

# Planning Committee

## Agenda

### Date

Wednesday 6 February 2019

### Members of the Planning Committee

Miss S Lawn  
(Chairman)

Mr D B Willmott  
(Vice Chairman)

Mr A D Adams  
Mr G Everett  
Mr R F Grady  
Mrs L H Hemsall  
Mr R J Knowles

Mr K G Leggett MBE  
Mr A M Mallett  
Mrs B H Rix  
Mr J M Ward

### Time

9.30am

### Place

Council Chamber  
Thorpe Lodge  
1 Yarmouth Road  
Thorpe St Andrew  
Norwich

### Substitutes

#### Conservative

Mrs C H Bannock  
Mr R R Foulger  
Mrs T M Mancini-Boyle\*  
Mr I N Moncur  
Mr G K Nurden  
Mr M D Snowling MBE  
Mrs K A Vincent  
Mr S A Vincent  
Mr D C Ward

#### Liberal Democrat

Mr S Riley

### Contact

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Council  
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\*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, Head of Planning or the Head of Democratic Services & Monitoring Officer prior to the meeting.**



@BDCCDemServices

### 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**

**Page No**

- |          |   |                  |
|----------|---|------------------|
| <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 23 January 2019</a></u></b>                              | <b>121 – 129</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>3</b>         |
|          | <b>Planning Applications</b>  | <b>4 – 119</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.

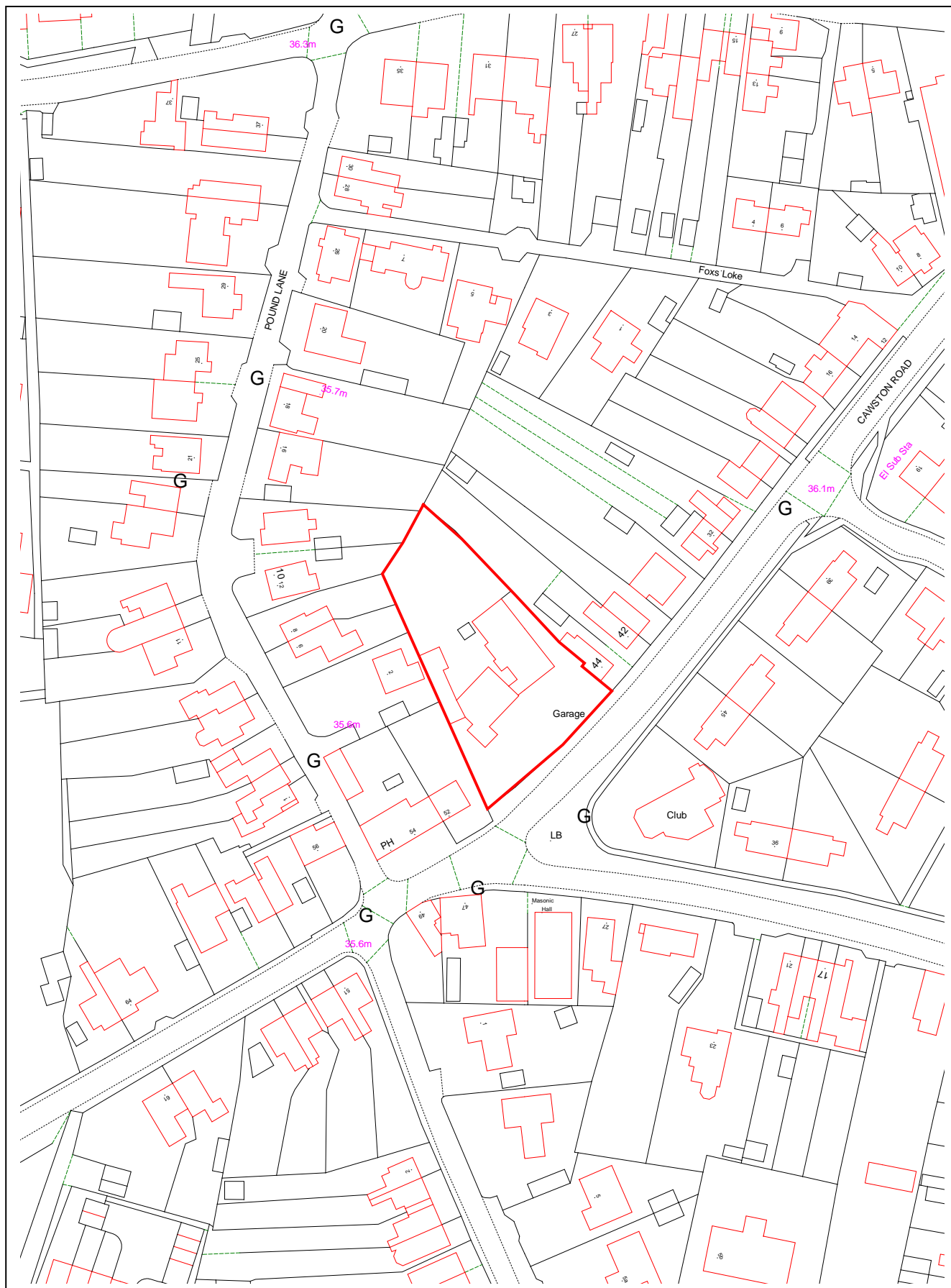
Trevor Holden  
Managing Director

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

## SCHEDULE OF APPLICATIONS TO BE CONSIDERED

<b>Plan No</b>	<b>App'n No</b>	<b>Location</b>	<b>Contact Officer</b>	<b>Officer Recommendation</b>	<b>Page Nos</b>
<b>1</b>	<a href="#"><u>20181761</u></a>	<a href="#"><u>St Michael's Service Station, Cawston Road, Aylsham</u></a>	JuF	<b>APPROVE</b> subject to conditions	<b>4 – 21</b>
<b>2</b>	<a href="#"><u>20181933</u></a>	<a href="#"><u>122 Haverscroft Close, Taverham</u></a>	EP	<b>APPROVE</b> subject to conditions	<b>22 – 36</b>
<b>3</b>	<a href="#"><u>20181877</u></a>	<a href="#"><u>Park Farm, Park Lane, Reepham</u></a>	CR	<b>APPROVE</b> subject to conditions	<b>37 – 53</b>
<b>4</b>	<a href="#"><u>20181885</u></a>	<a href="#"><u>Land at 11 Station New Road, Brundall</u></a>	CP	<b>REFUSE</b>	<b>54 – 70</b>
<b>5</b>	<a href="#"><u>20181056</u></a>	<a href="#"><u>Broadland Gate Asphalt Plant, Poppy Way, Broadland Gate</u></a>	CJ	<b>APPROVE</b> subject to conditions	<b>71 – 86</b>
<b>6</b>	<a href="#"><u>20181801</u></a>	<a href="#"><u>7 Meadow Way, Hellesdon</u></a>	PB	<b>APPROVE</b> subject to conditions	<b>87 – 95</b>
<b>7</b>	<a href="#"><u>20182069</u></a>	<a href="#"><u>Land adj Manor House Farm, Reepham Road, Foulsham</u></a>	CR	<b>APPROVE</b> subject to conditions	<b>96 – 112</b>
<b>8</b>	<a href="#"><u>20182061</u></a>	<a href="#"><u>Veolia, Brookside Depot, Buxton Road, Frettenham</u></a>	JaF	<b>APPROVE</b> subject to conditions	<b>113 – 119</b>

<b>Key</b>	<b>Contact Officer</b>	<b>Direct Dial No:</b>
JuF	Julie Fox	01603 430631
EP	Elton Phakathi	01603 430545
CR	Chris Rickman	01603 430548
CP	Cheryl Peel	01603 430550
CJ	Charles Judson	01603 430592
PB	Philip Baum	01603 430555
JaF	Jane Fox	01603 430643



**Application No: 20181761**

**St Michaels Service Station, 50 Cawston Road,  
Aylsham, NR11 6EB**

**Scale:  
1:1250**

**Date:  
29-Jan-19**



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**AREA** West  
**PARISH** Aylsham

**1**

**APPLICATION NO:** [20181761](#) **TG REF:** 619003 / 326772  
**LOCATION OF SITE** St Michael's Service Station, 50 Cawston Road, Aylsham, NR11 6EB  
**DESCRIPTION OF DEVELOPMENT** Demolition of existing houses (nos: 48 and 50) and St Michael's garage building and erection of new garage building with single dwelling to rear  
**APPLICANT** Mr J Harrison  
**AGENT** Morton Architectural Design

**Date Received:** 26 October 2018  
**8 Week Expiry Date:** 21 December 2018

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**Reason at Committee:** At the request of Councillor Steve Riley for the reasons set out in paragraph 5.9 of this report.

**Recommendation (summary):** Approve subject to conditions

### **1 THE PROPOSAL**

- 1.1 The application seeks full planning permission for the redevelopment of the St Michael's Garage site, Cawston Road, Aylsham. This will comprise a new purpose built workshop and new single detached, two-storey dwelling on the land to the rear.
- 1.2 The existing garage forecourt will be retained to the front of the site and continue to provide parking for the business. The boundary fronting Cawston Road will be formed with a low level wall and planting.
- 1.3 The two existing accesses from Cawston Road will also be retained; one to serve the garage and the other providing dedicated access to the new dwelling via a new driveway.
- 1.4 The new access drive to the new dwelling will be separated from the garage forecourt by fencing and new hedge planting.

- 1.5 The new garage structure will provide 274m<sup>2</sup> of floor space. The new dwelling will have a floor area of 192m<sup>2</sup>. Cumulatively the redevelopment of the site will result in a net increase of floor space of just 7m<sup>2</sup>.
- 1.6 The workshop will be constructed using vertical timber or cement board cladding in a light oak in colour with the use of grey corrugated roof sheets, grey upvc windows and personnel doors and galvanised steel shutter workshop doors. The dwelling will be constructed using red bricks and roof tiles and white upvc windows and doors.
- 1.7 The proposals are in their revised form as the position of the workshop has been changed and the elevational treatment of the dwelling has been amended reducing the number of first floor windows.

## 2 KEY CONSIDERATIONS

- Whether the proposed development accords with the provisions of the development plan, the National Planning Policy Framework (NPPF) and Planning Practice Guidance
- The impact of the proposal upon the neighbouring Listed Building
- The impact of the proposal upon the character and appearance of the area
- The impact of the proposal for residential amenity, parking and highway safety

## 3 CONSULTATIONS

### Internal:

#### 3.1 Pollution Control Officer:

Condition required for site investigation of the site prior to development.

#### 3.2 Environmental Health Officer:

No objections in principle to the redevelopment of the site. Owing to the age and nature of the existing structures, it is recommended that an asbestos survey to be carried out prior to demolition is conditioned. Because of the close proximity of residential properties on three sides of the site, it is recommended that the construction working hours are restricted to minimise the risk of nuisance noise and dust to nearby residents.

### 3.3 Conservation Officer (Historic Environment):

The design of the garage building is acceptable and minimises any impact on the appearance and setting of the Listed Building and character of the street scene. The materials are considered appropriate. I would request that a condition is added to control the design, size and position of any building signage.

#### **External:**

### 3.4 Norfolk County Council (as Highway Authority):

Given the existing unsatisfactory arrangement of this vehicle repair garage and its associated on-street vehicular parking close to a bend on Cawston Road there would appear to be significant benefit in highway terms by this proposal. Accordingly I have no objection to the granting of permission subject to conditions to ensure that a visibility splay is maintained across the site frontage and that the parking and turning areas are laid out and demarcated before first occupation of the development.

### 3.5 Environment Agency:

The site is located above a principal aquifer. Previous activities relating to vehicle repair at the site suggest the potential for contamination and a Preliminary Risk Assessment should be provided.

### 3.6 Aylsham Town Council:

Object. Cawston Road is the primary road into the centre of town from the west. The garage is situated just outside the conservation area but is heavily linked to it. These proposals would demolish a building of character to be replaced by industrial units in a residential area. If passed it would also set a precedent for the property opposite which has recently closed as a business and will soon be for sale.

Further comments following re-consultation.

Object. The Town Council discussed the amendments to the planning application. The changes have not altered the reasons on which the Town Council objected therefore the response remains the same.

## **4 PUBLICITY**

### 4.1 Site Notice:

Expiry date: 28 November 2018

4.2 Neighbour notifications:

44, 45, 47, 49, 52 Cawston Road; 2, 6, 8, 10-12, 14, 16, 22 Pound Lane;  
38 Mill Road

Expiry date: 23 November 2018

4.3 Neighbour notifications re-consultation:

44, 45, 47, 49, 52 Cawston Road; 2, 6, 8, 10-12, 14, 16, 22 Pound Lane;  
38 Mill Road

Expiry date: 23 January 2019

**5 REPRESENTATIONS (summarised)**

5.1 52 Cawston Road:

No objection in principle subject to the retention of the MOT bay wall that forms the boundary between the site and 52 Cawston Road. Concern about construction traffic and maintaining access to 52 Cawston Road during the building project.

5.2 Councillor Sue Catchpole:

Concerned about the number of car parking spaces proposed within the boundary of the premises and the impact lack of parking has on the surrounding streets and highway safety in the area. The new building size and position will not allow any increase in the amount of on-site parking to meet the demands of the business.

5.3 44 Cawston Road:

Objection. The new garage would look better on an industrial estate, not close to housing. A house built to the rear will overlook all houses that back onto it. The area is already blighted by congestion and parked cars and there are concerns about highway safety. The site is untidy.

5.4 10 – 12 Pound Lane:

Objection. The proposed house would block out light, cause overlooking from upstairs windows and affect views. Redevelopment of the garage workshops



will cause more congestion due to inadequate parking on site and inappropriate parking on the street. Concern about the untidiness of the site and other health and safety issues associated with this.

### 5.5 Hereward, Palmers Lane:

Objection. There is insufficient on-site parking for the business which leads to inappropriate parking off-site on surrounding roads and traffic congestion. Redevelopment of the site does not appear to show any improvement to this situation. The residential element of the proposal should be removed to allow extra parking for the business. Restrictions on the number of cars parked on site overnight should be imposed and stricter enforcement of highway parking.

### 5.6 7 Neale Close:

Objection. The application will create an eyesore in a residential area. The existing properties should be renovated not demolished. The new garage building is out of keeping with the rest of the area and more suited to an industrial estate. The development will set a precedent for similar proposals. The house would look better at the front of the plot with the garage to the rear. Concerns about contamination of the site from previous uses as a petrol station and coach park.

### 5.7 25 Mill Road:

Objection. Unacceptable to demolish two houses and replace with an industrial unit in a residential area, which will change the character of the area. The dwelling at the rear will overlook properties in Pound Lane. There are no defined parking areas.

### 5.8 47 Cawston Road:

Objection. The nature of the business is unsightly in the area and there is inappropriate parking associated with the business on surrounding streets and verges. The building is more suited for an industrial estate rather than a residential area that comprises of older character properties.

### 5.9 Councillor Steve Riley:

Formal request to call in application if minded to grant planning consent on the grounds that there is inadequate parking within the premises, which leads to on street parking causing obstruction and congestion. Loss of amenity to adjoining residential properties. Concerns relating to contamination.

### **Further comments following re-consultation (summarised):**

#### **5.10 2 Pound Lane:**

Objection. Concerned that the amended plans indicate the garage building has been moved closer to the boundary with 2 Pound Lane. The garage building is a considerable increase in height to that of the existing garage workshop and seems very high to be situated in a residential area and in close proximity to 2 Pound Lane.

