b>Location</b>	<b>Officer Recommendation</b>	<b>Page Nos</b>
<b>1</b>	<a href="#"><u>20191215</u></a>	<a href="#"><u>Land north of Norwich Road, Acle</u></a>	Delegate authority to the DoP to <b>APPROVE</b> subject to conditions and subject to the sufficient information being submitted to demonstrate the surface water drainage strategy is acceptable and that refuse collection can be adequately accommodated	<b>17 - 48</b>

DoP = Director of Place





**Application No: 20191215**

**Land north of Norwich Road, Acle**

**Scale:  
1:2500**

**Date:  
10-Dec-19**



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**Application No:** 20191215  
**Parish:** Acle

Applicant's Name: Lovell Homes  
Site Address: Land north of Norwich Road, Acle  
Proposal: Reserved Matters Application following grant of outline planning 20172189 with full details of appearance, landscaping, layout and scale of development for 137 residential units together with associated highway works including discharge of condition 7 of planning permission 20172189 surface water drainage.

### Reason for reporting to committee

The Ward Member has requested that the application be determined by the Planning Committee for appropriate planning reasons as set out below in section 4.

### Recommendation summary:

Delegate authority to the Director of Place to approve subject to conditions and subject to the sufficient information being submitted to demonstrate the surface water drainage strategy is acceptable and that refuse collection can be adequately accommodated.

### 1 Proposal and site context

- 1.1 This application is a reserved matters application for 137 dwellings on a 5.68 hectare agricultural field on land to the north of Norwich Road on the western side of Acle. There are residential properties to the south, east and North of the site. The site rises from Norwich Road before plateauing before reaching Mill Lane. There is an existing agricultural building on Mill Lane. A public right of way runs east to west from the end of Mill Lane.
- 1.2 Outline permission was granted for up to 140 dwellings under application number 20172189. All matters were reserved as part of the outline application except access. It was agreed as part of the outline application that vehicular access and egress would be via the existing roundabout on Norwich Road to the south of the site. Pedestrian accesses and emergency vehicular access would also be provided to Mill Lane to the north. A pedestrian footpath is proposed along the southern side on Mill Lane.
- 1.3 A mix of single and two storey dwellings and flats with one, two, three and four bedrooms are proposed including 45 affordable units (33%). A central area of open space is also proposed along with a play area and informal open space along the western boundary. A series of drainage lagoons for surface water drainage purposes are proposed in the south west corner.

### 2 Relevant planning history

- 2.1 20172189 Residential development (up to 140 dwellings) & associated works (outline)  
Approved 25 May 2018

### 3 Planning Policies

#### 3.1 National Planning Policy Framework (NPPF)

NPPF 02 : Achieving sustainable development  
NPPF 04 : Decision-making  
NPPF 05 : Delivering a sufficient supply of homes  
NPPF 08 : Promoting healthy and safe communities  
NPPF 09 : Promoting sustainable transport  
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 14 : Key Service Centres  
Policy 18 : The Broads

#### 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 provision within major development

Policy CSU5 : Surface water drainage

Site Allocations Development Plan Document 2016

ACL1 : Land to the North of Norwich Road, Acle

Acle Neighbourhood Plan (ANP)

Policy 5 : Improved links to the countryside and surrounding villages

Policy 10 : Future Housing integration

Policy 11 : Residential car parking

### 3.4 Supplementary Planning Documents (SPD)

Recreational Provision in Residential Development SPD

Landscape Character Assessment

Parking Standards SPD

Affordable Housing SPD

## 4 Consultations

### 4.1 Parish Council

Original scheme

Refuse

- Whilst the councillors accept that this site has outline permission for housing, it is vital that it is a good quality development.
- Squashed into site with little regard for quality of life of future residents or neighbours
- The site cannot support 137 homes.
- There is very little open space, small front gardens and, in some cases, small rear gardens.
- A few pieces of play equipment are suggested, to the west of the site, but this is not adequate for the likely number of children who will live on this site. It is a long walk to another play space in the village.
- Although a hectare of informal open space is offered to the village to the west of this site, in lieu of green infrastructure levies, it would be better if fewer houses were proposed, each with larger gardens!
- Vehicle parking on the site is inadequate.
- Nearly all car parking on site will be tandem car parking and would result in parking on verges.
- Reliance on space in a garage to achieve the required number of spaces to meet the minimum requirements of BDC's Local Plan and Acle's Neighbourhood Plan. Very few people park in garages so unrealistic.

- No dimension on garages so can't see if they will fit cars
- Only four spaces which are not allocated within curtilages, where will visitors park.
- Many housing estates are blighted by parking issues, with cars parked on verges and issues for delivery vehicles and refuse vehicles, and the Parish Council is keen that better parking is provided on this development.
- Plots 134 and 96 are shown as 4-bed/ 8 person homes, the parking allocated is inadequate if there are likely to be 8 people in the houses.
- Plots 7, 20, 21, 23 & 24 are 3-bed/ 5 person bungalows. There is only one parking space shown for each of these homes, together with one garage each. If garages are used for storage, then there is no flexibility for parking, especially with plots 20 and 21, where the front gardens are tiny.
- Plots 99, 100, 129 and 130 are shown as 4-bed/8 person homes with 4 double beds indicated. These homes all appear to have semi-detached garages shared with the adjacent homes, with two in-line parking spaces for each home, next to the adjacent home. This will not allow any flexibility for parking for these homes, for 8 people.
- With several plots, such as plots 81 & 82, the parking seems to be two in-line spaces per house, behind the rear gardens for the houses. We all know that people are lazy and will park out at the front rather than walk around the corner to their cars, especially when loading/unloading shopping and/or children! Will there be gates in the rear fences to facilitate easy access to their parking spaces?
- The proposed housing mix for the northeast corner has also been raised both at the outline stage and with the developers. A condition on the outline approval was that all properties with a shared boundary with neighbouring properties on St Edmunds Road and Norwich Road should be single storey with no openings in the roof. The consultation drawings at the parish council meeting in June showed bungalows along their boundaries. This has been changed and plot 67 (or possibly 68 because of a rear access path to the garden of no: 68) adjoins the boundary of no: 30 St Edmunds Road but these are both two-storey homes.
- Those residents who live on Mill Lane next to the northeast corner of the estate wonder why they are not valued the same as these other neighbours.
- The residents at no: 33 Mill Lane live in a chalet bungalow, with their bedroom on the ground floor at the back. The proposed plans show 8 or 9 two-storey homes which will overlook their bedroom and garden.
- The residents at no: 31 and 31a Mill Lane will have at least 2 two-storey houses overlooking their homes.
- The residents at no: 29 Mill Lane will have 4 two-storey houses overlooking their garden. The new homes adjoining all existing homes should be treated the same and should all be single storey with no openings in the roof.