#### **5.11 44 Pound Lane:**

Objection. The amended plans still make this an industrial building unsuitable for a residential area. The new building is much taller than the existing building and the addition of a house to the rear will block sun from the west. The plans are generous with the amount of parking shown. The measurement and description of the boundary hedge is inaccurate. Renovation of the existing house and garage would be more in keeping with this part of the town.

#### **5.12 49 Cawston Road:**

Comments. Concerned about the hazard associated with on street parking around the garage and would like the incorporation of measures to ensure that all the vehicles belonging to the garage are parked on the property and not on the roads.

#### **5.13 10 – 12 Pound Lane:**

Objection. Concerned about the poor state of the garage forecourt and the land at the rear, which are untidy and a potential fire hazard. Cars parked on the road are a safety hazard. The amendments to the proposal are merely cosmetic. The house in the rear garden is not in line with any other building and will change the aspect of the whole area. Demolition of the existing dwellings and rebuilding the workshop is totally inappropriate. The workshop is more suited to an industrial area.

#### **5.14 14 Pound Lane:**

Objection. Concerned about the size and proximity of the dwelling to 14 Pound Lane which will cause overlooking and loss of privacy to the garden. Also concerned about the redevelopment of the garage and the extra problems that this will be causing in a residential area. There are so many cars on the forecourt, some of which have to be moved each day and parked on the surrounding roads, causing traffic problems. There is insufficient

parking for the new development. Amount of cars must be a fire or environmental risk.

## **6 RELEVANT POLICY GUIDANCE**

### **National Planning Policy Framework (NPPF) 2018:**

- 6.1 Sets out the overarching planning policies on the delivery of sustainable development. It also reinforces the position that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration.

### **Planning Practice Guidance (PPG) 2014:**

- 6.2 Web based national guidance formalised in March 2014:

Paragraph 8 in section 'Determining a Planning Application' states a material planning consideration is one which is relevant to making the planning decision in question (eg whether to grant or refuse an application for planning permission).

### **Joint Core Strategy (JC) for Broadland, Norwich and South Norfolk 2011 (amendments adopted 2014):**

- 6.3 Policy 1: Addressing climate change and protecting environmental assets

To address climate change and promote sustainability, all development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather.

- 6.4 Policy 2: Promoting good design

All development will be designed to the highest possible standards creating a strong sense of place. In particular, development proposals will respect local distinctiveness.

- 6.5 Policy 5: The economy

The local economy will be developed in a sustainable way to support jobs and economic growth both in urban and rural locations, in particular through retention of existing small and medium employment sites across the area.

### **Development Management Development Plan Document (DM DPD) 2015:**

#### **6.6 Policy GC1: Presumption in favour of sustainable development**

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

#### **6.7 Policy GC2: Location of new development**

New development will be accommodated within the settlement limits defined on the policies maps. Outside of these limits development which does not result in any significant adverse impact will be permitted where it accords with a specific allocation and / or policy of the Development Plan.

#### **6.8 Policy GC4: Design**

Sets out a list of criteria that proposals should pay regard to which includes the need to consider impact upon the amenity of existing properties, the environment, character and appearance of an area and being accessible via sustainable means.

#### **6.9 Policy ENV4: Pollution**

Requires that where pollution may be an issue, adequate mitigation measures will be required and development will only be permitted where there will be no significant adverse impact upon amenity, health or the natural environment.

#### **6.10 Policy E2: Retention of employment sites**

Within settlement limits, sites which are in employment use will be retained in employment use unless there is a significant environmental or community gain from redevelopment or change of use outweighs employment benefits.

#### **6.11 Policy TS3: Highway safety**

Development will not be permitted where it would result in any significant adverse impact on the highway.

#### **6.12 Policy TS4: Parking guidelines**

Within new developments appropriate parking and manoeuvring space should be provided to reflect the use and location.

### **Planning (Listed Buildings and Conservation Areas) Act 1990:**

- 6.13 Section 66 (1) states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **7 LOCATION AND DESCRIPTION OF SITE**

- 7.1 The site is located within the settlement limit of Aylsham, as defined by the Development Plan, on the northern side of Cawston Road, close to the junction of Mill Road. The immediate area is characterised by a mix of uses predominantly residential, but including community halls, a Public House and other commercial premises.
- 7.2 The site currently operates as a car repair business and is occupied by two main workshop buildings and an existing residential property. The dwelling is currently unoccupied and in part used as an office for the business. The front of the site provides a forecourt and parking for the business and the dwelling and has direct access onto Cawston Road. The dwelling is located centrally on the site sandwiched between the workshop buildings. The rear of the site provides amenity space for the dwelling.
- 7.3 The rear of the site is enclosed by 2m high close boarded fencing, which forms the rear boundary of properties in Pound Lane and the side boundary of 44 Cawston Road. The front of the site is fairly open in character with a low brick wall and hedge along the front boundary between the existing vehicular access points. The side elevation of no: 44 Cawston Road is positioned directly on and forms the boundary with the application site.
- 7.4 The Feathers Public House and 52 Cawston Road located immediately to the south west of the site are Grade II Listed Buildings.

## **8 PLANNING HISTORY**

- 8.1 St Michael's Service Station has evolved and expanded over many years and has in the past included a petrol filling station. The most recent planning application [20161872](#) sought to modernise and extend the existing dwelling on the site whilst keeping the garage facilities as existing.

## **9 APPRAISAL**

- 9.1 The main issues to be taken into consideration in the determination of this application are an assessment of the proposal against the policies of the

Development Plan, the impact of the proposal upon the neighbouring Listed Buildings, the design of the proposal and its impact on the character of the area, residential amenity and highway safety.

- 9.2 The site is located within the settlement limit of Aylsham. Policy GC2 of the DM DPD states that new development will be accommodated within the settlement limits. The application accords with this policy.
- 9.3 The application seeks to redevelop the existing site to provide a new garage workshop building and new dwelling. The redevelopment represents an opportunity to separate the commercial elements of the site from the residential use. The main change will see a new dwelling to the rear of the workshop building with a dedicated access, parking and private garden. Access and parking to the garage premises will be maintained at the front of the site with a purpose built single building occupying a central position on the plot.
- 9.4 Taking into account that the garage premises and associated residential use is already well established the principle of the redevelopment of the site is considered acceptable and in accordance with Policy 5 of the JCS and Policies GC2 and E2 of the DM DPD.
- 9.5 Immediately to the south west of the application site is a pair of properties (The Feathers Public House and 52 Cawston Road) that are Grade II Listed Buildings. In considering whether to grant planning permission for a development which affects a Listed Building or its setting, Sec 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 sets out that the local planning authority should have special regard to the desirability of preserving the building or its setting.
- 9.6 Redevelopment of the site could have an impact on the appearance and setting of these properties and for this reason careful consideration has been given to the design and siting of the new workshop building within the site. The existing house and workshop buildings are set back into the site and not visible in the wider street scene. This situation will remain unchanged with the dominant feature on this side of the road when approaching from either direction being the Listed Buildings. Consolidation of the buildings on the site and removal of a number of poorly designed structures will tidy the site and result in additional space between the Listed Buildings and the new workshop. The choice of materials is similar to those of the existing buildings and others in the vicinity and low key in nature ensuring the new building will recede into the background rather than dominate the appearance of the area. This will help to enhance rather than detract from the setting of the Listed Building. The Conservation Officer has no objections to the proposal subject to control being given to any building signage. It is considered that the proposed development will not therefore harm the appearance or setting of the Listed Buildings.

- 9.7 A number of objections have been received in relation to highway safety and parking. The site already benefits from an existing access onto Cawston Road and the site provides off-street parking. It is acknowledged that the forecourt of the site is fully occupied by vehicles and that the road in front of the premises and surrounding roads are congested with parked cars. However, the site already has an established use and a parking layout plan has been provided which identifies 24 spaces within the site. The Highway Authority has raised no objection to the application and overall considers that there would be significant benefits in highway terms with the redevelopment of the site and formalising the forecourt parking arrangements. The application therefore accords with Policies TS3 and TS4 of the DM DPD.
- 9.8 Concerns have been raised about the demolition of the house and loss of a character building from the area. None of the buildings currently on the site are in good repair and are a mix of different building types and materials of varying degrees of permanency. The house which was formerly two properties has been extensively and unsympathetically altered over the years and as a result there is considered no justifiable reason to insist that the property is preserved for its own sake or for any historic value.
- 9.9 Objections have also been received in relation to the design of the proposed new workshop stating that the design would be more appropriately located on an industrial estate and that it is not in keeping with the general character of the surrounding area.
- 9.10 The proposed workshop building is fairly modest in scale, having a footprint only marginally greater (21m<sup>2</sup>) than the total footprint of the existing workshop buildings on site. Although the height of the proposed workshop would be higher than the existing workshop buildings, it will not be as high as the existing house that it will be replacing. In terms of its scale it is considered appropriate for the size of the site. The design is functional but does pick up on elements in a simplified form from the surrounding area particularly those of a workshop on Mill Road (Rouse Power Equipment) and the Friendship Hall on the opposite side of the road in relation to the gable front, the choice of cladding as a facing material should also be noted. For these reasons it is considered that the design and scale of the building will not be out of keeping with the surrounding area and would be in accordance with Policy 2 of the JCS and Policy GC4 of the DM DPD.
- 9.11 Revised plans have positioned the workshop a further 2m to the west bringing it closer to the boundary with no: 2 Pound Lane. Following re-consultation this neighbour has objected to the position of the garage particularly with regard to account the height of the new building and proximity to their property. The existing workshop has a height of 4m and is constructed immediately on the boundary. The proposed new workshop would have an eaves height of 5m but positioned 5.5m from the boundary and extend no further back into the site than the existing building at this point. Removal of the makeshift MOT bay from the boundary shared with no: 2 Pound Lane will

be highly beneficial for this neighbour's amenity from an outlook and noise perspective. Although the new building would be higher than the existing building it would be further from the boundary and because of this the overall impact for this neighbour would be considered negligible.

- 9.12 The proposed dwelling has been designed to fit within the existing rear garden area, having parking and turning area to the front (west) and an area of garden to the side (north) of the property. The design is not dissimilar to the more modern houses located on Pound Lane, which back onto the site. The backland position of the proposed dwelling is considered acceptable and not out of character with the area due to the irregular layout of surrounding development.
- 9.13 The new house is proposed to be two storeys. An objection has been received from the occupant of 10-12 Pound Lane who is concerned that the development will cause loss of light, views and privacy. The position, space and orientation of the new dwelling will ensure that there is no loss of light to this property or any other neighbour. The new dwelling will be partially screened by existing evergreen tree planting along the neighbour's boundary line and this planting will ensure that only broken views of the development would be seen.
- 9.14 There are a number of first floor windows proposed to serve bedrooms and bathrooms and there is potential for overlooking for neighbours. The revised plans have removed two windows from the first floor of both the east and west elevations leaving just a landing and bathroom windows on these elevations thereby limiting the potential for any overlooking or loss of privacy. The remaining first floor windows face to the north where the tree screen will prevent direct overlooking into the rear gardens of properties on Pound Lane and to the south where the bedroom window faces onto the rear of the new workshop building. There are already existing first floor windows in the immediate vicinity which overlook neighbouring properties. The orientation, distance and existing screening together with the removal of two of the first floor bedroom windows will ensure that there will be no significant additional loss of privacy as a result of the proposed development. It is considered that the development accords with Policy GC4 of the DM DPD.
- 9.15 Concerns have been raised regarding contamination of the site from local residents. Former uses and current uses of the site may have led to some ground contamination. The Council's Pollution Control Officer and the Environment Agency have advised that a pre-commencement condition to carry out a site investigation and preliminary risk assessment will be necessary to identify any mitigation requirements. Environmental Health requires an asbestos assessment to be carried out due to the age and type of buildings on site. These matters are included as conditions to be imposed or as an informative in terms of asbestos requirements.



- 9.16 It is considered that the proposed development will not cause significant harm to the setting of the Listed Buildings, character and appearance of the area. Based on the reasons above the proposal is considered acceptable and will not lead to any significant harm to neighbour amenity in terms of loss of light, outlook or privacy and there will be no additional impacts for highway safety and parking.
- 9.17 In conclusion the application is considered to be an acceptable form of development that complies with Policies in the NPPF, JCS and DM DPD.
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**RECOMMENDATION:**     **APPROVE** subject to the following conditions:

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

Design And Access Statement received 26 October 2018  
Dwg No 108 Proposed Garage Floor and Roof plan received 26 October 2018  
Dwg No 109 Proposed Garage Elevations received 26 October 2018  
Dwg No 110a Proposed Dwelling Floor Plans received 8 January 2019  
Dwg No 111a Proposed Dwelling Elevations received 8 January 2019  
Dwg No 112a Existing and Proposed Site Details received 8 January 2019  
Dwg No 113a Parking and Layout received 8 January 2019

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

extent of any contamination on the site, whether or not it originated on the site. The report must include:

- (1) A survey of the extent, scale and nature of contamination
- (2) An assessment of the potential risks to possible receptors identified in the desk study report:

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

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

- (6) Prior to the first occupation of the development hereby approved the proposed access / on-site car parking / servicing / loading / unloading / turning / waiting area shall be laid out, demarcated, levelled and surfaced in accordance with the approved plan and retained thereafter available for that specific use.
- (7) No demolition or construction work shall be carried out at the site before 07.00 hrs on weekdays and 08.00 hrs on Saturday nor after 18.00 hrs on weekdays or 13.00 hrs on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.
- (8) No part of the dwelling hereby approved, or any part of the curtilage of the dwelling as indicated on drawing numbers 112a and 113a received 8 January 2019, including the garden / amenity space, parking area or access driveway shall be used for any purpose other than that associated with the residential use of the property and at no time shall be used for a purpose associated with the garage business, including but not limited to, storage, parking and repairs.
- (9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting, or modifying that Order), no further first floor windows shall be inserted and no dormer windows or other openings to the roof space shall be provided.
- (10) Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended) (or any Order revoking, re-enacting, or modifying that Order) no advertisements or signs shall be erected on the garage workshop building hereby approved without the prior written consent of the local planning authority.

### Reasons:

- (1) The time limit is imposed in compliance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- (2) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
- (3) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.
- (4) To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EN4 of the Development Management DPD 2015.

- (5) In the interest of highway safety in accordance with Policy TS3 of the Development Management DPD 2015.
- (6) To ensure the permanent availability of the parking / manoeuvring areas, in the interests of satisfactory development and highway safety.
- (7) To safeguard the amenities of the adjacent residential properties in accordance with the criteria specified in Policies GC4 and EN4 of the Development Management DPD 2015.
- (8) To ensure development appropriate for the area in accordance with the criteria specified within Policy GC4 of the Development Management DPD 2015.
- (9) To prevent overlooking to the detriment of the amenities of the adjacent properties in accordance with Policy GC4 of the Development Management DPD 2015.
- (10) To ensure development appropriate for the area in accordance with Policy GC4 of the Development Management DPD 2015.