- Not clear what roads will be adopted
- Secondary roads will be 5.8 metres with 1 metres service strip so would be 4.8 metres wide. Will service strip be tarmacked or grassed
- 3D pictures do not show pavements will pedestrians need to walk on road for most of the site. Not safe for children, buggies, the elderly etc.
- Some bin collection points shown to be in open space.
- Bin storage points are collections are incorrect.
- Plots 49 and 63 have no rear access so how will they store their wheelie bins.
- The collection point for the 8 bins from plots 70 - 73 appears to be the front garden for plot 69.
- Evidence is required of what roads are to be adopted
- Emergency access onto Mill Lane is required by outline, is this adequate and will car parking be prevented over the access.
- Concerned wells on Norwich Road would be contaminated and that supply to wells will be reduced.
- Hedge along full western boundary should be provided.
- Request protection of existing boundary hedges and clarification over maintenance.
- Request that construction traffic only approached from west via A47
- Village can't cope these additional homes.
- Sewage system is already overstretched, and the doctors' surgery has long waiting times.
- Consider will increase vehicular movements into The Street.
- Concerns about the safety of the tiny roundabout at the entrance to the site and its proximity to the slip road from A47.

### Amended proposal

#### Additional comments not already made

- Area covered by attenuation ponds cannot be used for play.
- Plots 85 & 86 have a narrow path to their front door, with the open space being just the other side of this path. Would affect privacy of other residents if other use open space.
- Proposed play equipment shows just a few minimal pieces of equipment, totally inadequate for a development of 137 homes.
- Provision for vehicle parking on the site is inadequate. Whilst it is appreciated that the plans have been adjusted to give additional parking for some homes, and this is welcomed, there is no increase from the four spaces allocated for visitors to the site as a whole.
- The "visitor" parking for the one-bed flats cannot contribute to the visitor parking for the site as a whole.
- Question where visitors will park if visiting plots on the road without a formal pavement?
- Do not know what size of garage is required for someone to be able to open the doors of a modern car so cannot be sure that the

garages shown will be able to be used for parking. Hopefully it will be conditioned that all garages must be of a minimum size to permit an average family car to be parked inside, and the doors opened and shut.

- What will happen when tradesmen and visitors park on this service strip? Where will pedestrians walk then?
- Not clear roads are adequate for refuse vehicles.
- There are still a few places where the lorry is shown as driving over front lawns or the "service strip" or almost exactly on the edge of such places, so what happens if the driver of the refuse lorry is not as skilled as the drawings suggest is required?
- There has been no amended paperwork for the bin collection points.
- The drawings now show the emergency access from Mill Lane; an adoptable narrow track at the north of the site, adjacent to a hedge and some trees on "formal open space".
- The drawings indicate that any large vehicle would have to drive over the front lawn of plot 84.
- Emergency access would also be blocked if the residents had parked in front of their nominated parking spaces. This seems unsatisfactory and unsafe.
- The proposed new footway on Mill Lane is now shown on the plans. However, some of the residents currently park on the road in front of their properties. A new footway, while welcomed in theory, would mean that the road would be narrower and would be made more narrow by on-street parking. Has this been pointed out to local residents?
- There has been no information on the situation regarding private wells.
- The application proposes a post and rail fence to the western boundary. The councillors request that a native hedge be required along the full length of this boundary to reduce the visual impact of the site. This has not been addressed in the revised plans.
- Various residents have requested protection of their hedges where they form the boundary with a new home and have expressed concerns about the future maintenance of their hedges. I have not received any information on this from the developers.
- Supports the need for a link road between Norwich Road and South Walsham Road to reduce traffic that would otherwise go through the village centre. It is vital that this housing development off Norwich Road is designed so that a link road can be constructed in the future.

### Current scheme

- Roads serving the driveways to plots 5 - 11, 24-25, 72-78, 108-9, 122 and 134-7 will not be adoptable highway. I understand that refuse lorries will not use unadopted roads, and this is backed up by the Adoptable Highways Tracking drawing. Yet I note that the bin collection points for plots 11, 24-25, 75-6, 108-9, 122 and 134-7 are

all shown as being adjacent to unadoptable highway. Is this acceptable?

- Bin collection points shown as being in the same place as evergreen hedging, such as plots 12-13 and 99-103 and many, many more. Whilst I appreciate that the landscaping is presumably "indicative", it gives a false impression as to how green the site will be, if planting is shown in places where bins will be put out for collection every week.
- No bin storage place is shown for the two sets of flats, plots 43-46 and 104-107. Given that, on earlier plans, the bin storage places were shown as being under the front windows of the downstairs flats, it would be helpful to know where they are now planned to be stored?
- The bin storage area for plots: 58-60 and 135-7 are shown as being on the "informal open space". Is this acceptable?
- The S106 agreement set a requirement for 0.36ha of "play area". The current drawings show 0.36ha of "formal open space/play area" but with only 0.04ha having any play equipment on it.
- The Landscape Masterplan does not differentiate between formal and informal open space, so I am unsure what constitutes "formal play area" but it is disappointing that so little play equipment is to be provided for so many houses.
- It is also disappointing that the calculation of "informal open space" includes the 5 flood attenuation lagoons at the entrance to the site and the flood attenuation lagoon in front of plots 85 and 86. Given that these areas will all be fenced off, they do not add much to the amenity of the residents. Is it usual to count these lagoons as "informal open space"?
- Obviously, a large number of points raised by the Parish Council have still not been addressed.

#### 4.2 District Member Cllr Lana Hemsall

- I wish this application to be determined by planning committee due to the amenity and parking issues with the proposed plans.

#### 4.3 NCC Highways

##### Original proposal

- No details of the required footway provision on Mill Lane has been shown.
- To safeguard its potential future use, the section of the main access road connecting to the roundabout should be 6.5m wide.
- No details of footway improvements on Mill Lane have been shown.
- Provide 10.0m junction radii adjacent to plot 4, so this junction is consistent with other junctions to the southeast and northeast of the square.
- Junctions adjacent to plots 81 and 86 can be amended to provide a reduced 6.0m radii.



- Add 1.0m x 1.0m splays to the rear of footways at the type 6 road junctions adjacent to plots 100 / 128 and 47 / 55.
- Reinststate the 4.0m junction radii at the junction between type 6 roads adjacent to plots 29 / 51.
- Show the appropriate visibility splays at all junctions, widening the footway where necessary.
- Provide a size 3 turning head in the shared private drives serving plots 5 – 10 and 134 – 137.
- The parking spaces serving plot 14, 47 and 81 and located adjacent to a wall / fence should be 3.0m wide, similar to all other spaces.
- Plots 7, 17, 18, 20, 21, 23, 24, 25, 28, 33, 61, 65 & 125 only have 1 parking space, excluding garages that should either be relocated, removed or replaced with car ports.
- In the absence of additional parking provision there is likely to be significant on-street parking across this development, obstructing the highway, to the detriment of highway safety. 12. 1 bedroom flats should have 1.5 parking spaces per unit, to avoid further on-street parking.

### Amended proposal

- The required new footway on Mill Lane has not been shown.
- The new footway following the existing PROW adjacent to the new access road will need to be extended to meet the existing facility on Norwich Road.
- It was my intention that the radii on both sides of the junction adjacent to plot 4 be increased to 10.0m.
- The radii on both sides of the junctions adjacent to plots 78 / 79 and 86 have not been reduced to 6.0m.
- Whilst the required visibility splays have been shown as I previously requested. The full extent of any visibility splay from an adopted road must also be included within the extent of adoption and the adjacent footway / margin widened accordingly.
- Roads 10 / 11 would not be adopted.
- The tracking plans show refuse vehicles accessing the shared private drives, which is not normally considered acceptable, requiring additional bin collection points.
- The tracking plans also show vehicles overhanging private property in Areas 21 & 22.

### Amended proposal

- Outstanding points
- Footway on Mill Lane to be shown from the existing facility to the east, across the site frontage to the unmade bridleway to the rear of plot 112.

- It should also be noted that the rear boundary fence to the rear of plots 109-111, appears to be unacceptably encroaching onto the existing highway.

### Current proposal

- No objection subject to conditions on road construction

### Updated comments on current proposal

### Object

- On review of the information submitted, we understand that the drainage details relate only to the adoptable highway. We are not aware of any re-submitted information relating to the private dwelling surface water drainage as required by condition 7.
- This response supersedes previous responses.
- Object in absence of acceptable Flood Risk assessment / Drainage Strategy
- An appropriate drainage strategy and plans which include locations of private residential soakaways
- Evidence to demonstrate what the seasonally high ground water levels across the proposed development site has not been submitted
- An appropriate maintenance and management plan should be provided
- The reason for this is to prevent flooding in accordance with paragraphs 163, 165 and 170 of the NPPF by managing local flood risk, surface water flow paths, storage and disposal of surface water drainage from a range of rainfall events and to ensure that the SuDS operate for the lifetime of the development.
- Will review objection if the following issues are adequately addressed.
- A revised drainage strategy informed by actual site conditions and appropriate modelling calculations, including a demonstration of soakage characteristics and depth to groundwater at the locations and depths of any proposed infiltration features as constraints may affect the layout and location of the drainage features.
- Detailed designs of the private surface water features in accordance with national standards and SuDS manual
- Plans should be submitted to show exceedance flow routes for the 1% AEP event plus 40% allowance for climate change, along with the finished ground floor level details for the dwellings
- An appropriate management and maintenance plan

## 4.4 Highways England

No objection

### 4.5 Public Rights of Way Officer

#### No objection

- Provided the comments raised by the NCC Highways Engineer in regard to Public Right of Way are addressed.
- Pleased to see that a footpath has been provided through open space connecting the Byway along Mill Lane to Norwich Road.

### 4.6 NCC Lead Local Flood Authority

#### Original proposal

- No objection subject to conditions

#### Current proposal

- Condition 7 on surface water drainage can be discharged

### 4.7 Anglian Water

#### Original proposal

- The foul drainage from this development is in the catchment of Acle-Damgate Lane Water Recycling Centre that will have available capacity for these flows
- We have reviewed the applicant's submitted foul drainage strategy (Drainage Narrative) and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage
- Wish to be consulted on condition discharge
- The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.
- We have reviewed the applicant's submitted surface water drainage information (Drainage Narrative) and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction

#### Current proposal

- The foul drainage from this development is in the catchment of N.A Water Recycling Centre which currently does not have capacity to treat the flows the development site.
- Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

- We have reviewed the applicant's submitted foul drainage strategy (Drainage Narrative) and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage
- Wish to be consulted on condition discharge
- The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.
- We have reviewed the applicant's submitted surface water drainage information (Drainage Narrative) and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction

### 4.8 Water Management Alliance

- Near Internal Drainage District for the Broads
- Proposed to infiltrate, but no viability information provided.
- Original FRA highlighted varying capacity to infiltrate
- Any discharge into the watercourse would require land drainage consent.

### 4.9 The Broads Authority

#### Original proposal

- No comments

#### Current Proposal

- No comment

### 4.10 NCC Ecologist

- No comments on reserved matters application
- Up to date reptile survey is required by condition on outline application.

### 4.11 Norfolk Constabulary Architectural Liaison Officer

#### Original proposal

- Have been incidences of burglary, shed and garage break-ins and theft from motor vehicles, anti-social reports from youth playing on nearby memorial recreation ground.
- No safe and secure section in design and access statement but are features within application which promote security.
- The development is not excessively permeable, not too much access to rear boundaries and desegregated footpaths
- Mix of properties encouraging a varied community

- Creates passive surveillance and orientation prevents vulnerable boundaries.
- Properties to the north of site backing onto footpath are vulnerable
- Recommend robust fence, do not provide incidental climbing aids or provide buffer zone of defensive planting
- Plot 122 corner plot and adjacent to public right of way and amenity space
- Should avoid windowless gables there is a study window at ground floor missed opportunity with only an ensuite window at first floor
- Good to have defensible planting buffer zone.
- Route onto Mill Lane would provide route for offenders
- Could encourage car thefts
- Are active windows overlooking the space?
- Gable windows in number 80 do give surveillance
- Car needs to be taken that views are not occurred by boundary treatments
- The space adjacent to the shell of the building must remain open being adjacent to the amenity space and pathway.
- Encourage defensible space planting
- Good surveillance over the central open space and the LEAP is less overlooked which is regretful as space is easily accessible, but there is surveillance from 4 dwellings and active windows except from plot no. 123 are set back from the open space.
- Recommended that vegetation is selected and maintained to assist natural surveillance.
- Play area should be designed so they can be secured at night
- Boundaries between public and private property should be clearly defined
- Knee rails are recommended along driveway of plots 121 and 122 to assist demarcation of semi-private space.
- Encouraging to see buffer zone for plots 123, 124 and 137 who have rear boundaries adjacent to the open space.
- Should be clear defensible space top front of properties and rear boundary of 1.8 metre fence.
- Gates to rear boundaries should be same as fences.
- Appropriate lockable gate to plot 79 adjacent to amenity space on Mill Lane should be provided
- Good provision of car parking with plot boundaries.
- Need to take the opportunity to increase tree planting
- Want boundary hedge to be retained

### Current proposal

- No further comment

### 4.12 Norfolk and Waveney Health Care Partnership

Comments are made by the Norfolk and Waveney Sustainability and Transformation Partnership (STP) with regard to Healthcare provision on behalf of the following health partners; NHS North Norfolk CCG, Norfolk & Norwich University Hospital NHS Foundation Trust, Norfolk and Suffolk NHS Foundation Trust and Norfolk Community Health & Care NHS Trust.