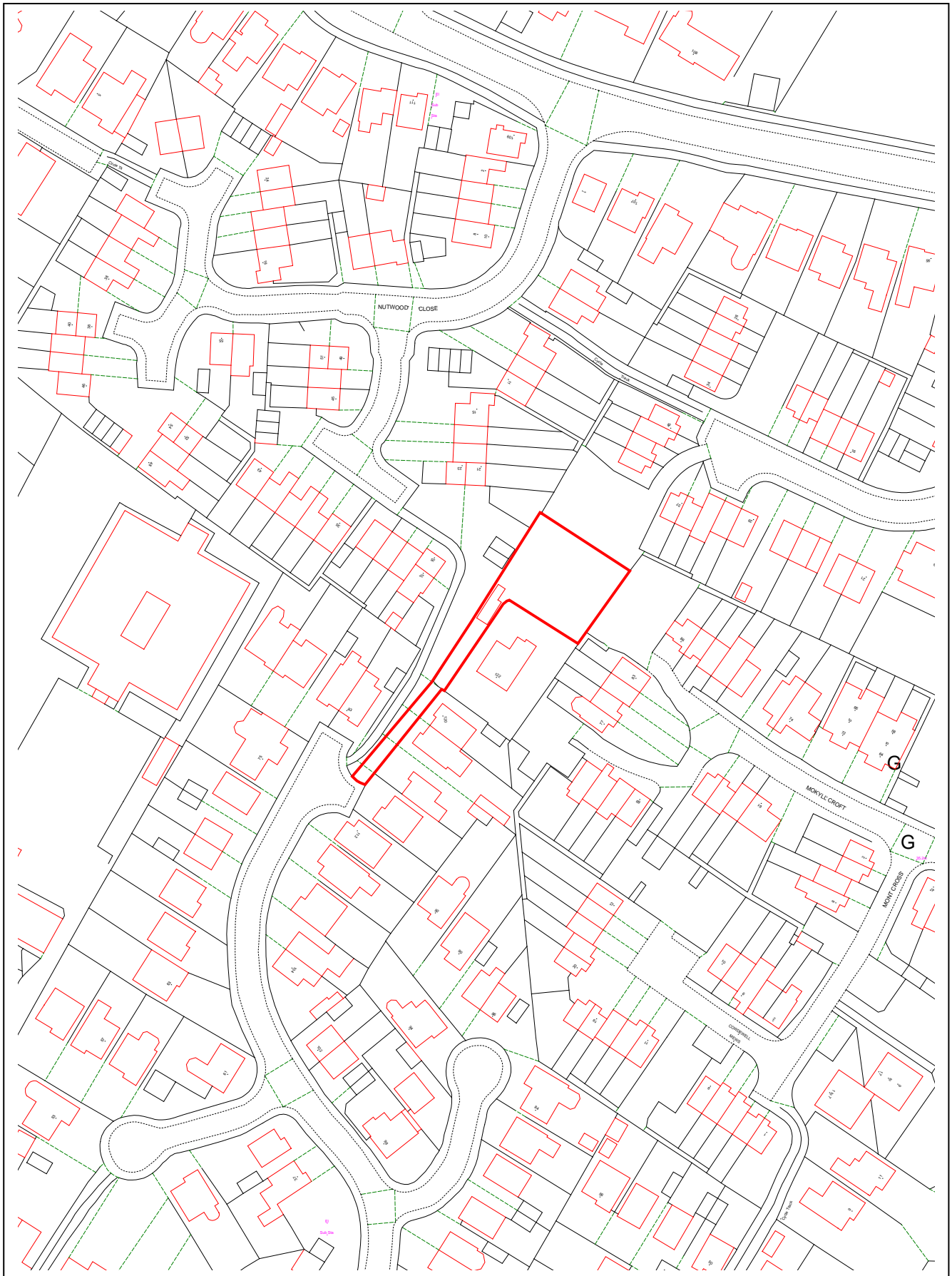
### Informatives:

- (1) The Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraphs 186-187 of the National Planning Policy Framework.
- (2) It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a legal agreement between the applicant and the County Council. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Control Group based at County Hall in Norwich. Please contact (*insert appropriate contact details*).

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

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

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



**Application No: 20181933**

**122 Haverscroft Close, Taverham, NR8 6LU**

**Scale:  
1:1250**

**Date:  
29-Jan-19**



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**AREA** West  
**PARISH** Taverham

2

**APPLICATION NO:** [20181933](#) **TG REF:** 616852 / 314581

**LOCATION OF SITE** 122 Havercroft Close, Taverham, NR8 6LU

**DESCRIPTION OF DEVELOPMENT** Subdivision of plot, creation of access and erection of 2 dwellings (outline)

**APPLICANT** Mrs L Hooker

**AGENT** Jason Barber, Studio 35 Architecture Ltd

**Date Received:** 28 November 2018  
**8 Week Expiry Date:** 23 January 2019

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**Reason at Committee:** At the request of Cllr Bannock for the reasons given in paragraph 5.1

**Recommendation (summary):** Approve subject to conditions

## 1 THE PROPOSAL

- 1.1 This application seeks outline planning permission to build a pair of semi-detached bungalows and the means of access is for determination while all other matters are reserved for later determination. An indicative layout plan suggests two properties distributed in a semi-detached format, with off-road parking for two vehicles per dwelling, with a turning head within the site.

## 2 KEY CONSIDERATIONS

- Principle of development
- The impact of the development on the character and form of the area
- Impact on neighbouring residential amenity
- Impact on highway safety
- Landscape/boundary treatment
- Impact on nature conservation
- Other material planning issues

**3 CONSULTATIONS**

**3.1 Taverham Parish Council:**

Object. The Parish Council noted “The proposal was for outline permission for access and erection of 2 bungalows with parking and turning area. The existing garage would be removed to allow access. Concern was raised as to highways safety along a single vehicular track which was very close to a busy pedestrian / cycle path link to Nutwood Close and whether emergency vehicles would be able to access the proposed dwellings. The proposal stated that the plot was grassland when in fact there were lots of mature trees and hedges on the proposed development site.

It was requested that District Councillor Bannock call in this application.

**3.2 Highways Authority:**

A desktop study indicates that, given the particular location, it would be very difficult for me to have objection to this proposal.

Should your Authority be minded to approve the application I would be grateful for the inclusion of the following condition on any consent notice issued;

SHC 20 Prior to the first occupation hereby permitted the proposed access / on-site car parking areas shall be laid out in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.

**3.3 Environmental Health Officer – Pollution Control:**

No objection.

**4 PUBLICITY**

**4.1 Neighbour notification letters were sent to the neighbouring properties on Haverscroft Close and Mokyll Croft.**

Consultation Period Expired: 23 December 2018



**5 REPRESENTATIONS**

**5.1 Cllr C H Bannock:**

Call-in of the application for the reasons as follows: “access onto a private road, loss of well-established trees, walkway through the estate which is well used by school children”:

**5.2 116 Haverscroft Close:**

Objects. “The access to this development is via a private road past my property which is not suitable for heavy works traffic. I therefore don’t agree to this planning application.”

**5.3 118 Haverscroft Close:**

I am contacting you on behalf of my father in law who lives at 118 Haverscroft Close, which is 2 properties down from the proposed development.

Our family welcome the proposed development but we are concerned by the disturbance it will cause and the length of time it will last. We are particularly concerned with the access route to the site.

The property can only currently be accessed by a small shared drive to the property which runs past the front of my father in law’s bungalow. Both his bedrooms are situated by the small drive and the constant site traffic will more than likely disturb his sleep and his well-being in his current condition. He needs routine to maintain his health which will be greatly disturbed by the traffic accessing the development.

The small drive is also narrow and is not suitable for lorries and other large vehicles to access and we would also be concerned for the safety of pedestrians on the adjoining footpath.

We would therefore appreciate if you could consider finding a different way to access the site for the duration of its development. I understand there is possible access from the back of the property via Nutwood Close, Mokyll Croft or a much closer and larger access via Peddars Way.

We would appreciate if you could keep us informed on the progress of the development and in particular when it will start and how long it will last for so that we can manage the care of my father in law accordingly.

**6 RELEVANT POLICY GUIDANCE**

**National Planning Policy Framework (NPPF) 2018:**

- 6.1 Planning Practice Guidance, which is an online repository of Government guidance that supplements what is said in the NPPF.  
<https://www.gov.uk/government/collections/planning-practice-guidance>

**Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk 2011 (amendments adopted 2014):**

- 6.2 Policy 1: Addressing Climate Change and Protecting Environmental Assets

Amongst other items, this Policy sets out that development will be located to minimise flood risk (mitigating any such risk through design and implementing sustainable drainage), that environmental assets of the area will be protected maintained, restored and enhanced.

- 6.3 Policy 2: Promoting Good Design:

All development will be designed to the highest possible standards creating a strong sense of place.

- 6.4 Policy 4: Housing Delivery

Seeks to promote housing mix to contribute to the mix of housing required to provide balanced communities and meet the needs of the area.

- 6.5 Policy 6: Access and Transportation

Seeks to concentrate development close to essential services and facilities to encourage walking and cycling as the primary means of travel.

- 6.6 Policy 12: The Remainder of the Norwich Urban Area, Including the fringe Parishes

For parishes including Taverham this Policy seeks to identify opportunities for improving townscape, retain and improve local services, as well as improve green infrastructure links.

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

- 6.7 Policy GC1: Presumption in Favour of Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

### 6.8 Policy GC2: Location of New Development

New development will be accommodated within settlement limits defined on the proposals maps. Outside of these limits, development which does not result in any significant adverse impact will be permitted where it accords with a specific allocation and / or Policy of the Development Plan.

### 6.9 Policy GC4: Design

Development will expect to achieve a high standard of design and avoid any significant detrimental impact.

### 6.10 Policy TS3: Highway Safety

Development will not be permitted where it would result in any significant adverse impact on the satisfactory functioning or safety of the highway network.

### 6.11 Policy TS4: Parking

Within new developments, appropriate parking manoeuvring space should be provided to reflect the use and location as well as its accessibility by non-car modes.

### 6.12 Policy EN1: Biodiversity and Habitats

It is expected that new development will be expected to protect and enhance the biodiversity of the district and that It would cause less, or no harm and that adequate mitigation is incorporated including specific mitigation measure to address impacts upon wildlife sites

### 6.13 Policy EN2: Landscape

New development should protect the character of the area and should have regard to the Landscape Character Assessment SPD and consider any impact upon as well as seek to protect and enhance where appropriate.

## **7 LOCATION AND DESCRIPTION OF SITE**

- 7.1 The site is inside the settlement limit as defined by the Local Plan and is located on a plot of land which is part of the garden curtilage of number 122 Haverscroft Close in Taverham. The application site is located to the rear of 122 Haverscroft Close, a detached bungalow located to the north of Haverscroft Close which is a cul de sac. The site measures approximately 722m<sup>2</sup>. The application is surrounded by semi detached, two storey houses and semi detached bungalows in a linear pattern of residential settlement. There is an outbuilding on the application site which would be demolished to make way for the proposed development. The application site is accessed via a private driveway which runs to the front of numbers 114-120 and to the side of 83 Haverscroft Close.

## **8 PLANNING HISTORY**

- 8.1 There is no relevant planning history on this site.

## **9 APPRAISAL**

- 9.1 Foremost in appraising the site is its location within the settlement limit in Taverham. In such locations, the principle of development is acceptable under Policy GC2, subject to material considerations about the site and detailed policy matters such as design. Policies of greatest relevance in this application also relate to highways and parking, Policies TS3 and TS4: factors of providing parking for the proposed dwellings and ensuring there is no unacceptable impacts on the surrounding road network.
- 9.2 The site is located within the settlements limits of Taverham. Therefore, by virtue of the site being part of a domestic garden incidental to 122 Haverscroft Close, it is considered to be in a suitable and sustainable location appropriate for housing development.
- 9.3 As the site is within the settlements limits of Taverham, it is considered that it would in principle satisfy the criteria set out in policies GC1, GC2 and GC4 of Broadland District Council Development Management DPD[2015] and Policy 1 of the Joint Core Strategy which states “Development will therefore make the most efficient appropriate use of land with density of development varying according to the characteristics of the area in centres and on public transport and minimise the need to travel and give priority to low modes of travel”.
- 9.4 It is therefore considered that the proposal for two residential dwellings would in principle be acceptable and would be compliant to Broadland District Council Development Management Policies [2015] GC1, GC2 and GC4 and Policies 1, 2 and 4 of the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014].

- 9.5 Although siting matters have been included in this application, no proposed design has been included. It is therefore not possible at this stage to assess comprehensively and in detail the impact the proposal would have on the character and form of the settlement. In that regard, it is considered that these issues would be addressed and fully assessed in detail at the reserved matters stage. Notwithstanding that the design and access statement states that the proposed dwellings would be single storey dwellings [bungalows], it is therefore considered that at this stage given the nature and size of the application site, a proposal for a pair of semi-detached bungalows [single storey dwellings] need not be out of character with the settlement and/or this part of Taverham because the site is surrounded by a mixture of house types with reasonable sized gardens. Furthermore, it is considered that the proposal for a pair of semi-detached single storey dwellings, although it would be a backland form of development as it would not mirror the dominate linear form of the character of the area, would not have an adverse impact on the overall visual appearance of the area and would not appear incongruous within the setting of this part of Taverham.
- 9.6 Furthermore, it is considered that the size of the application site is adequate to accommodate a pair of semi-detached bungalows and would not have a harmful impact on the form and character of the settlement and would not result in a cramped form of development. In addition, it is considered that the indicative plans show that sufficient space would be retained for the host dwelling to have acceptable and adequate amenity space. As such it is taken into account that this would maintain the form and character of the area and would not appear incongruous within the overall character of the area. In addition, the submitted block plan shows an indicative siting of a pair of semi-detached dwellings with adequate garden space and it further shows that the proposed dwellings would maintain the building line to ensure that the character and form of the area is not eroded by the proposed development. In that regard it is considered that the proposal would not have a harmful impact on the character and form of the settlement and would comply with the provisions outlined in Policy GC4 of Broadland District Council Development Management DPD [2015].
- 9.7 Even though siting matters have been included in this application, no design matters are included for consideration. As the design and access statement has outlined that the proposed dwellings would be bungalows, therefore the impact on neighbouring residents can be considered. It is deemed that the site is of sufficient size to accommodate a pair of semi-detached single storey dwellings with sufficient spaces between the surrounding properties to ensure that the proposed development would not appear over dominant or have a detrimental effect in terms of overshadowing, loss of privacy due to overlooking to neighbouring properties or result in any significant harm to the residential amenities of the neighbouring residents and future occupants of the proposed dwellings.

- 9.8 A detailed assessment of the impact to neighbouring residential amenity would be comprehensively considered under the reserved matters application stage. Notwithstanding this, it is considered that the proposal for a pair of semi-detached bungalows would not have a harmful impact to the neighbouring residential amenity in accordance with Policy GC4 of Broadland District Council Development Management DPD [2018].
- 9.9 The outline application includes for consideration the means of access to the proposed dwellings. The Highways Officer's comments are noted. The Highways Authority has not objected to the proposed ingress and egress point. Therefore, it is considered that the proposal due to its minor scale and size would not significantly increase or intensify the use of the Haverscroft Close. Furthermore, it is viewed that due to its minor scale the proposal is unlikely to cause adverse impact on the free flow of traffic [vehicular and pedestrian] on Haverscroft Close and on the other roads in the vicinity of the site. It is further considered that the proposal would use the existing ingress and egress point which is a private road / driveway. Therefore, it is unlikely that there would be a significant increase in the number of vehicles visiting the site in the life time of the development due to the modest nature of the development. As the application site is within Taverham settlements limits, Policy GC2 of Broadland District Council Development Management DPD [2015] states "new development will be accommodated within settlement limits defined on the policies map" as such the site is considered to be in a sustainable location. It is considered that the proposed condition recommended by the Highways Officer would be acceptable and would meet the tests set out in paragraph 55 of the NPPF [2018].
- 9.10 The comments from 116 Haverscroft Close are noted. It is considered that it is inevitable that during the construction phase of the proposed development construction vehicles would use the private driveway / road. Therefore it is considered that the comments from 116 Haverscroft Close cannot be taken as strong and sound reasons to refuse outline planning permission as the realistic prospects of success should that decision be appealed would be very slim. The appeal inspector would highly likely grant planning permission as the Highways Officer has not objected to the proposed access and egress point of the proposed development. To address the concerns raised by number 116 Haverscroft Close a condition for the hours of operation would be attached to the outline planning permission as this would ensure that construction work is not carried out at unsociable hours which would have adverse impact on highways safety and on neighbouring residential amenity.
- 9.11 Regarding the request made by 118 Haverscroft Close with regards to be kept informed on the progress of the development, when it would start and how long the construction period would be, this application is for the determination of the principle of residential development on the site including access with all the other matters reserved. The Planning Department cannot make assumptions when the reserved matters would be submitted for determination. Furthermore it is outside the scope of planning law and policy

to determine how long the construction period of the proposed dwellings would be, this is a matter for the applicant.