- The proposed development is likely to have an impact on the services of 1 GP practice (and its branch surgery), the Norfolk and Norwich University Hospital, Mental and Community Healthcare operating within the vicinity of the application site.
- Will have impact on health care provision
- Acle Medical Practice currently over capacity
- The Norfolk and Norwich University Hospital which will also be impacted is also running at capacity with regards to floor space; with no un-occupied, empty or underutilised areas.
- Developer Contribution required to meet the cost of additional capital funding for health service provision arising
- The STP would suggest that healthcare contributions should be sought to contribute to the provision of sustainable healthcare services in the area, particularly for the additional residents generated by development growth.
- Broadland District Council has advised that Healthcare is not currently contained on their CIL123 list, consequently, until this policy is addressed, it is confirmed mitigation cannot be obtained for primary healthcare.
- The STP understands this matter is now being considered through the Greater Norwich Growth Board forum. The STP and partner organisations do not have funding to support development growth; therefore, it is essential this is resolved as a matter of priority, in order to effectively mitigate development impact and maintain sustainable primary healthcare services for the local communities of Broadland District Council.
- Assuming the above is considered in conjunction with the current application process, the STP would not wish to raise an objection to the proposed development.

### 4.13 Broadland Senior Conservation and Design Officer

Original proposal

- The site is a field to the south west of Acle.
- In terms of connections to the existing settlement, the opportunities are limited with Mill Lane not providing vehicle access; however, it does provide a means of access for pedestrians and cyclists and is therefore a very important link/connection in the layout.

- The present plan however has the access to Mill Lane in a relatively discreet corner, and not very legible.
- The vehicle connection is to the south, and some access to Norwich Road where there are shops further east. The footpath here should really be to the east of the access road as most pedestrians will be heading east – the footpath is quite tight to the boundary and could be made a more attractive entrance path.
- Being to the edge of the settlement there are significant landscape views in terms of rural connections to the west and south west, as well as some interesting landscape tree/hedge belt to the north alongside the Mill Lane footpath, and the tree clumps of feature trees to the east, as well as a number of interesting feature trees visible to the west.
- Also, of interest are views through to the church tower which is a significant settlement landmark.
- The opportunity should be taken to link this through in terms of views to as much of the space as possible – particularly any public space, and these could feature in terms of views along roads.
- Views of the church would give a visual connection in terms of sense of place to the existing settlement, and views of trees and landscape outside the site would give a connection to open countryside.
- Bungalows/streets could be arranged to give a view of the church from the main public open space.
- Mill Lane is a very important cycle and footpath link to the centre of the town.
- This route is a key connectivity route and requires some emphasis in the overall layout so that in legibility terms the route is clear for the rest of the development.
- The the key importance of this pedestrian/cycle access is not emphasised in the layout, and there is a degree of higher density housing directly to the south.
- The western public open space could be reduced – it is not of great benefit and landscape connections could be provided through the site and reduce the urban feel and sense of the development feeling quite enclosed.
- In secure by design terms it would be preferable to have housing fronting towards private drives to the south of Mill Lane. Otherwise, the lane will be characterised by high fencing etc. on north side.
- Existing housing on Mill Lane front towards the street and this could be continued, albeit behind the hedge retaining Mill Lane as a rural footpath. This would also allow for south facing gardens.
- The central space is at present almost square – no need for the space to be this shape – could be more informal in its design with a less regular shape.
- Although the space should be fairly central to be equally accessible to all, it does not have to be more or less exactly central – it could be located more to the west/south west corner for example which may

allow for views to the distant landscaping to the SW. Informality would help to create less of an 'estate' feel.

- Building for life:
- Integrating with the neighbourhood, more emphasis needs to be given to North West corner pedestrian and cycle links. Some emphasis could be given to integrating site with surrounding features, for example church to the SE, and rural landscape features around the site.
- Creating a place as above, visual connections to rural area and existing church could assist in making estate more integrating. The central space could tie in with these connections better – does not necessarily have to be exactly almost central or square. It would be better if space were not ringed by primary road.
- Street and Home generally this appears ok at this stage, with parking does not appear to be dominating and no overly long sections of linear parking. The NW loop has no footpath. The point previously made about not having the central space surrounded by higher up roads in the hierarchy and therefore making it isolated is still valid.
- There is significant parking to the NE of the public open space on route to Mill Lane.
- This house type is unusual to have the stone sills but no lintel treatment above ground floor windows:
- The main issues concern linking the sense of place back to the existing settlement with a very clear and legible footpath and cycle link, with well positioned housing to assist legibility. Also, considering views out of the site especially towards the church and landscaping around the site.

### Amended proposal

- The scheme has slightly improved upon the existing layout with the opening up of the street network and small landscaped space in front of units 85 and 86, which provides more of a visible connection between the central open space and the pedestrian and cycle connection to Mill Lane.
- The frontage parking to units 104/107/108 and 109 and the frontage turning area will be very visible in these views.
- Key pedestrian and cycle connection to the town. The connection needs to be legible and attractive.
- Four elements of the frontage parking and turning area; pedestrian/cycle access; emergency access; and the small public space of little amenity value (with parking to the south) are all visibly separated out as elements and the result is that the area does not appear as coherently or attractively planned space and gateway to the additional area of housing.
- This is a key space and a better designed scheme would provide for the emergency vehicle access whilst visibly designing it be integrated with a pedestrian/cycle entrance and creating an attractive setting for entering the site from Mill Lane.



- The central public space still appears relatively ‘marooned’ as an island site contained within loop roads which form part of a further loop road around the west/south west corner and east parts of the site.
- To the east side of space, the road will be relatively straight.
- The roads on all sides of the public space will in reality have vehicle priority rather than being pedestrian orientated for safety.
- The central space itself does not have much in the way of function being ringed by roads with potentially faster moving vehicles.
- The relatively long loop road to the North West which links the central space with the public space to the North West where the play space equipment located is similarly car orientated providing a looped access to a number of dwellings with only a shared surface footpath.
- Although intended to be a shared space, and some curving of the road, vehicles are unlikely to slow down significantly which they would do on shorter section of secondary road which clearly terminates with private drives.
- The scheme overall appears to be planned more around ease of vehicle access and ease of waste collection rather than one planned more around pedestrians/cyclists and safer streets or providing attractive and legible pedestrian connections from the north east to the south west/west.
- Even the straight link road in the middle of the site to the east is designed in such a way that cars can drive along it relatively quickly even if different surface materials are used (it is not kinked).
- It will not have the character of being a social space – it could for example be a cul-de-sac with only pedestrian access at the east end – there is no real reason why it has to be open ended at both ends – the only reason to avoid a turning area.
- Alternatively, the road could be blocked for vehicles in the centre, with access at either end – creating a safer street with two pedestrian connected private drives.
- Consider that overall the scheme could be awarded a red in Building for Life “Street for All” as it both fails adequately to meet the objective of section 9 “Streets for all” 9a are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully? 9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?
- Section 9 recommends: Thinking about how streets can be designed as social and play spaces, where the pedestrians and cyclists come first, rather than simply as routes for cars and vehicles to pass through.
- The scheme would be improved with shorter sections of secondary shared access roads and more private drives.
- With regard to the National Design Guide, I am concerned that the layout at present does not meet the requirements with regard to:

- Context: para 39 Well-designed places are: - based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design; - integrated into their surroundings so they relate well to them; - influenced by and influence their context positively; and responsive to local history, culture and heritage.
- Movement: which specifies that the pattern of streets should “limit the impacts of car use by prioritising and encouraging walking, cycling and public transport”
- Public spaces: Para 100 Well-designed places “have public spaces that feel safe, secure and attractive for all to use;” (Public space/realm includes streets.)
- The scheme still appears to be planned around the ease of movement of vehicles rather than for pedestrian and cyclists.
- The general vision and urban design concept do not seek to integrate it with the rest of the town or the open countryside to the west, in particularly the important pedestrian and cyclist access at the northeast corner. This is of particular concern with regard to the National Design Guide and integrating the development with the existing town – it has the feeling of being designed as a separate estate area.
- The creation of the central space seeks to create a sense of place for the development – but it is of limited amenity value (play facilities are already provided to the North West) and is surrounded by higher order roads. The opportunities exist to make the housing development feel both integrated with the existing town and a landscape connection to the open countryside and views to the west. These can be achieved through landscape connections but also orientating roads to achieve connections in terms of views e.g. to the town's church.
- There is some connection to the North West and south west, but the layout appears very inward looking and enclosed, focusing very much around the central space. I don't consider that there is any strong reason why for this site there has to be a large central public space – particularly as it is of limited value being surrounded by higher order roads. This is not an estate on the edge of a city or an existing areas of suburban housing where a distinct place needs to be developed – it is an extension of a relatively small and comparatively little developed town and it is important that the housing connects to the town and also seeks to improve rural connections being on the edge of the town.
- The public spaces would be better organised to create visual and pedestrian links through the site to the open countryside to the west, where the play spaces are also located, and to the north east, to provide an attractive and welcoming pedestrian and cycle access for existing as well as new residents. There could still be a central public space, but this could be reduced in size, with careful planning to create an attractive route from the northeast to the west/south west

corner, and the creation of safer pedestrian orientated streets within the development.

### Current proposal

- Consider that the layout has been improved to an extent that in design terms it can now be considered acceptable.
- A key aspect of the scheme is the pedestrian and cycle link to the north east of the site, which provides an important link from the housing estate to the town centre facilities to the east. This is important in terms of encouraging residents to walk and cycle into the town centre rather than drive, and therefore needs to be legible, attractive and safe to use.
- This is now the case with a more direct link from the central green space, which acts as a focal at the centre of the scheme, and a more coherent arrangement around the entrance area between parking, landscaping and the emergency access route, so that a more attractive and legible environment has been created for pedestrians and cyclists to pass through.
- The other important alteration had been removing the circular route around the central public space through stopping the street to the south east of the space to form a short private drive to the east of the space.
- The space will no longer feel marooned by streets with potentially faster moving traffic accessing the estate. Also, the public space has an estate rail style fence to the south and east, and hedgerow to the north and west, together with a diagonal path and central landscaping feature, which reinforces the green as a focal point in terms of creating a sense of place, and will help to ensure that it can be used as a public amenity area in a safe manner.
- Stopping the road to the south east of the central green will also assist in slowing down vehicles entering the 'mews street' to the east, which has also been slightly kinked. With the use of appropriate surface materials, this will lend the street more of a pedestrian friendly and safer mews street character, rather than simply being a vehicular shortcut.
- Previously scheme would have given a 'red' in a Building for Life assessment for not making the streets sufficiently pedestrian friendly and designed to encourage cars to drive slower and more carefully. The present layout addresses these concerns. Also, I consider that the development now meets the National Design Guide objectives in terms of better integrating the development with its surroundings and being a more positive influence on the existing context, improving the movement of people and helping to reduce car dependency and making the public realm safer for pedestrians.

### 4.14 Broadland Conservation Officer Arboriculture and Landscape

- The landscape master plan has detailed the mix of tree, shrub and plant species that are proposed and their approximate planting locations within the site.
- Additional detail on the soft landscaping works is required,
- Trees planted in locations adjacent to services and hardstanding will require additional planting pit details, which should include root barriers, irrigation pipes, mulching and staking information.
- Arboriculture Impact Assessment (AIA) for the outline application will need to be updated.
- Proposed footpath link to Norwich Road and adjacent to the telephone exchange was located within the Root Protection Areas (RPA's) of T1 & T2, and the path should be moved westwards, adjacent to the highway and outside the RPA's.
- Details of the proposed finished levels and contours which may impact the RPA's of any retained trees will also have to be considered and this detail should be requested.

### 4.15 Broadland Housing Enabling Officer

#### Original proposal

- Policy complaint 33% affordable housing is being provided
  - 27 units for rent
  - 18 for shared ownership (60:40 tenure split)
- Rented units meet approach level 1 space standards
- Acceptable sized units.
- Pre application discussions included 2 and 3 bedroom bungalows
- Request 3 x 1 bedroom bungalows are changed to 2x2 bedroom bungalows and 1 x 3 bedroom bungalows as these will better meet the needs of the applicants on the Council's housing list.
- These bungalows will need to be built to Part M Cat 2 and be wc accessible with wider doorways, level access throughout and level access showers fitted as standard.
- Request that all units meet or approach level 1 space standards.
- Notes flats will provide good sized units
- Expectation that the GF flats (x4) will provide level access accommodation that should be suitable for future wc adaptations
- With flats parking bays would ideally in located close to entrance doors
- Bungalow delivery would be preferred to be delivered as larger property types to offer a range of accommodation to rent.
- Note proposing delivery of good sized units that meet approach level 1 space standards
- One third of units will be for local lettings (at first let) with allocation property given to applicants with an Acle connection.

### Current proposal

- Takes into account the agreed revised delivery of three bungalows (as a 1 bed, 2 bed and 3 bed).
- There has been no significant change to AH layout and as all of the units for rent meet Level 1 Space Standards this revised layout and mix is acceptable.

### 4.16 Broadland Pollution Control

- The outline consent includes a condition which requires information on the existing building, which is still outstanding.

### 4.17 Broadland S106 Officer

#### Original scheme

- Little information on landscape and play equipment that needs to be approved.

#### Amended scheme

- The nearest play area is recreation ground which means crossing a number of major roads, that this play space is not adequate in terms of providing enough variety and stimulating play across a range of ages required for a standalone LEAP play space.
- While the amount of space provided might be policy compliant for the number of dwellings, I would also suggest that the layout does not provide enough informal play space (running around space) associated with the equipped play space.
- I am not sure that any of the other proposed 'open spaces' would offset our policy requirements for Recreational and Informal open space (GI) and would suggest therefore we should be looking for contributions for allotments, formal recreation and Green Infrastructure all off-site.

#### Current scheme

- Much better in terms of play value and maximises the use of the space for play.

### 4.18 Broadland Contracts Officer

#### Original Proposal

- Swept analysis plan for a 32-tonne vehicle is required to demonstrate that suitable refuse vehicle can use the site.