- 9.12 It is considered that due to small scale nature of the proposal, it would not create conditions prejudicial to highway safety and would not affect the free flow of traffic on Haverscroft Close. Therefore, it is considered that the proposed ingress and egress points would not have any detrimental effect on highway safety in accordance with Policies TS3 of Broadland District Council Development Management DPD [2018]. Furthermore, it is considered that the application site is of adequate size and that the parking spaces indicated on the plans are sufficient and would meet the required standards for residential dwellings. In that regard it is considered that the site would be able to provide adequate parking spaces in compliance to Policy TS4 of Broadland District Council Development Management DPD [2018].
- 9.13 The application does not include the landscaping proposal and therefore it is not possible at this outline stage to assess the impact that any landscaping scheme would have on the character of the area and whether any proposed landscaping would provide any screening to reduce any likelihood of overlooking and loss of privacy. The existing boundary treatment is considered to be of acceptable standard however the application does not specify at the stage whether the existing landscaping would be maintained and / or enhanced. It is considered that a landscape condition would be attached to the planning permission to ensure that any boundary treatment would comply with Policy EN2 of Broadland District Council Development Management DPD [2015].
- 9.14 Cllr Bannock raised concerns regarding the loss of well-established trees. It is noted that the trees are not protected by a Tree Preservation Order. Notwithstanding this, the trees are located to the western and northern boundary and are not likely to be affected by the development. It is also considered that this matter is not for consideration at this stage. Full assessment on the impact to the mature trees will be carried out at the reserved matters stage of the application.
- 9.15 It is considered that the proposal would involve the demolition of the existing detached garage to make way for the proposed development. As the proposal is minor in scale and due to the domestic nature of the garage, it is highly unlikely that the garage would have the potential of providing roosting place for protected species [bats and barn owls] and it is considered unlikely that any bird species use the garage for nesting. As such it is considered that no further ecological survey work in relation to bats and barn owls is considered necessary prior to demolition works commencing. As such it is concluded that there are no protected species on the outbuildings to be demolished, as such the proposal would not therefore have an impact on protected species.

- 9.16 As such, having had regard to all the ecological issues associated with the proposal it is concluded that it would not be contrary to the guidance contained within the 1981 Wildlife and Countryside Act and the 1994 Habitats Regulations, Conservation of Habitats and Species Regulations 2010, ODPM Circular 06/2005, English Nature's Bat Mitigation Guidelines.
- 9.17 The application site is 0.0722 hectares, and this would equate to 27.7 dwellings per hectare [11.2 dwellings per acre]. This is considered acceptable considering the density of the existing properties in the area. The plans show that the site can accommodate a pair of semi-detached dwellings [a pair of semi-detached bungalows] with adequate parking and amenity space, without resulting in an unsatisfactory standard of residential accommodation.
- 9.18 The housing density in the area is variable. As such it is considered that the footprint of the proposed dwellings and the housing density would not be out of keeping with the wider street scene. It is considered that the proposal would reflect the dwellings within Taverham.
- 9.19 The plans do not show details of refuse storage at this outline phase and it is considered that detailed refuse points would be considered in detail at reserved matters stage and that would indicate any effect to the neighbouring amenity. The Pollution Control Officer's comments are noted, and it is considered that the PCO has not objected to the proposal.
- 9.20 Given the nature of the proposal, the location of the site, it is concluded that the proposal would be acceptable in terms of drainage as the site is not in a flood risk area. The applicant has indicated through the application form that the disposal of rainwater would be through soakaway. Foul sewage would be disposed into the mains foul sewer. It is considered that at this outline stage the proposed development would therefore comply with the provision of Policy CSU5 of Broadland District Council Development Management DPD [2015].
- 9.21 The application seeks planning permission for the construction of a pair of semi-detached bungalows. The site is within CIL Area Zone A. The proposal would create two new dwellings and would attract a community infrastructure liability in line with Part 11 of the Planning Act 2008 (c. 29) which provides for the imposition of a Community Infrastructure Levy (CIL).
- 9.22 The application has been assessed against the Broadland District Council Development Management Policies [2015] GC1, GC2, GC4, EN1, EN2, CSU5, TS3 and TS4 and Policies 1, 2 and 4 of the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014]. It is considered that the principle of the development would be acceptable. Furthermore, it is considered that the proposal for a pair of semi-detached bungalows would not have an adverse impact to the character of the area due to its siting and to the fact that the site is surrounded by a mixture of house types as such would not appear incongruous or alien within the setting of this part of Taverham.



- 9.23 Furthermore, it is considered that although the application due to its outline form is limited to the siting of the proposed pair of semi-detached single storey dwellings would unlikely have an adverse impact to the amenity of the neighbouring residents.
- 9.24 It is considered that the proposed ingress and egress point would be acceptable and would not have a harmful impact on highway safety. It is further considered that the proposal is unlikely to cause a significant impact on free flow of vehicular and pedestrian traffic on Haverscroft Close. As such it is considered that the proposal would not cause adverse impact on highway safety.
- 9.25 The proposal for an outline planning permission for pair of semi-detached bungalows would be acceptable in principle and be compliant to appropriate policies within the Development Management DPD [2015], the Core Strategy for Broadland, Norwich and South Norfolk [2014, NPPF and the legislation relating to protected species.
- 

**RECOMMENDATION: APPROVE** subject to the following conditions:

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

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

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

Approval of these “reserved matters” must be obtained from the local planning

authority in writing before any development is commenced and the development shall be carried out in accordance with the details as approved.

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

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

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

If within a period of FIVE years from the date of planting, any tree or plant or any tree or plant planted in replacement for it, is removed, uprooted or is destroyed or dies, [or becomes in the opinion of the Local Planning Authority, seriously damaged or defective] another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation. The landscaping work shall be undertaken as approved.

Reasons:

- (1) The time limit condition is imposed in compliance with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- (2) The application is submitted in outline form only and the reserved matters are required to be submitted in accordance with the requirements of Part 3 of the Town and Country Planning (Development Management Procedure)

(England) Order 2015.

- (3) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
- (4) To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety
- (5) To safeguard the amenity of the occupiers of the surrounding properties in the interests of amenity having had regard to Policy GC4 of Broadland District Council Development Management DPD [2015]
- (6) To ensure the provision of amenity afforded by new landscape features and to retain and protect existing trees which are within close proximity to the site in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.

### Informatives:

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

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

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

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

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

contaminated materials from the development of the site and ensuring that the site is suitable, or can be made suitable for the intended development, through the implementation of an appropriate remediation strategy, is the responsibility of the developer.

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



**Application No: 20181877**

**Park Farm, Park Lane, Reepham, NR10 4JZ**

**Scale:  
1:1250**

**Date:  
29-Jan-19**



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**AREA** West  
**PARISH** Reepham

3

**APPLICATION NO:** [20181877](#) **TG REF:** 609646 / 322724

**LOCATION OF SITE** Park Farm, Park Lane, Reepham, NR10 4JZ

**DESCRIPTION OF DEVELOPMENT** Erection of two detached dwellings with detached garages and associated vehicular accesses

**APPLICANT** Mr Spencer Crane

**AGENT** Icon Consulting, FAO: Mr Michael Graham

**Date Received:** 20 November 2018  
**8 Week Expiry Date:** 15 January 2019

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**Reason at Committee:** The application is being recommended for approval contrary to Development Plan policies

**Recommendation (summary):** Approve subject to conditions

## 1 THE PROPOSAL

- 1.1 The application seeks full planning permission for the erection of two detached dwellings with detached garages at a site outside the settlement limits in Reepham. Permission is also sought for the creation of two new vehicular access points off Park Lane to serve the new dwellings.
- 1.2 Both dwellings are proposed to be two storey, four bedroom properties orientated to front Park Lane. Plot 1 is of an 'L' shape and the detached garage is proposed to be located to the north side of the main dwelling. The dwelling on Plot 1 is proposed to have a traditional style with flint used on the front elevation and traditionally scaled openings and stepped brick surrounds and arches. A traditional style porch set on a brick plinth with a pitched roof is also proposed on the front elevation. The rear elevation includes a gable-ended projection and larger contemporary openings. The dwelling has a pitched pan-tiled roof and brick chimney rising from the gable end. The dwelling on Plot 1 is proposed to be well set back into the plot and sit immediately to the south of Park Farm. The accommodation to be provided consists of a porch, hallway, living room, study, utility room and kitchen / family room on the ground floor and bathroom and en-suite as well as the four bedrooms on the first floor.

- 1.3 The dwelling proposed on Plot 2 is located slightly closer to Park Lane than the dwelling on Plot 1 and the garage is proposed to be located forward and to the south of the main dwelling. Although it utilises the same basic and traditional footprint as Plot 1 it has a more contemporary appearance with rendered elevations. The front elevation is articulated by a primary gable-ended projection and a secondary single-storey projection with a flat roof which forms a canopy over the front door. The main front elevation is proposed to be finished in render with the primary projection finished in brick and the secondary projection is to be finished in vertical timber cladding which is also used on the single storey flat roofed projection to the rear elevation. To visually tie the two dwellings the dwelling at Plot 2 has a matching brick chimney, uses traditional casement windows and has a pitched pan-tiled roof. Plot 2 is proposed to provide a hallway, living room, study, utility room and a large open plan kitchen /family room / dining room on the ground floor. Again four bedrooms, a bathroom and an en-suite are proposed on the first floor.
- 1.4 Both dwellings are proposed to have a traditional open-fronted cart-shed with attached enclosed garage. The garages are proposed to be finished in matching materials of horizontal timber walls and pan-tiled roof.

## 2 KEY CONSIDERATIONS

- Whether the proposed development accords with the provisions of the Development Plan, the National Planning Policy Framework (NPPF) and Planning Practice Guidance and contributes towards sustainable development.
- The design of the proposals and the impact of the development on the character and appearance of the area.
- The impact of the development on residential amenity.
- The impact of the development on highway safety.

## 3 CONSULTATIONS

### 3.1 Reepham Town Council:

Reepham Town Council would like to record that although it is acknowledged that this development is outside the settlement boundary, it will be infill development and therefore they have no comment or objection to make.

### 3.2 Campaign to Protect Rural England (CPRE):

CPRE Norfolk objects to this application for the following reasons:

- The proposed site is outside the development boundary of the Key Service Centre of Reepham and is not an allocated site for housing within the current Local Plan's adopted site allocations and development management policies plan. Therefore, the application site is classified as 'countryside' and is subject to Policy 17 of the adopted Local Plan, the Joint Core Strategy, where the only new housing to be permitted could be "affordable housing for which a specific local need can be shown . . . as an exception to general policy".
- The rural area of Broadland currently demonstrates that it has a housing land supply of 14.94 years, according to the Greater Norwich area Housing Land Supply Assessment of 1 April 2017, and therefore that it has at least a five year supply of land for housing. Moreover, sufficient sites have been allocated within the current Local Plan to deliver the necessary housing targets without the need for additional unallocated sites such as the proposed application site being developed.
- The application is for larger market houses, which do not meet the local need for truly affordable or social housing.
- The application is seeking a speculative development on greenfield land unallocated for housing and should therefore be refused permission, being contrary to the Local Plan as explained above.

### 3.3 Conservation Officer (Arboriculture & Landscape):

Having studied the details provided I have the following observations and comments:

- Section 3.5 of the Design & Access Statement refers to a single Oak tree located on the southern boundary as the only tree constraint to the development proposals and that the large area of plot 2 would allow the proposed house and garage to be located outside of the trees Root Protection Area (RPA).
- Drawing No.01/01 shows the Site Layout and the position of the mature Oak and also an annotation of the estimated RPA and the position of the required protective fencing to form the Construction Exclusion Zone (CEZ).
- A note specifies that 'no ground levels are to be reduced within the trees RPA' (although RPZ has been used, this should be changed to RPA so it relates to a recognised term) this should also state the levels should not be raised within the RPA.



- I note the amended drawing has the reference to the AIA removed, and that no document has been provided for this application, for clarity and to ensure that the mature Oak is adequately protected I would suggest that condition T20 should be applied if the additional information on the type of fencing and tree protection precautions are not provided at this time.
- The proposed tree and hedge planting appears appropriate for the scale of the scheme.

Further comments following submission of amended Site Layout Plan (Dwg No 01/01):

I have no objection and no additional tree conditions are required.

### 3.4 Environmental Contracts Officer:

Bin collection points need to be provided at a point closes to the highway (ie Park Lane). These gated entrances seem to look quite narrow, so it is important that the developer looks at this at this stage to prevent waste collection issues when any properties are completed. Waste will not be collected from inside any gate and should be within an arm's reach of the highway.

Further comments following submission of amended Site Layout Plan (Dwg No 01/01):

This looks great from a waste collection point of view. Bins should be visible and freely accessible for the crews to collect.

### 3.5 Norfolk County Council as Highway Authority:

Notwithstanding the shortcomings of Park Lane in terms of its carriageway width and junction arrangement with the Dereham Road (B1145) I feel it to be very difficult to pass any adverse comment on this proposal that will infill between existing and allocated development in this sustainable location.

Should your Authority be minded to approve the application the following conditions and informative note should be appended to any consent notice issued.

(Officer note: Four conditions relating to vehicular access, visibility splays and parking and manoeuvring areas are proposed to be added to the decision notice as suggested.)

### **4 PUBLICITY**

#### **4.1 Site Notice:**

Expiry date: 4 January 2019

#### **4.2 Neighbour Notification:**

Expiry date: 15 December 2018

10 notification letters were sent to neighbouring properties on Park Lane and one neighbouring property on Sun Barn Road

#### **4.3 Press Notice:**

Expiry date: 25 December 2018

### **5 REPRESENTATIONS**

#### **5.1 Field View, Park Lane, Reepham:**

We have to object to the positions of the buildings (particularly the garage) on Plot 1. The application states that although outside the Settlement Boundary this development will be 'in-fill'. Plot 1 does more than 'in-fill', it places buildings behind our property (to the west) blocking light. All we will see from our property is the side elevation of both the house and cart shed, totally ruining our enjoyment and light of both house and garden. For it to be infill the new properties would have to align the rest of the properties in Park Lane (not to Park Farm as this was allowed for agricultural reasons). We believe this is 'encroachment'.

The application states that the site joins the Settlement Boundary to the west – we believe this is incorrect.

In addition an extra 10 cars (each site has parking for 5 cars) would be a strain on Park Lane which can only ever be single track.

### **6 RELEVANT POLICY GUIDANCE**

#### **National Planning Policy Framework (NPPF) 2018:**

- 6.1 Sets out the overarching planning policies on the delivery of sustainable development for rural communities through the planning system. It also reinforces the position that planning applications must be determined in

accordance with the Development Plan unless material considerations indicate otherwise. The NPPF is a material consideration and should be read as a whole but paragraphs 2, 7, 8, 9, 10, 11, 12, 38, 47, 55, 78, 79, 108, 109, 127 and 170 are particularly relevant to the determination of this application.