### Amended proposal

- Wrong sized vehicle has been used for the tracking

### Current scheme

- There are a few issues with swept path analysis and the refuse strategy to iron out.
- Vehicle body sweeping over private property boundaries which is a problem as the installation of any fencing or shrubbery boundary has potential to restrict access to areas of the site.
- We just need NCC highways to confirm that they are satisfied with the vehicle running over pedestrian walkways in a couple of areas. If it is a 25mm bull nose low kerb the vehicle will access, but if it is a standard kerb, we would not as it would damage the vehicle.
- Some collection points need moving to the kerbside.
- The developer should note that a proper hard standing should be provided for these collection points and the communal collection points shouldn't fall into individual property deeds.
- There is no adequate storage for bins shown for the flats

### 4.19 Other representations

#### Twenty one letters of objection from eighteen households

- Previous displays showed Mill Lane and St Edmunds Close having single storey properties
- Result in overlooking to Mill Lane properties
- Plots 67, 68 and 69 will overlook
- Single storey condition for properties backing onto St Edmunds Close and Norwich Road is breached.
- Plots 5 and 6 will overlook my property
- What is the 6 metre easement?
- Project should provide access to large vehicles onto Mill Lane
- Missed opportunity not to provide link from Norwich Road to South Walsham Road.
- We share a water supply from a well with our neighbours, which is approximately 18 feet deep and adjacent to the development site.
- Concerned development will reduce water going into the well
- Impact on local services
- Increased congestion
- Archaeological investigation
- Has it been designed for the disabled, dropped curbs, spaces for ambulances, pavements wide enough for wheelchairs?
- Is there going to be street lighting?
- Road need to be wide enough to provide space for parked cars and refuse vehicle
- Is it on a flood plain?

- Has consultation occurred with medical professional social services and education?
- How many bungalows are being provided?
- Right to light.
- No rear access to plots 49 and 63 which will result in wheelie bins everywhere
- Wheelie bins will be left on street causing congestion
- Cramped form of development needs to be reduced by 30%
- Will kerbs be dropped in Mill Lane?
- Will land levels be dropped?
- Will construction traffic go on Mill Lane?
- Insufficient car parking
- No notes were taken by the developer at Parish Council presentation
- Plans changed from Parish Council presentation
- Current hedge provides wildlife habitat
- Plans incorrectly labelled
- Plots 21 and 22 will overlook
- Open space should be provided with property boundaries
- Doctors can't currently cope
- Wildlife will be displaced.
- Development adjacent to Mill Lane is out of character
- Want a say over boundary treatments
- No need to tarmac Mill Lane
- Thought the boundary verge was part of our property.
- We are a large property and not overjoyed with being surrounded by affordable and shared ownership properties
- Is it appropriate to have two storey properties on Mill Lane when St Edmunds Close and Norwich Road have bungalows?
- Will Mill Road access have a barrier, and will it be wide enough for a fire engine?
- Visitors will park on Mill Lane
- Want a separate fence around our property
- When will the barn be demolished?
- 20mph speed limit is required on The Street and Norwich Road
- Not just swings and slides should be a youth centre.
- How can sewage pipe cope?
- Over shadowing
- Tree in plot 70 will overshadow green house and affect water harvesting
- Movement of play area to weather exposed western area is ill considered
- Heath Authority is stating there is not sufficient health capacity
- Need to take the opportunity to increase tree planting
- Wish my hedge to be retained

Amended proposal

Two letters of objection

- Please to see scheme is amended so no longer a dwelling behind my property
- Concerns have not been addressed

### 5 Assessment

#### **Key Considerations**

- 5.1 The key considerations for this application are design, residential amenity, highways safety, open space provision, landscape impact, trees, surface and foul water drainage, private water supplies and affordable housing provision.

#### **Principle**

- 5.2 The site is allocated in the Broadland Site Specific Allocations under policy ACL1 for 120-150 dwellings. Outline planning permission for up to 140 dwellings was granted on the site on 28 May 2018 (Application number 20172189), as result the principle of development on the site has already been established and these reserved matters application is purely assessing the details of the proposed development.

#### **Design**

- 5.3 The National Design Guidance, section 12 in the NPPF, policy 2 in the JCS, policy GC4 in the DM DPD all require new development to achieve a high standard of design which respects the local distinctiveness of the area. Policy 10 in the ANP requires the layout and design of any new housing to integrate with the existing area and in terms of linking to existing areas and having regard to the adjoining area.
- 5.4 A key criterion for Buildings for Life, The National Design Guidance and policy 10 ANP is the connectivity of the proposed development with existing facilities.
- 5.5 The layout has been amended to provide a more direct and legible pedestrian and cycle link from the central green space, which is a focal point for the development to Mill Lane which will help to encourage residents to walk and cycle into the town centre.
- 5.6 Policy 5 of the ANP seeks new footpaths connecting Acle with surrounding villages and countryside, it specifically mentions improving the footway between Norwich Road and Mill Lane. There is currently a permissive path across the field. The development proposes a surfaced path running north south along the western side of the development from Norwich Road to the



public right of way to the north which links to the wider countryside including jubilee wood, Mill Lane and Acle Academy.

- 5.7 The central area of open space was originally circled by a link road, giving it a very marooned feel and limiting its function. The circular route has been removed by stopping up the street to the east of the space to form a short private drive. This reinforces the green space as a focal point in terms of creating a sense of place and will help to ensure that it can be used as a public amenity area in a safe manner.
- 5.8 Stopping the road to the east of the central green will also assist in slowing down vehicles entering the 'mews street' to the east, which has also been slightly kinked. With the use of appropriate surface materials, this will turn the street to be more pedestrian friendly and safer mews street character, rather than simply being a vehicular shortcut.
- 5.9 Previously the scheme would have given a 'red' in a Building for Life assessment for not making the streets sufficiently pedestrian friendly and designed to encourage cars to drive slower and more carefully. It is considered that the present layout addresses these concerns and now meets the National Design Guide objectives in terms of better integrating the development with its surroundings and being a more positive influence on the existing context, improving the movement of people and helping to reduce car dependency and making the public realm safer for pedestrians.
- 5.10 The proposed development provides a mix of dwelling types and sizes. With 33% of the units, being affordable units integrated within the development.
- 5.11 There is a plateau at the north part of the site, before the land slopes to the south, the properties on Norwich Road are at a lower level. At outline stage, plots adjacent to Norwich Road and St Edmunds Close were conditioned to be single storey to protect the residential amenity of surrounding properties. Slight amendments to the layout ensure that this has been achieved.
- 5.12 Particular concern has been raised about the density of the north east of the site, adjacent to Mill Lane. The site is flatter there and the properties on Mill Lane are two storeys, so it would not be reasonable to require new dwellings to be single storey. The back to back distances are in excess of 30 metres which is above the recommended distances in the Broadland Design Guide. In addition, the Government has a key objective within the NPPF to make the most effective use of land. Although the density of the dwellings is higher in this part of the site, it is not considered on balance to be unacceptable.
- 5.13 The density of the development is less on the western edge of the site, which along with the public open space and proposed landscaping will help to soften the impact of the development within the landscape, including the

nearby Broads Area. As a result, the development is considered to comply with policy 18 in the JCS which seeks to protect The Broads landscape.

- 5.14 As a result, it is considered that the proposal complies with policy 2 of the JCS, policy GC4 of the DM DPD and policies 5 and 10 of the ANP,

### **Residential amenity**

- 5.15 Policy GC4 of the DM DPD seeks to protect residential amenity of surrounding properties as well as achieving a good standard of amenity for existing properties.
- 5.16 The back to back distance to the properties in Mill Lane are approximately 30 metres, which is in excess of the minimum distances recommended within the Broadland Design Guide. As a result, although there will be increased overlooking this is not considered significant enough to warrant refusal of the application.
- 5.17 A condition was imposed on the plots adjacent to Mill Lane and Norwich Road to be single storey due to the change in levels as the site slopes to the south and then drops substantially to the properties in Norwich Road. Careful placement of new boundary treatments will provide screening to reduce potential overlooking towards neighbouring properties.
- 5.18 There are a range of existing boundary types and heights surrounding the site. The developer has agreed to discuss options for boundary treatments with individual properties which can be agreed by condition. A plan however has been provided showing indicative boundary treatments.
- 5.19 The proposed development will not cause any significant dominance, over shadowing or loss of light issues. As a result, it is considered that it complies with policy GC4 of the DM DPD.

### **Open space, landscaping and tree protection**

- 5.20 The S106 which forms part of the outline application requires 0.36 hectares of on-site play space and 0.66 hectares of informal open space. An additional one hectare of offsite informal open space is also required as part of the application. But details have yet to be submitted for this.
- 5.21 An area of play space is provided to the west of the site, concern has been raised over the adequacy of the equipment. The proposed equipment has been amended to provide a greater variety and challenge and the S106 Officer is now satisfied with the scheme. The 0.36 hectare requirement does not have to be covered with equipment but available for general play.
- 5.22 The informal open space is largely provided as a central area of green space in the centre of the site, amendments to the layout have improved its accessibility and functionality.

- 5.23 The area of open space to the west of the site provides an important buffer and helps to integrate the development into the wider rural landscape. As this is informal rather than formal open space it is possible to incorporate sustainable drainage features within it.
- 5.24 The footpath adjacent to the access has been amended to avoid the root protection zones of the trees and provide a more overlooked route adjacent to the road. An updated Arboricultural Implication Report including has been conditioned which will incorporate tree protection measures

### **Highway Safety**

- 5.25 It is proposed to access the site from the south off the roundabout on Norwich Road which was agreed as part of the outline application. An emergency vehicular access is proposed to the north via Mill Lane, which will have a bollard and pedestrian access to the northeast and north west are also proposed.
- 5.26 There have been a number of changes to the layout and the Highway Officer is now satisfied that the proposed layout is acceptable.
- 5.27 The secondary roads to the east and west provide a 1 metre run over rather than a separate raised pavement, this is considered acceptable in highway safety terms.
- 5.28 Policy CSU4 in the DM DPM seeks to ensure that development can be accessed by refuse vehicles and there is sufficient bin storage and collection points. A swept analysis for a thirty-two tonne refuse vehicle has now been provided, at the time of writing this report there were still outstanding issues with some areas of runovers, bin stores and bin collection points that need to be resolved. Members will be updated on this before committee.
- 5.29 Concern has been raised about construction traffic routes, there is a condition on the outline permission requiring these details to be agreed,
- 5.30 Concern has been raised about the level of proposed car parking in the site. Policy 11 in the ANP, requires 1 bedroom dwellings to have 1 car parking space and two and three bedroom properties to have two spaces. The Norfolk County Council Parking Standards set maximum standards which are the same as those in the neighbourhood plan but also recommend three spaces for four bedroom properties. Policy TS4 of the DM DPD requires that appropriate parking and manoeuvring space should be provided to reflect the use and location as well as its accessibility by non-car modes.
- 5.31 The NPPF states maximum parking standards for residential and non-residential development should only be set where there is a clear and

compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. If setting local parking standards for residential and non-residential development, policies should take into account: the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

- 5.32 The level of car parking has been increased on the site. The proposed car parking on the site complies with the standards in the ANP and NCC parking standards, with many properties have in excess of the minimum standard. Only 14.6 percent of properties are relying on a garage to meet the car parking standard. All the garages on the site are 7 metres long, which allows for storage in addition to a car parking space. Given the accessible location close to the town centres and with access to buses and trains, it is not considered possible to require car parking provision above the standard in the policy.
- 5.33 Four visitor spaces have been provided to the side of the central area of public open space. Although it may be beneficial to have more there is no policy requirement to provide them.
- 5.34 The concern about tandem parking spaces is noted, but with the NPPF emphasis on making the best use of and the desire to create street frontages not dominated by car parking on balance the parking provision is to be considered acceptable
- 5.35 As a result, it is considered that adequate parking within the development is proposed for the new dwellings as required by policy TS4 of the DM DPD and policy 11 in the ANP.
- 5.36 It has been suggested that a link road be provided from Norwich Road to South Walsham Road, this is not part of the proposal nor was it a requirement of the allocation policy ACL1.

### **Surface Water Drainage**

- 5.37 A Flood Risk Assessment was submitted which indicated that there was good level of infiltration on the site except for the south east corner, a detailed surface water drainage strategy was conditioned.
- 5.38 The NPPF makes it clear that development should not increase flooding elsewhere and paragraph 165 of the NPPF states:  
“Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:  
a) take account of advice from the lead local flood authority;

- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.

- 5.39 It is proposed that the surface water should infiltrate in shared soakaways, with water from the highway being transferred to the southwest corner of the site via a surface water sewer into a series of cascading infiltration basins located alongside the access road to the site.
- 5.40 Locations of all the proposed soakaways and percolation tests in those areas have not been provided and as a result, it has not been demonstrated that proposed surface water strategy would work. It is noted that the LLFA have objected to the application on that basis. It is not possible to agree the strategy without this information. In addition, there is no management and maintenance plan submitted.
- 5.41 Further negotiations will take place and further soakaway and percolation testing will take place to ensure a satisfactory surface water drainage scheme can be achieved. Members will note that the recommendation is to delegate authority to approve the application subject to conditions and resolution of the surface water drainage issues, as they are an integral part of the reserved matters layout.

### **Foul water drainage**

- 5.42 It is proposed to discharge water into the foul water sewer on Norwich Road. Contradictory responses have been received from Anglian Water as to whether there is capacity in the network. Nevertheless, Anglian Water have a statutory obligation to upgrade facilities to meet the discharge from the development and are happy for these details to be conditioned. As the outline condition proposed, a foul water strategy was submitted at reserved matters stage an additional condition has been proposed on this application, to allow details to be fully considered and approved.