### **National Planning Practice Guidance (NPPG):**

- 6.2 Web based national guidance formalised in March 2014.
- 6.3 Paragraph 8 in section 'Determining a Planning Application' states a material planning consideration is one which is relevant to making the planning decision in question (eg whether to grant or refuse an application for planning permission).

### **Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and as Amended 2014:**

- 6.4 Policy 1: Addressing climate change and protecting environmental assets

This Policy sets down a number of standards that new development should achieve in its attempts to address climate change and promote sustainability; including giving careful consideration to the location of development and the impact it would have on ecosystems of an area.

- 6.5 Policy 2: Promoting good design

Seeks to ensure that all development is designed to the highest possible standard, whilst creating a strong sense of place. It also states that developments will respect local distinctiveness.

- 6.6 Policy 4: Housing delivery

States that proposals for housing will be required to contribute to the mix of housing required to provide balanced communities and meet the needs of the area, as set out in the most up to date study of housing need and / or Housing Market Assessment. Furthermore, it sets out appropriate percentages for the delivery and tenure of affordable housing.

- 6.7 Policy 6: Access and transportation

Seeks to concentrate development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access.

### 6.8 Policy 14: Key service centres

Reepham is identified as a key service centre in Policy 14 of the JCS. Policy 14 states that land will be allocated for residential development of the scale indicated (and subject to detailed assessment including impact on form and character and the resolution of any specific servicing constraints).

#### **Development Management Development Plan DPD (2015):**

### 6.9 Policy GC1: Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

### 6.10 Policy GC2: Location of new development

New development will be accommodated within the settlement limits. Outside of these limits development which does not result in any significant adverse impact will be permitted where it accords with a specific allocation and / or policy of the Development Plan.

### 6.11 Policy GC4: Design

Development is expected to achieve a high standard of design and avoid any significant detrimental impact. Sets out a list of criteria that proposals should pay regard to, including the environment, character and appearance of the area.

### 6.12 Policy EN1: Biodiversity and habitats

Development proposals will be expected to protect and enhance the biodiversity of the district, avoid fragmentation of habitats and support the delivery of a co-ordinated green infrastructure network throughout the district.

### 6.13 Policy EN2: Landscape

In order to protect the character of the area, development proposals should have regard to the Landscape Character Assessment SPD.

### 6.14 Policy TS3: Highway safety

Development will not be permitted where it would result in any significant adverse impact upon the satisfactory functioning or safety of the highway network.

### 6.15 Policy TS4: Parking guidelines

Within new developments, appropriate parking and manoeuvring space should be provided to reflect the use and location as well as its accessibility by non-car modes.

### 6.16 Policy CSU5: Surface water drainage

Mitigation measures to deal with surface water arising from development proposals should be incorporated to minimise the risk of flooding on the development site without increasing flood risk elsewhere.

### **Site Allocations DPD (2016):**

- 6.17 REP1 – Land off Broomhill Lane, Reepham – Sets out that the land is allocated for residential development and community facilities (including cemetery lane, recreational open space and a sports hall). This comprises land to the north (approximately 5.7 ha) and south (approximately 2.5 ha) of Broomhill Lane, Reepham. The site will accommodate approximately 100-120 homes in total.

### **Landscape Character Assessment SPD:**

- 6.18 The Reepham area is identified as Plateau Farmland within the Landscape Character Assessment SPD.

## **7 LOCATION AND DESCRIPTION OF SITE**

- 7.1 The application site is land formed from the large curtilage of Park Farm which is primarily to the north of the site. The site lies approximately 400 metres to the south west of the centre of Reepham.
- 7.2 The site itself is an 'L' shaped parcel of land which in total measures approximately 0.265 ha. The site is laid to grass and there are no significant changes to the ground levels although there is a slight slope to the south west of the site.
- 7.3 To the north of the site is Park Farm, a detached house which also has a vehicular access drive off Park Lane which runs adjacent with the eastern boundary of the 'L' shaped part of the site. To the north of the access for Park Farm there is a detached chalet bungalow called Field View which is also to the north of the application site. Park Lane is to the east of the site where there are three pairs of semi-detached bungalows on the opposite (eastern) side of the road (nos: 5-15 Park Lane). There is a public footpath to the south

of the site with open fields beyond as well as open fields to the west of the site.

- 7.4 There is approximately 1.8m high close boarded fencing on the most northerly boundary with Park Farm and then approximately 1.4m high post and rail fencing to the northern and eastern boundaries adjacent to the access for Park Farm. The rest of the boundaries to the south, east and west are defined by post and wire fencing of approximately 1.4m in height.
- 7.5 There is a mature large Oak tree present on the southern boundary of the site.

## 8 PLANNING HISTORY

- 8.1 [861257](#): House and garage adjacent to Grosvenor House, Park Lane, Reepham. Approved 21 October 1986.
- 8.2 [20160724](#): Erection of agricultural building for the storage of farm machinery and equipment at Park Farm, Park Lane, Reepham. Approved 9 June 2016.
- 8.3 [20171325](#): Detached cartshed at Park Farm, Park Lane, Reepham. Approved 27 September 2017.

## 9 APPRAISAL

- 9.1 The main issues to be taken into consideration in the determination of this application are an assessment of the proposal against the relevant policies of the Development Plan; the guidance set out in the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). This includes the impact of the development on the character and appearance of the area, neighbour amenity and highway safety.

**Whether the development accords with the provisions of the Development Plan, the National Planning Policy Framework (NPPF) and Planning Practice Guidance and contributes towards sustainable development:**

- 9.2 The site is located within the Rural Policy Area and lies outside the defined settlement limit for Reepham. Policy GC2 of the Development Management DPD therefore does not permit new development unless the proposal accords with another policy of the Development Plan. Furthermore, the site has not been allocated for development in the Site Allocations DPD.
- 9.3 That said, the site is immediately adjacent to the settlement limits which wraps around the application site with residential development to the north and east.

The site is also within close walking distance of local facilities including a doctors' surgery, pharmacy, primary school, high school, Public House, restaurant and a range of shops as well as bus stops. These are all accessible via a public footpath. The site is therefore considered to be located in a sustainable location with good accessibility to services and facilities and the proposals are therefore in accordance with Policy GC1 of the Development Management DPD.

- 9.4 Meanwhile the land to the south of the application site forms part of a site which is allocated for residential development under REP 1 of the Site Allocations DPD). On completion, the development to the south will change the character of this section of Park Lane and leave the application site as a small parcel of land surrounded by residential development to the north, south and east. The proposals are therefore considered to be tantamount to 'in-fill' development rather than any significant erosion of the countryside.

**The design of the proposals and the impact of the development on the character and appearance of the area:**

- 9.5 There are a variety of property styles currently present on Park Lane including single storey and two storey dwellings. The proposed two dwellings differ from one another in their style but both are considered to be of an acceptable size, scale and design. The dwelling on Plot 1 is of a traditional, rural appearance whilst the dwelling on Plot 2 is proposed to be of a more contemporary design. The plans indicate that traditional materials will be used for both dwellings and a condition is proposed to be added to any decision notice to ensure that the full details of these materials are submitted to and approved in writing by the Local Planning Authority prior to the development proceeding above slab level. It is acknowledged that the proposed palette of materials are not identical to that within the immediate area however it is considered that the development provides a high quality of design. Although the proposed dwellings will be clearly visible from outside the site, it is considered that they will sit comfortably against the neighbouring properties and will not be an incongruous addition to the street scene.
- 9.6 The layout places two dwellings more-or-less centrally in their respective large plots and the shape of the land places the dwelling at Plot 1 slightly further back into the plot. The neighbouring resident at Field View to the north has raised concerns with regards to the siting of the dwellings and garages. There is no set building line on the west side of Park Lane which the new dwellings would need to conform to however and the dwelling at Plot 1 will be positioned between Park Farm and Field View, the two nearest dwellings to the north of the site. Both properties are proposed to be orientated to front Park Lane and the layout of the development allows for ample room for private amenity area is considered to be acceptable.
- 9.7 The application site contains very little landscaping or trees within the main body of the site although there is a large Oak tree which is located on the

southern boundary. This tree is proposed to be retained and the large curtilage of Plot 2 allows for the proposed dwelling and garage to be located outside of the root protection zone for the tree. During the course of the application the Proposed Site Plan has been amended to also show a tree protection barrier around the tree and a construction exclusion zone within the root protection zone for the tree at the request of the Council's Conservation Officer (Arboriculture & Landscape). With the plans in their amended form the Oak tree should be adequately protected during the construction works and the Council's Conservation Officer has raised no objection to the application.

- 9.8 Overall it is considered that the design of the proposals is considered to be acceptable and the development is not considered to cause any harm to the general character and appearance of the area. The application is therefore considered to comply with Policy 2 of the JCS and Policies GC4 and EN2 of the DM DPD.

### **The impact of the development on residential amenity:**

- 9.9 Although there are a number of bungalows on the eastern side of Park Lane, given the degree of separation between the proposed dwellings and the existing neighbouring properties and the treatment of space throughout the development, it is not considered that the proposed dwellings will appear dominating or overbearing. The proposed layout will not result in any significant overlooking issues and therefore the privacy and amenities of neighbouring residents and future occupiers will be protected.
- 9.10 The neighbouring resident at Field View to the north of the site has raised a concern that the proposals will block light to both their house and garden. There is however a good degree of separation between the dwelling at Plot 1 and Field View and at the closest point, the proposed dwelling at Plot 1 is approximately 30 metres away from the dwelling at Field View. The proposed cartshed / garage on Plot 1 is closer at approximately 15m from the dwelling however this will be the side gable of the garage which at its highest point will be approximately 5.45m in height. It is therefore considered that the proposals will not result in any significant loss of light for the neighbouring dwelling at Field View or its associated amenity space.
- 9.11 Overall it is considered that the proposals will not therefore result in any significant detrimental impact on neighbour amenity and the application is considered to accord with Policy GC4 of the DM DPD in this regard.

### **The impact of the development on highway safety:**

- 9.12 The application also proposes two new vehicular accesses off Park Lane so that both of the new dwellings have their own individual access. The Highway Authority have stated that notwithstanding the shortcomings of Park Lane, in terms of its carriageway width and junction arrangement with the Dereham



Road (B1145), they have no objection to this application subject to the inclusion of conditions relating to vehicular access, visibility splays and parking areas which are all to be appended to the decision notice as requested. Overall, in addition to the garages, the plots are considered to provide ample room for off street parking and manoeuvring areas and the application is not considered to have any detrimental impact upon highway safety. The application is therefore considered to accord with Policies TS3 and TS4 of the DM DPD.

### **Other Matters:**

- 9.13 The site is not located within flood zones 2 or 3 and is therefore not considered to be any area at risk of flooding. The application proposes that soakaways will be used to dispose of surface water and a condition is to be added to the decision notice requiring further details and location of the soakaways to be provided prior to the commencement of the development.
- 9.14 The Council's Environmental Contracts Officer has commented to request that bin collection points are provided at a point close to the highway. During the course of the application the Site Layout Plan (Dwg No: 01/01) has been amended to include the position of the bin collection points to the side of the two access points and close to Park Lane. With the plans in their amended form the Environmental Contracts Officer has raised no objection to the application.

### **Conclusion:**

- 9.15 In drawing the above appraisal to a conclusion it is appropriate to consider the proposal against the three dimensions to sustainable development: economic, social and environmental.
- 9.16 The NPPF confirms the economic role as: "helping to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure."
- 9.17 The development would result in some short term economic benefits as part of any construction work for the dwellings and in the longer term by spending from the future occupants of the dwellings which could support local services and facilities. It is therefore considered that the scheme would bring forward a level of economic benefit.
- 9.18 The NPPF confirms the social role as "supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services

and open spaces that reflect current and future needs and support communities' health, social and cultural well-being."

- 9.19 As stated above, it is considered that the application site, despite being outside the settlement limits is still within a sustainable location close to a number of local services, facilities and employment opportunities. The additional dwellings would also be liable to pay towards the Community Infrastructure Levy and it is considered that this proposal would bring forward a modest social benefit on the basis of its contribution to the supply of homes and benefits to the viability and vitality of Reepham.
- 9.20 The NPPF confirms the environmental role as "contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."
- 9.21 In assessing the environmental role it is acknowledged that the proposal extends the town into the surrounding countryside. However there is an allocation for a major housing development to the south of the site which will mean that the proposals will infill between existing and allocated development in a sustainable location. The impact of being outside the settlement limit is also mitigated by the neutral impact that the proposal will have upon the general character and appearance of the area as well as the limited impact upon local residents' amenities. It is therefore considered that the proposal will provide environmental benefits on the site.
- 9.22 Overall the application will provide economic, social and environmental benefits and is not considered to result in any significant detrimental impact upon the general character and appearance of the area, neighbour amenity or highway safety. This matter is considered to be finely balanced having regard to the three dimensions of sustainable development and the benefits of the proposal compared with the lack of any harm as discussed above. Having regard to all matters raised, the proposal is not considered to result in any significant adverse impact and given the presumption in favour of sustainable development the proposal is, on balance, considered acceptable subject to conditions.

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**RECOMMENDATION: APPROVE** subject to the following conditions:

- (1) The development to which this permission relates must be begun not later than THREE years beginning with the date on which this permission is granted.

- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.
- Site Location, Site Layout and Garage Plan (Amended), Dwg No: 01/01, received 22 December 2018
  - Plot 1 – Floor Plans and Elevations, Dwg No: 01/02, received 20 November 2018
  - Plot 2 – Floor Plans and Elevations, Dwg No: 01/03, received 20 November 2018
- (3) Prior to the development proceeding above slab level, details of all external materials (including details and colour of the bricks, render, cladding, roof tiles, rainwater goods, windows and doors) to be used in the development shall be submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.
- (4) Prior to the first occupation of the development hereby permitted the vehicular crossings over the verge shall be constructed in accordance with the highways specification (TRAD 4) and thereafter retained at the position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.
- (5) Prior to the first occupation of the development hereby permitted the proposed on-site car parking and manoeuvring areas shall be laid out in accordance with the approved plan and retained thereafter available for that specific use.
- (6) Prior to the first occupation of the development hereby permitted a 2.4m wide parallel visibility splay (as measured back from the near edge of the adjacent highway carriageway) shall be provided across the whole of the site's roadside frontage. The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.
- (7) Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 5m from the near channel edge of the adjacent highway.
- (8) Prior to the commencement of the development hereby permitted details and location of the proposed soakaway/s shall be submitted to and approved in writing by the Local Planning Authority. The soakaway/s shall then be constructed in accordance with the approved details.

### Reasons:

- (1) The time limit is imposed in compliance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- (2) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
- (3) To ensure the satisfactory appearance of the buildings and ensure no harm to the character and appearance of the area in accordance with Policy 2 of the JCS and Policy GC4 of the Development Management DPD 2015.
- (4) To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.
- (5) To ensure the permanent availability of the parking manoeuvring area, in the interests of highway safety in accordance with policies TS3 and TS4 of the Development Management DPD 2015.
- (6) In the interests of highway safety in accordance with the principles of the NPPF and policy TS3 of the Development Management DPD 2015.
- (7) To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.
- (8) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.

### Informatives:

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

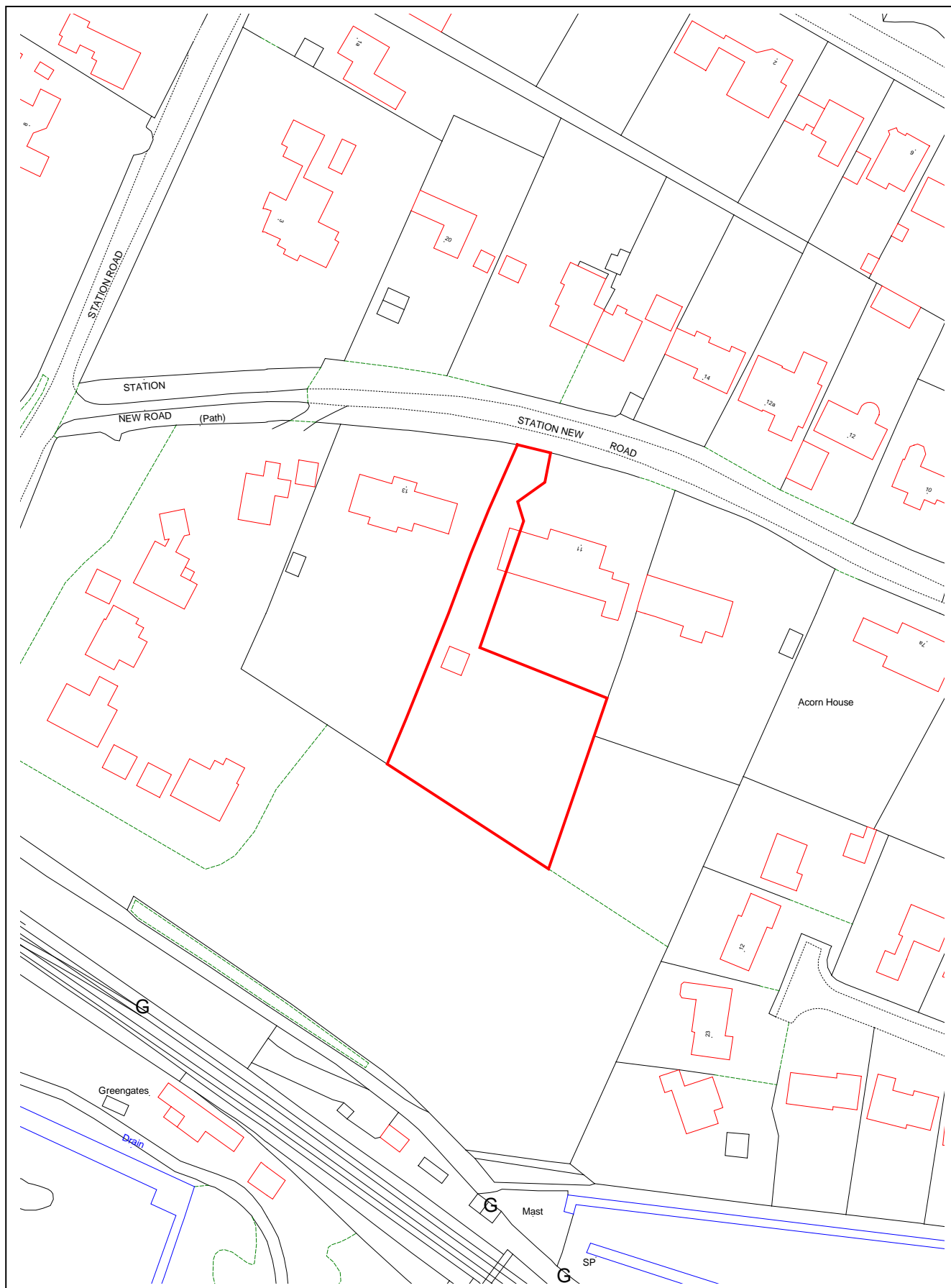
[enquiries@cncbuildingcontrol.gov.uk](mailto:enquiries@cncbuildingcontrol.gov.uk) and the website  
[www.cncbuildingcontrol.gov.uk](http://www.cncbuildingcontrol.gov.uk)

- (3) The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. Further information about CIL can be found at [www.broadland.gov.uk/housing\\_and\\_planning/4734.asp](http://www.broadland.gov.uk/housing_and_planning/4734.asp)
- (4) This development involves works within the Public Highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

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

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

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



**Application No: 20181885**

**Land at 11 Station New Road, Brundall,  
NR13 5PQ**

**Scale:  
1:1250**

**Date:  
29-Jan-19**



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**AREA** East

**PARISH** Brundall

**4**

**APPLICATION NO:** [20181885](#)

**TG REF:** 633117 / 307998

**LOCATION OF SITE** Land at 11 Station New Road, Brundall, NR13 5PQ

**DESCRIPTION OF DEVELOPMENT** Erection of 1 no: self-build dwelling (outline) (revised proposal)

**APPLICANT** Mr & Mrs Clarke

**AGENT** Phil Hardy, Parker Planning Services

**Date Received:** 21 November 2018  
**8 Week Expiry Date:** 16 January 2019

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**Reason at Committee:** At the request of Cllr Proctor for the reasons set out in paragraph 3.2 of this report.

**Recommendation (summary):** Refuse

## **1 THE PROPOSAL**

- 1.1 The application seeks outline planning permission to subdivide the existing curtilage and erect a detached, self-build dwelling to the rear of no: 11 Station New Road.
- 1.2 The application is in outline form with all matters apart from access reserved for later determination. The vehicular access is located on the west side of the plot between nos: 11 and 13 Station New Road.
- 1.3 An illustrative layout is provided which shows a detached dwelling to the south of the plot.

## **2 KEY CONSIDERATIONS**

- Whether the development accords with the provisions of the development plan, the National Planning Policy Framework (NPPF) and Planning Practice Guidance.
- The impact of the development upon the character and appearance of the area.

- The impact of the development upon existing trees.
- The impact of the development on the amenity of nearby residents.
- Other matters including the Self-Build Act, planning history and archaeology.

### 3 CONSULTATIONS

#### 3.1 Brundall Parish Council:

Object to the planning application for the same reasons submitted with application [20180640](#), that there is insufficient detail for the Parish Council to decide, however, if building is to take place, the site needs to ensure:

- (a) a TPO is followed;
- (b) the home blends in with the woodland and environmental setting;
- (c) that the development can more than accommodate with minimal impacts on the arboricultural interest of the site and
- (d) residents of the new building contribute to the upkeep of the private road.

#### 3.2 Cllr Proctor:

If you are minded to refuse the application under delegated powers I want to have the matter referred to the Planning Committee for their determination. My reasons are:

- (1) The land for the proposed development is inside the development area and therefore the principle of development is established.
- (2) There is a clear separate entrance to and exit from the new development given the extensive access arrangements that already exist to 11 Station New Road and there is therefore adequate space to keep the properties separate.
- (3) There has been extensive development in the area that have properties situated in far less accessible areas than this proposal.
- (4) Whilst I note the comments about trees the applicant has had his own arboricultural report commissioned that shows how such objections



cannot just be managed but overcome with no detriment to trees. Development would be sympathetic to the environment.

- (5) The proposed new property would be set into the slope and overall landscape of the property at the rear which is extensive. It would not have any form of overlooking to the existing number 11 nor would it be a visual intrusion to number 11 or have any form of adverse impact on it.
- (6) Self build proposals should be encouraged and this proposal is for self build.

### 3.3 BDC Conservation Officer (Arboriculture & Landscape):

I made comments on the previous outline application 20180640. These comments requested additional information on service runs (which has now been included in the latest Arboricultural Impact Assessment (AIA)) and the percentage of the Root Protection Areas (RPAs) of the Douglas Firs which would be covered with hard surfacing (not included in the latest AIA).

Please find my comments on the revised proposal below:

Overall I have strong concerns about the feasibility of the proposal with regard to the trees for the following reasons:

- (1) The main access road to the property would have to pass through the Root Protection Areas (RPA) of 6 Douglas Fir within about 1m of their stems. The AIA suggests that a no-dig driveway surface could be used to avoid excavation and root damage which is correct however the British Standard 5837:2012 states in section 7.4.2.3 that "New permanent hard surfacing should not exceed 20% of any existing unsurfaced ground within the RPA". This 20% maximum limit is also reiterated in the guidance provided by the manufacturer of the no-dig surface solution proposed by the applicant on page 27 of the AIA (Appendix E). The Tree Constraints Plan on page 9 of the AIA shows the RPAs and position of the driveway and, in the absence of any quantifications within the report, it suggests that almost half of the RPAs of T3, T6, T7, T8 and T9 would be covered in hard surfacing, far exceeding best practice guidelines and risking the long term health and vitality of these important natural features. It is difficult to see how the position of the driveway could be altered to avoid the RPAs.
- (2) A second concern is the proximity of the proposed dwelling to the protected woodland to the south. The Tree Constraints Plan shows that the majority of the dwelling and surrounding amenity space would be in shade, albeit this would be slightly less than shown on the plan due to the slope of the site. In addition, the dwelling is shown to be just

1.5m away from the canopy of T14 a mature Oak (Category A) with a height of 18m and 4m away from the canopy of T12 a Copper Beech (Category A) with a height of 20m. Consequently, the shade effects of the trees in combination with their proximity to the house (which future residents may perceive as a risk) would reduce the quality of life of any future inhabitants of the property. It may also put pressure on the removal of these protected Category A trees as residents seek more light, less leaf fall and a perception of less risk to the property. To some extent these issues could be mitigated by positioning the property further north on the site however this would create a garden space that is very shaded.

As the proposal currently stands I would have to object to it based on the reasons stated above. It is difficult to see how development in this location would be feasible without causing harm to the trees such as the removal of protected trees and restricting the viable rooting area of the Douglas Firs.

I would make the following comments on the additional information:

- (1) Section 5 of the revised Arboricultural Impact Assessment (AIA) shows that the proposed access drive would cover between 20-30% of the Root Protection Areas (RPAs) of 6 very prominent Douglas Firs. This exceeds the recommendations of the British Standard 5837:2012 *Trees in relation to design, demolition and construction* and even the company (Terram) proposed by the applicant to provide the no-dig permeable driveway surface, both sources state that no more than 20% of trees' rooting areas should be hard surfaced. These guidelines exist as rooting areas are extremely important for the long term health and stability of a tree. By covering more than 20% of the rooting zone with permanent hard surfacing the tree's ability to exchange water and oxygen is negatively affected and can lead to the premature decline of the tree. Due to the prominence and size of the Douglas Firs on the street scene, these negative impacts are all the more important to avoid.
- (2) On the key issue of shade the AIA states on page 12 section 5.6 that because of shading from T14 Oak (Category A), T15 Oak (Category C), T16 Oak (Category B) and G17 Ash (Category B), all of which are protected by a woodland Tree Preservation Order (TPO) and lie to the south of the proposed dwelling on a neighbour's property, the development "may result in future pressure to reduce or remove the adjacent trees T14-17". Unfortunately, Broadland District Council has had applications to fell TPO'd trees due to reasons of light before and whilst we refuse the felling of healthy protected trees we have had instances where these decisions were overturned by the Planning Inspectorate. One such example was in 2017 at 10 Laundry Close, Thorpe St Andrew where a Spruce tree was allowed to be felled without replacement due to its negative impact on the living conditions

of the resident, this property was also a new build. I therefore remain very concerned about the proximity of the proposed dwelling to a significant number of Category A and B protected trees and the pressures future residents will put on the local authority to allow the removal of these trees due to perceived nuisances such as shade, leaf fall and fear of damage.

### 3.4 BDC Policy Officer:

The Self-Build and Custom Housebuilding Act 2015 places a requirement on Local Authorities to maintain a register detailing the demand for self-build plots in their district. There is no requirement for the Council to provide plots, but there is a requirement to provide sufficient planning permissions that could be for self / custom build within a 3 year period of each base year to cover the numbers on the register in that base year.

Broadland District Council monitors planning permissions that could be available for self-build plots. This is based on schemes of 5 units or less that could reasonably be expected to be made available for self-build, and as such meeting the definition in the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016). This is supplemented by monitoring of exceptions given for CIL payments for self-build schemes.

The monitoring figures are detailed below. There is a 3 year period within which to give sufficient relevant permissions for the numbers on the self-build register, so, Base Period 1 ended on 30 October 2016, which means there is until 30 October 2019 to meet the numbers entered on the register for that period. Base Period 2 finished on 30 October 2017, which means there is until 30 October 2020 to meet that requirement and so on. However, based on the monitoring that has been conducted to date, there are already more than sufficient numbers of potential self-build plots to meet the numbers on the register for those periods.

Information for monitoring the relevant permissions for Base Period 3 (31 October 2017 – 30 October 2018) cannot yet be provided as permissions cannot be counted until after the base year has finished ie it will be permissions granted after 30 October 2018 (in the following 3 years) that are applied to the numbers on the register for Base Period 3.

Entries on Part 1 of register for Base Period 1 1 April 2016 – 30 October 2016	Number of relevant permissions granted 31 October 2016 – 30 October 2017	Self-Build CIL Exemptions granted 31 October 2016 – 30 October 2017
21	60 permissions/81 plots	17

Entries on Part 1 of register for Base Period 2 31 October 2016 – 30 October 2017	Number of relevant permissions granted 31 October 2017 – 30 October 2018	Self-Build CIL Exemptions granted 31 October 2017 – 30 October 2018
30 (This includes Base Year 1)	81 permissions/101 plots	21

Entries on Part 1 of register for Base Period 3 31 October 2017 – 30 October 2018	Number of relevant permissions granted in 31 October 2018 – 30 October 2019	Self-Build CIL Exemptions granted 31 October 2018 – 30 October 2019
5	Not yet available	Not yet available

It is important to note that entry on the register does not provide that specific individual with an advantage in achieving planning permission for a self-build property if they were to apply, nor does it provide a service to match entrants with serviced plots of land. The purpose of the register is to evidence demand for self-build plots across the whole district.

All applicants to the Self-build register are asked to indicate which of three category areas they would like to build in. The three categories are 'Fringe of Norwich', 'Villages near Norwich' and 'Rural Towns and Villages'. The location of this planning application falls under the category of Villages near Norwich. There are currently 3 applicants on the Self-Build Register for 31 October 2018 – 31 October 2019, all of which have indicated the Villages near Norwich would be a desirable location to build.

**3.5 BDC Environmental Health Officer (Contamination):**

No comments.

**3.6 NCC Highways:**

As this development is located on a private road which is in effect a cul-de-sac, serves only a limited number of properties and is not subject to frequent traffic movements, I have no objection to the granting of consent.

**3.7 NCC Archaeology:**

We note that a report on an archaeological evaluation by trial trenching has been submitted with the application and that the results of the trial trenching were entirely negative. Based on the results of the trenching there is no

evidence that human burials of medieval date are present within the area of new-build dwelling.

Based on currently available information the proposed development will not have any significant impact on the historic environment and we do not wish to make any recommendations for further archaeological work.

Our only comment is that the applicant still has legal responsibilities under the 1857 burials act should any human remains be encountered during construction works.

#### **4 PUBLICITY**

##### **4.1 Site Notice: 28 November 2018**

Expired: 19 December 2018

##### **4.2 Neighbour Notification: 26 November 2018**

9, 13, 14, 16 & 18 Station New Road

Expired: 19 December 2018

#### **5 REPRESENTATIONS**

##### **5.1 None received.**

#### **6 RELEVANT POLICY GUIDANCE**

##### **National Planning Policy Framework (NPPF) 2018:**

- 6.1** This document sets out that the purpose of the planning system is to contribute towards achieving sustainable development and that at the heart of the NPPF is a presumption in favour of sustainable development. It also reinforces the position that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2** The NPPF is a material consideration and Paragraphs 8, 11, 47, 124, 127, 130, 170 and 172 are relevant.