### **Private Water Supplies**

- 5.43 Two properties on Norwich Road albeit having a mains water supply also use water from a well as part of their domestic supply.
- 5.44 Concern has been raised that the supply may be contaminated or reduced as a result of the development. Having discussed the matter informally with the Environment Agency it is unlikely the development will adversely impact the supply, but a ground water report needs to be produced to demonstrate that will be the case, which has been conditioned.

### **Fire Hydrants**

- 5.45 It was considered that details of fire hydrants are provided as part of the reserved matters application, they have not been provided and it does not appear necessary to have the information at this stage, as a result a condition is proposed to allow the details to be submitted considered and approved.

### **Ecology**

- 5.46 An Ecology Report was submitted with the outline application. There is a condition on the outline requiring an up to date reptile survey to be carried out, which has yet to be submitted.
- 5.47 A screening for Appropriate Assessment was done at the outline application stage. It was considered that the development would not have a significant impact on nearby Natura 2000 sites.

### **Contamination**

- 5.48 A phase one contamination report was submitted as part of the outline application. There is an outstanding condition on the outline application relating to further investigation of the barn to the north of the site, therefore no other condition is required.

### **Affordable Housing**

- 5.49 It is proposed to provide 45 affordable units as part of the development. Twenty seven for rent and eighteen for shared ownership. Which equates to 33% affordable housing which complies with policy 4 in the JCS and the requirements of the S106 agreement.
- 5.50 There are a mix of types and sizes of unit proposed and all rented units meet or approach level 1 space standards and are provided within clusters throughout the development

### **Energy Efficiency**

- 5.51 An energy efficiency statement has been provided with the application, which demonstrates that using the fabric first approach that the development will achieve a 10% reduction from building regulation standards for energy efficiency and therefore complies with policy 3 of the JCS.

### **Impact on health care facilities**

- 5.52 The Norfolk and Waveney Health Care Partnership has raised concerns about the additional demand that the development will place on the medical centre and other health care services including the Norfolk and Norwich

Hospital. This is a reserved matter application, so the principle of development has already been established by the outline permission and the allocation within the local plan. It is therefore not possible to review the principle of the development of the application or the payment via a S106 agreement as the S106 agreement was completed under the earlier outline application.

### **Environment Impact Assessment**

- 5.53 The proposed development is schedule 2 development and has been screened for Environmental Impact Assessment. The screening established that there would be no significant environment impacts which result in an Environmental Impact Assessment being required.
- 5.54 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.
- 5.55 This application is liable for Community Infrastructure Levy (CIL) as it is for new dwellings.

### **Conclusion**

- 5.56 Subject to the resolution of surface water drainage and refuse collection issues, the proposed development in its revised form would provide a well designed development, with legible links to the surrounding area and would not significantly adversely affect residential amenity, highway safety, the local landscape or increase flood risk elsewhere.

**Recommendation:** Delegate authority to the Director of Place to approve subject to conditions sufficient information being submitted to demonstrate that the surface water strategy is acceptable and that the refuse collection can be adequately accommodated.

- 1. Compliance with outline conditions (Bespoke)
- 2. In accordance with submitted drawings (AD01)
- 3. Materials (D02)
- 4. Landscaping (L05)
- 5. Trees protection (L08)
- 6. Boundary treatment (Bespoke)
- 7. Standard Estate Road (HC01)
- 8. Standard Estate Road (HC02)
- 9. Standard Estate Road (HC03A)
- 10. Foul water drainage (Bespoke)
- 11. Private Water Supply Protection Report (Bespoke)
- 12. Fire hydrants (D09)

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## **PLANNING COMMITTEE**

**18 December 2019**

### **Final Papers**

**Page  
Nos**

**Supplementary Schedule**

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

#### **DEMOCRATIC SERVICES**

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## SUPPLEMENTARY SCHEDULE OF APPLICATIONS TO BE CONSIDERED

Plan No	Application No	Location	Update	Page Nos
1	20191215	North of Norwich Road, Acle	<p>Three additional letters of objection received:</p> <ul style="list-style-type: none"> <li>Concerned about overlooking and that the proposed boundary treatment will not be adequate</li> <li>Seeking clarification on exact boundary line</li> </ul> <p>Revised refuse strategy has been submitted</p> <p>Contact Officer</p> <ul style="list-style-type: none"> <li>The tracking has been carried out on the smaller of the larger vehicles.</li> <li>Vehicles over hanging private property and open space is still an issue that cannot be resolved by covenants.</li> <li>Revised collection points are acceptable, recommend secure bin storage for flats</li> </ul> <p>Officer response</p> <ul style="list-style-type: none"> <li>Further negotiation to occur to resolve this.</li> <li>Recommendation to include authority to delegate approval subject to satisfactory refuse collection being adequately accommodated to be maintained.</li> </ul> <p>Additional sections showing relationships between proposed plots and neighbouring properties at Mill Close and Norwich Road have been submitted these are currently been assessed and Members will be</p>	17 - 48

			<p>updated at Committee</p> <p>Email received from agent:</p> <ul style="list-style-type: none"> <li>• Recommendation is to delegate approval subject to receiving sufficient information to demonstrate that the surface water strategy is acceptable.</li> <li>• Condition 7 (of the outline consent) is a pre commencement, so there is no requirement to submit surface water drainage information at this stage.</li> <li>• Indicative detail of surface water drainage have been submitted which is informed detailed design however, at this stage condition 7 has not been submitted.</li> <li>• This was recognised by the LLFA who has raised no objection subject to conditions. They have only made their latest comments on the belief that we are seeking to discharge condition 7.</li> <li>• Any potential changes to the layout as result of surface water drainage could be agreed as part of a S73 application.</li> <li>• Question whether additional foul water condition is necessary or reasonable.</li> <li>• Refuse drawings will be submitted</li> </ul> <p>Officer response:</p> <ul style="list-style-type: none"> <li>• It is noted that there is no requirement to discharge 7 as part of the reserved matter stage so reference to condition 7 in the description can be deleted.</li> <li>• However, condition 7 refers to a specific drawing, which the surface water drainage strategy needs to be in accordance with.</li> </ul>	
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			<p>However, the proposed layout is in conflict with this.</p> <ul style="list-style-type: none"><li>• It is not possible to agree a reserved matters layout, which would conflict with an outline condition.</li><li>• A S73 application is required to amend the wording of condition 7.</li><li>• Surface water drainage is an integral part of the layout we therefore maintain our recommendation to delegate authority to the Director of Place to approve subject to conditions, sufficient information being submitted to demonstrate that the surface water strategy is acceptable and that the refuse collection can be adequately accommodated.</li><li>• It is important to note that as a result of legal advice we are no longer accepting S73 applications on reserved matters approvals, so any variation to an approved application would result in the requirement for a new reserved matters application.</li></ul>	
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