### **National Planning Practice Guidance:**

- 6.3 Web based national guidance formalised 6 March 2014.
- 6.4 This document gives guidance on a number of issues. It states that new development should look to respond appropriately to the existing layout of buildings, streets and spaces to ensure that adjacent buildings relate to each other, streets are connected and spaces complement one another.

### **Joint Core Strategy for Broadland, Norwich and South Norfolk March 2011, amendments adopted January 2014:**

- 6.5 Policy 1: Addressing Climate change and protecting environmental assets.

The environmental assets of the area will be protected, maintained, restored and enhanced.

- 6.6 Policy 2: Promoting good design.

All development will be designed to the highest possible standards creating a strong sense of place.

- 6.7 Policy 4: Housing delivery

Allocations will be made to ensure at least 36,820 new homes can be delivered between 2008 and 2026, of which approximately 33,000 will be within the NPA, distributed in accordance with Policies for Places.

Of relevance to this application, states that on sites for 5 to 9 dwelling, the target proportion of affordable housing to be provided will be 20%.

- 6.8 Policy 9: Strategy for growth in the NPA

Sets out that the NPA is the focus for major growth and development and that smaller sites in the Broadland part of the NPA will contribute 2,000 dwellings towards achieving the minimum target of 21,000 dwellings in the NPA.

- 6.9 Policy 14: Key Service Centres

Key Service Centres have a range of facilities enabling them to meet local needs of residents of surrounding areas.

### 6.10 Policy 21: Implementation of proposals in the Broadland part of the NPA

When considering development proposals in their part of the NPA, Broadland District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant planning permission unless material considerations indicate otherwise.

### **Development Management Development Plan Document (DM DPD) (2015):**

6.10 The policies set out within the Development Management DPD do not repeat but seek to further aims and objectives set out within the National Planning Policy Framework and the Joint Core Strategy. It therefore includes more detailed local policies for the management of development.

### 6.11 Policy GC1: Presumption in favour of sustainable development.

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

### 6.12 Policy GC2: Location of new development.

New development will be accommodated within the settlement limits defined on the policies map. Outside of these limits development which does not result in any significant adverse impact will be permitted where it accords with a specific allocation and/or policy of the development plan.

### 6.13 Policy GC4:

Development will be expected to achieve a high standard of design and avoid any significant detrimental impact.

### 6.14 Policy EN2:

Development proposals should have regard to the Landscape Character Assessment SPD and, in particular, consider any impact as well as seek to protect and enhance where appropriate.

### 6.15 Policy TS3:

Development will not be permitted where it would result in any significant adverse impact upon the satisfactory functioning or safety of the highway network.

### 6.16 Policy TS4:

Within new developments, appropriate parking and manoeuvring space should be provided to reflect the use and location as well as its accessibility by non-car modes.

### **Brundall Neighbourhood Plan (2016):**

### 6.17 No relevant policies.

### **Landscape Character Assessment (SPD):**

- 6.18 For the character area of F3 Reedham to Thorpe the relevant landscape planning guidelines are: conserve the diverse and interesting landscape pattern and character, to conserve the wildlife habitats characteristic of the adjacent Broads, ensure that new development responds to the historic settlement pattern and seek to promote the use of local vernacular buildings.

## **7 LOCATION AND DESCRIPTION OF SITE**

- 7.1 The site is located off Station New Road, a long, partly unmade (Private) cul-de-sac within the residential area of Brundall. The site is within the Settlement Limit. The character of this area is mainly established, detached properties standing in mature plots.
- 7.2 The existing property is a detached, mainly single storey dwelling with some accommodation in the roofspace. There is a driveway at the front and the garden slopes towards the trees at the south. The site is heavily treed to the rear (this forms part of a Woodland TPO 1994 No. 7) and along the western boundary there are 10 Douglas Fir trees.
- 7.3 To the north of the application site are further, mainly detached properties and to the east is the more modern, compact development of Mallard Close.

## **8 PLANNING HISTORY**

- 8.1 [20180640](#): Erection of 1 no: self build dwelling (outline) at rear of 11 Station New Road. Withdrawn 12 June 2018.
- 8.2 [20150428](#): Dormer windows to side and rear. Approved. 5 May 2015.
- 8.3 [010524](#): Conservatory. Approved 13 June 2001.



- 8.4 [950637](#): Dwelling (outline) at rear of 9 & 11 Station New Road. Refused 7 September 1995. Appeal dismissed 7 February 1996.
- 8.5 [941112](#): Single storey dwelling (outline) at rear of 9 & 11 Station New Road. Refused 16 November 1994. Appeal Dismissed 7 February 1996.

## 9 APPRAISAL

- 9.1 The main issues to consider in relation to the application are the impact of the proposed dwelling on the character and appearance of the surrounding area, the impact on the existing trees and TPO woodland, the amenity of the neighbouring properties, highway concerns and the planning history of the site.

### **Principle of development:**

- 9.2 The site is within the settlement limit for Brundall and therefore the principle of development is acceptable and in accordance with Policies GC1 and GC2 of the DMDPD. However, although Government guidance advises that new development should preferably be located within existing settlements, this should not be at the expense of the erosion of the character of the surrounding area or give rise to development that has an adverse impact on the amenity of the area.

### **Character and appearance of the area:**

- 9.3 The proposed plot would be created by the subdivision of the existing rear garden of 11 Station New Road. The proposed vehicular access runs alongside number 11 and number 13. The backland location and size of the resultant plot would not be in keeping with the existing pattern of development on this side of Station New Road which forms a linear and relatively uniform pattern between numbers 5a and 13. The proposal is therefore contrary to Policy GC4 (i & ii) of the DM DPD.
- 9.4 Although development of four properties has been approved on land to the west, this is not comparable to the application site. That application site is at the end of the private drive and adjoins Station Road whereas this application relates to parallel backland development within a uniform street scene.

### **Arboricultural issues and residential amenity:**

- 9.5 The trees to the rear of 9, 11 & 13 are covered by Tree Preservation Order 1994 No 7 (see Appendix 1). The proposed dwelling shown on the indicative drawing is proposed to be situated in a small clearing within the trees at the rear of no: 11. The Tree Constraints Plan shows that the majority of the proposed dwelling and its surrounding amenity space would be in shade. In

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

- 9.6 The proposed access road is situated between nos: 11 and 13 to the west of the site and would have to pass through the Root Protection Areas (RPA) of 6 Douglas Fir within about 1m of their stems. The AIA suggests that a no-dig driveway surface could be used to avoid excavation and root damage which is correct however the British Standard 5837:2012 states in section 7.4.2.3 that “New permanent hard surfacing should not exceed 20% of any existing unsurfaced ground within the RPA”. This 20% maximum limit is also reiterated in the guidance provided by the manufacturer of the no-dig surface solution proposed by the applicant on page 27 of the AIA (Appendix E). The Tree Constraints Plan on page 9 of the AIA shows the RPAs and position of the driveway and, in the absence of any quantifications within the report, it suggests that almost half of the RPAs of T3, T6, T7, T8 and T9 would be covered in hard surfacing, far exceeding best practice guidelines and risking the long term health and vitality of these. The proposal is therefore contrary to Policy EN2 of the DM DPD.
- 9.7 Additional information regarding the RPAs and shading has been submitted by the agent. However, the comments of the Conservation Officer remain the same (see paragraph 3.3 of this report).
- 9.8 Due to the change in levels on the site, it is likely that the proposed dwelling will be overlooked to some degree by the existing property which has a conservatory and first floor dormer windows facing south. Furthermore, the location of the access drive between nos: 11 and 13 is likely to give rise to noise and disturbance to the occupants from the additional vehicular movements. This will result in a detrimental impact on the amenity of both existing and future occupants, contrary to Policy GC4 (iii) of the DM DPD.

### **Self build:**

- 9.9 The Self-Build and Custom Housebuilding Act 2015 places a requirement on local authorities to maintain a register detailing the demand for self-build plots in their district. There is no requirement for the Council to provide plots, but there is a requirement to provide sufficient planning permissions that could be for self / custom build within a 3 year period of each base year to cover the numbers on the register in that base year.

- 9.10 The monitoring figures are detailed within the tables in Paragraph 3.3 of this report. There is a 3 year period within which to give sufficient relevant permissions for the numbers on the self-build register, so, Base Period 1 ended on 30 October 2016, which means there is until 30 October 2019 to meet the numbers entered on the register for that period. Base Period 2 finished on 30 October 2017, which means there is until 30 October 2020 to meet that requirement and so on. Based on the monitoring that has been conducted to date, there are already more than sufficient numbers of potential self-build plots within the district to meet the numbers on the register for those periods. The self-build element of the proposal is therefore not considered to override the other issues of concern that the proposal raises.

### **Highway issues:**

- 9.11 This section of Station New Road is a private road which is in effect a cul-de-sac. The Highways Authority has no objection to the granting of consent and the proposal is considered to be in accordance with Policies TS3 and TS4 of the DM DPD.

### **Planning history of the site:**

- 9.12 Permission for residential development has historically been sought on the site at the rear of 9 and 11 Station New Road. Applications 941112 and 950637 were both refused and subsequently the appeals were dismissed with the Inspector stating in Paragraph 24 'the proximity of trees and those on land to the south would, in my view, dominate the dwelling and its garden. I consider it would likely be difficult to reconcile the well-being of these trees with the future occupants' enjoyment of the dwelling and its garden.' Concern was also raised by the Inspector that the loss of trees in this location would adversely affect the appearance of the site and its surroundings and it is officer opinion that the proposal as submitted does not overcome these concerns.

### **Summary:**

- 9.10 In summary, the proposal is considered to be unsympathetic to the existing pattern of development in the locality, resulting in a backland form of development that will have an adverse impact on the character and appearance of the area. In addition, construction of the vehicular access drive will have a detrimental impact on the Douglas Fir trees on the western boundary from an excessive amount of hard surfacing within their Root Protection Areas. Furthermore, the proposed dwelling would be situated in close proximity to TPO trees which will ultimately result in an adverse impact on the occupant's amenity from shading and leaf fall as well as putting additional pressure to fell the protected trees. Accordingly, it is considered that the harm that will arise from permitting this development outweighs the perceived benefits.

**RECOMMENDATION: REFUSE** for the following reasons:

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

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

The proposed plot would be created by the subdivision of the existing rear garden of 11 Station New Road. The proposed vehicular access runs alongside number 11 and number 13. The backland location and size of the resultant plot would not be in keeping with the existing pattern of development on this side of Station New Road which forms a linear and relatively uniform pattern between numbers 5a and 13. The proposal is therefore contrary to Policy GC4 (i & ii) of the DM DPD.

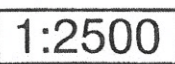
The Tree Constraints Plan shows that the majority of the proposed dwelling and its surrounding amenity space would be in shade. In addition, the dwelling is shown to be just 1.5m away from the canopy of T14 a mature Oak (Category A) with a height of 18m and 4m away from the canopy of T12 a Copper Beech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

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

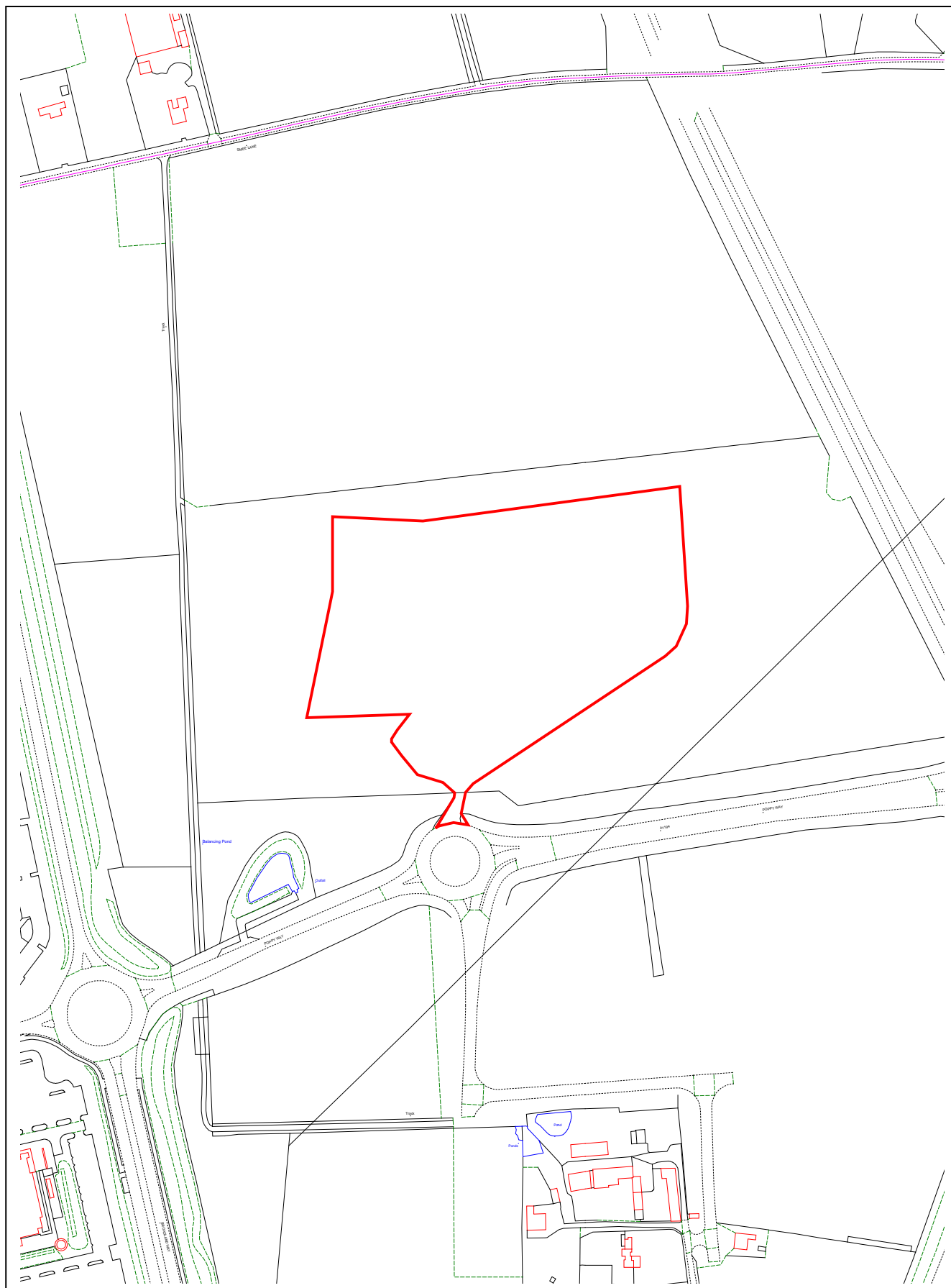
Overall the proposal represents an unacceptable form of development which does not accord with Policy 2 of the Joint Core Strategy for Broadland, Norwich and South

Norfolk, 2011 (amended 2014), Policies GC4 and EN2 of the Development Management DPD 2015 and the high standards of design required by the NPPF.

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







**Application No: 20181056**

**Broadland Gate Asphalt Plant, Poppy Way,  
Broadland Gate, Postwick, NR13 5HB**

**Scale:  
1:3500**

**Date:  
29-Jan-19**



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**AREA** East

**PARISH** Postwick

5

**APPLICATION NO:** [20181056](#)

**TG REF:** 628716 / 309008

**LOCATION OF SITE** Broadland Gate Asphalt Plant, Poppy Way, Broadland Gate, Postwick, NR13 5HB

**DESCRIPTION OF DEVELOPMENT** Proposed continuation of coated stone operations at Broadland Gate for a period of 18 months and ancillary facilities

**APPLICANT** Mr Mike Pendock, Tarmac, Panshanger Park, Panshanger, Hertford, SG14 2NA

**AGENT** David L Walker Limited, Albion House, 89 Station Road, Eckington, Sheffield, S21 4FW

**Date Received:** 22 June 2018  
**13 Week Expiry Date:** 27 September 2018

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**Reason at Committee:** The application is contrary to the Development Plan and the officer recommendation is for approval

**Recommendation (summary):** Approve subject to conditions

## 1 THE PROPOSAL

- 1.1 The application seeks to continue the ongoing coated stone operations on the application site and retain the existing ancillary facilities for a period of 18 months from the date the application was received.
- 1.2 The operation was originally established as permitted development to provide coated stone for the construction of the Broadland Northway; however the applicants have identified a need to retain the operation for a further 18 months to supply highway and other infrastructure projects in east Norfolk and to enable a period of downtime at Trowse to enable the fitting and replacement of plant.
- 1.3 The main components of the proposed plant include aggregate hoppers; bitumen silos; additive silos; dryer unit; mixer unit; bag house; and batch cabin. Ancillary facilities comprise of hot storage bins (2 no.); aggregate stocking bays; waste area; RAP stockpile; miscellaneous storage in container cabins; and lab facilities.



- 1.4 The operational aspects of the proposals comprise the construction of the coated stone plant and infrastructure and day to day operation of the coated stone plant, and ancillary facilities including the importation, storage and use of aggregates, bitumen and other additives.
- 1.5 The coating process involves combining the raw aggregate materials and mixing these with Recycled Asphalt Planings (RAP); fillers and hot bitumen to make coated roadstone. By using different combinations of raw materials, this process produces a variety of products and specifications for the different types of application required by the construction and civil engineering industry.
- 1.6 The application proposes operational hours of 06:00-22:00 Monday – Friday.
- 1.7 Upon cessation of operations all plant, buildings and equipment will be removed off site and the land restored to its former condition.

## **2 KEY CONSIDERATIONS**

- The impact of the development on the character and appearance of the area, highway safety, amenity, human health and the natural environment.
- Whether there are material considerations to justify a departure otherwise than in accordance with the Development Plan.

## **3 CONSULTATIONS**

### **3.1 Broads Authority:**

No objection.

### **3.2 Conservation Officer (Arboriculture and Landscape):**

No objection or comment as the site is already in situ and no changes are proposed and the land will be returned to its original condition at the end of the 18 month extension period.

### **3.3 Environment Agency:**

No objection. We have received no notifications of any pollution incidents connected to the site or in the surrounding area during the time in which it has been operational. We are satisfied that the pollution prevention measures in

place are sufficient and advise that these must be maintained throughout the temporary extension.

### 3.4 Highway Authority:

No objection subject to a condition to state that vehicles leaving the site shall not be in a condition whereby they would deposit mud or loose material on the public highway.

### 3.5 Natural England:

Our initial screening of this application indicates that one or more Impact risk Zones have been triggered indicating that impacts to Sites of Special Scientific Interest are likely and may be significant. Natural England does not wish to comment further on these impacts as we take a risk based approach to providing detailed advice however the Council as decision maker should request from the developer sufficient information as may be necessary to assess the impacts likely to arise and any mitigation measures that may be necessary. Natural England has not assessed the application for impacts on protected species and refers you to standing advice.

Comments following submission of additional information:

No objection. Based on the details submitted the development will not have a significant adverse impact on statutorily protected sites.

### 3.6 Natural Environment Team:

The 'ghost HRA' provided by the applicant concludes that there would be no likely significant effects (on protected sites) arising from the continued operation of the plant so an Appropriate Assessment is not necessary. I agree with this conclusion.

Given the plant's location within the Growth Triangle, and its association with the Broadland Northway, both of which were subject to HRAs, it is unlikely that there would be any adverse impacts on the designated features resulting in likely significant effects. Furthermore, the fact that the plant is separated from the nearest Natura2000 sites by the A47, and that it will be subject to environmental permits, indicates that likely significant effects will not occur. The submitted report does contain some minor errors (including repeatedly calling two of the designated sites by incorrect names) and arguably only considers in-combination effects obliquely. The section on air quality (6.5) refers to sensitive receptors such as schools, but these are not relevant to Natura2000 sites. Nevertheless the section makes some relevant points. Having said that, I would suggest that the report is acceptable overall and that

you could 'adopt' the ghost HRA as your formal record of the assessment of the project under the Habitats Regulations

### 3.7 Pollution Control Officer (contaminated land and air quality):

I would like to add a condition that requires an assessment of the ground conditions following decommissioning of the site.

This is a permitted site and the permit covers releases to the atmosphere such as CO<sub>2</sub> and particulates. Odours would be covered by the nuisance regulations. As such I see no reason to require any works under this application.

### 3.8 Environmental Health Officer:

Noise:

The acoustic report omits some data. The exact location for background readings isn't clear – this would normally be taken adjacent to the receptor site but the photo on google earth puts it some way to the south. Is this accurate? Prefer LA90 values to be expressed as a specific time rather than 'rising or falling to'.

The specific noise calculation looks arbitrary with a 3dB reduction due to contributing traffic noise which means it is difficult to predict from the report how dominant the coating plant noise is.

If the plant noise of 41dBA is accepted then this is not significant as an absolute limit however if the plant use intensifies as it did when the Broadland Northway was being constructed this may change. My main concern with this site is the number of impact noises and low frequency engine noises that may be clearly audible at the nearest residents late into the evening. Audio data with L<sub>A</sub>max levels would be useful.

It is not easy trying to calculate the specific noise from the site at distance. I appreciate that. I would expect the business to co-operate with the consultant to perhaps cease operating when the ambient noise levels are stable to do a 'noise on', 'noise off' at a distance where the specific noise can be determined with confidence.

A true assessment will require the applicant to operate at 10-11pm at worst case scenario and simply make observations on Smea Lane. Can this be done?

Odour:

The report predicts negligible impact but accepts that odour will be clearly perceived from time to time. The amount of odour will depend on the intensity of the operation. This led to a complaint last year when the NDR construction was at its height. The level of odour after this time has reduced. I do not have grounds to object to the extension of the operating date. The odour may not be an issue as indicated in the odour report but should this not be the case abatement procedures are available to the Council through the environmental permitting regime. There is a possibility that odour may impact residents who open their bedroom windows to ventilate their properties late into the evening.

Further comments following submission of additional information and meeting on site:

Having been to the site between 6am and 7am I am satisfied that the noise is not significant at the closest receptors on Smee Lane and therefore do not object to the application on the basis that the operating time has been amended to 6am until 10pm Monday to Friday.

#### **4 PUBLICITY**

##### **4.1 Site Notice:**

Expired: 31 July 2018

##### **4.2 Press Notice:**

Expired: 7 August 2018

##### **4.3 Neighbour notification:**

32 properties consulted on surrounding roads

Expired: 1 August 2018

#### **5 REPRESENTATIONS**

##### **5.1 Great and Little Plumstead Parish Council:**

Trucks and lorries should use the main roads not the side roads in the parish. Damage was done to these roads during the construction of the NDR and the repairing is still ongoing.

### 5.2 Postwick Parish Council:

Object because of the effect of the noise, light, smell and environmental pollution on the residents of our parish.

### 5.3 Letter of objection from Appletree Cottage, Smee Lane:

- Noise and odour issues from tarmac fumes
- Chimney insufficiently high
- Expected it to be removed after construction of Broadland Northway

### 5.4 Letter of objection from Postwick Piggery, Heath Farm, Postwick:

- Impact of early morning and general noise
- Increased traffic movements
- Lights being left on all night
- Odour issues
- Out of character for location
- Longwater plant can supply the needs of the area

## 6 RELEVANT POLICY GUIDANCE

### National Planning Policy Framework:

- 6.1 This document sets out that the purpose of the planning system is to contribute towards achieving sustainable development. It also reinforces the position that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. As national policy, the NPPF is an important material consideration and should be read as a whole but paragraphs 2, 7, 8, 47, 54, 80, 170, 178, 180, and 183 are particularly relevant to the determination of this application.

### National Planning Practice Guidance:

- 6.2 This provides guidance and adds further context to the NPPF and should be read in conjunction with it as a material consideration.

**Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010-2026 (2011):**

**Joint Core Strategy for Broadland, Norwich and South Norfolk (2014):**

6.3 Policy 1 – Addressing climate change and protecting Environmental Assets:

Requires all development to be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather. The environmental assets of the area will be protected, maintained, restored and enhanced. All new development will ensure that there will be no adverse impacts on European and Ramsar designated sites and species.

6.4 Policy 2 – Promoting good design:

All development will be designed to the highest possible standards, creating a strong sense of place.

**Broadland Development Management DPD (2015):**

6.5 Policy GC1 – Presumption in favour of sustainable development:

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

6.6 Policy GC2 – Location of new development:

Development will be expected to achieve a high standard of design and avoid any significant detrimental impact.

6.7 Policy EN1 – Biodiversity and habitats:

Development proposals will be expected to protect and enhance the biodiversity of the district, avoid fragmentation of habitats and support the delivery of a co-ordinated green infrastructure network

6.8 Policy EN2 – Landscape:

In order to protect the character of the area, this Policy requires development proposal to have regard to the Landscape Character Assessment SPD.

### 6.9 Policy EN4 – Pollution:

Development will be expected to include an assessment of the extent of potential pollution, and mitigation measures will be required where necessary.

### 6.10 Policy TS3 – Highway safety:

Development will not be permitted where it would result in any significant adverse impact upon the satisfactory functioning or safety of the highway network.

### **Growth Triangle Area Action Plan (GT AAP) (2016):**

### 6.11 Policy GT1 – Form of development:

States that all development proposals should create, or contribute to the creation of, distinct quarters; the character of which should be based upon the principles of mixed use walkable neighbourhoods and master planned in a manner which has regard to other development proposals in the locality.

### 6.12 Policy GT11 – Land east of Broadland Business Park:

Allocates 45 ha for mixed use development.

### **Broadland Landscape Character Assessment Supplementary Planning Document (SPD) 2013:**

### 6.13 E3 – Spixworth Wooded Estate lands

## **7 LOCATION AND DESCRIPTION OF SITE**

7.1 The site is 2.20 ha in area and irregular in shape with vehicular access to the south from an existing roundabout on Poppy Way.

7.2 The site is surrounded by soil screen bunds beyond which are arable fields to the north, east and west and Poppy Way to the south. To the south of Poppy Way is “Broadland Gate” where outline permission exists for a major commercial development comprising A1, A2, A3, A4, B1, B8, C2, D1 and Sui Generis uses.

7.3 Located centrally within Broadland Gate are existing residential dwellings approximately 220m from the application site. Residential dwellings are also located to the north of the site on Smee Lane, the closest being approximately 225m from the application site.

- 7.4 To the east of the site is the Broadland Northway beyond which are arable fields. To the west of the site is Broadland Way beyond which is Broadland Business Park.

## 8 PLANNING HISTORY

- 8.1 [20181601](#): Hybrid application on land south of Smee Lane, Postwick for: (1) Outline application for erection of up to 235 dwellings with associated infrastructure, public open space and 2 ha site for primary school or community facilities; (2) Full application for the erection of 315 dwellings, accesses and associated works. Undetermined.

## 9 APPRAISAL

- 9.1 The application seeks permission for the continued use of the site for stone coated operations and the retention of associated ancillary facilities for a period of 18 months.

### **The principle of development:**

- 9.2 The operation was established as 'permitted development' associated with the construction of the Broadland Northway. Since the completion of the Broadland Northway the site is no longer supplying materials to this project and no longer benefits from permitted development. However, the applicant has identified the need for its continued operation for a period of 18 months from the date the application was received.
- 9.3 The site is located outside of the settlement limits where Policy GC2 of the Development Management Development Plan Document (DM DPD) does not permit new development unless the proposal has no significant adverse impact and accords with a specific allocation and / or policy of the Development Plan.
- 9.4 The site is allocated as GT11 in the Growth Triangle Area Action Plan however this allocation is for a residential led, mixed use development that would contribute to the delivery of community services and social infrastructure. Given the nature of the proposed development it is not considered that the proposed operation complies with this allocation. On the basis that the site is located outside of a settlement boundary and the proposal does not comply with a specific allocation and / or policy of the plan it is considered that the application conflicts with Policy GC2 of the DM DPD and therefore represents a departure from the Development Plan.
- 9.5 However, the applicant has identified a three-fold need to maintain the existing operations, these being:



- To supply coated stone products for the infrastructure at Broadland Gate and other construction projects in the Broadland Growth Triangle.
- To supply highway and other infrastructure contracts in east Norfolk.
- The applicants operation at Trowse needs a period of “downtime” to enable the fitting and replacement of the main plant components. These upgrades are currently being undertaken and has resulted in intermittent capacity at Trowse.

- 9.6 Whilst contrary to the Development Plan, provided that the development has no significant adverse impact, it is considered that these are material considerations relevant to the application which could justify a departure from the plan.

### **Landscape:**

- 9.7 The operation and ancillary facilities are industrial in appearance and considered to be significant in scale standing at over 20m above adjacent ground level. The site is illuminated with external lighting to enable operations to be undertaken at night and in accordance with the applicant's health and safety requirements. Whilst the application site is bound by existing bunds which provide some screening of the development the plant is visible in the surrounding landscape by road users, from public footpaths and from residential dwellings. From the longer distance the views of the development become more fleeting due to landscaping and topography providing screening.
- 9.8 The site is surrounded by agricultural fields and whilst permission exists on the Broadland Gate site to the south for significant commercial development, the Broadland Northway is located to the east and there is significant commercial development to the west it is considered that the proposed development, which is industrial in nature, would be detrimental to the character and appearance of the area. The development would therefore conflict with policies EN2 and GC4 of the DM DPD and Policies 1 and 2 of the Joint Core Strategy (JCS).
- 9.9 However, whilst this harm is considered to be significant, the application is for a temporary period and the site would be restored to its previous condition after its use ceases. Consequently the harm would only be temporary and it is considered that the benefits of the proposal would outweigh the temporary harm to the character and appearance of the area.

### **Noise:**

- 9.10 The application is accompanied by a noise report which includes an

assessment of impact at the residential dwellings at Smee Lane to the north and Heath Farm to the south of the site, these being the nearest noise receptors. Noise is generated from the site as a result of the drying and heating section, the mixing tower, generators, hoppers, mobile plant and HGV activity and representations received from two nearby residents have objected on the grounds of noise.

- 9.11 In their consultation response the Environmental Health Officer (EHO) raised a number of observations on the submitted report and questioned some aspects of the methodology and its conclusions. This has led to the submission of additional information and a meeting between the applicant's acoustic consultant and the EHO on site. The EHO is now satisfied that the noise generated by the development is not significant and they do not object provided that the operating times are restricted to 6am – 10pm Monday to Friday. This would be restricted by condition.
- 9.12 On this basis it is considered that the application would comply with Policy EN4 of the DM DPD and which only allows new development where there will be no significant adverse impact on amenity.

### **Odour and air quality:**

- 9.13 The application is also accompanied by a report which concerns air quality and odour. In respect of odour, the EHO has advised that the report predicts negligible impact but accepts that odour will be clearly perceived from time to time with the amount dependant on the intensity of the operation. The EHO has also advised that a complaint from a member of the public was received in 2017 during the construction of the Broadland Northway when the operation was at its peak. Representations from two residents have also raised objections to the application regarding odour from the proposed development. However, the EHO has confirmed that they do not have grounds to object to the application on odour grounds. Should odour issues develop abatement procedures are available to the Council through the environmental permitting regime (a function separate from the planning controls of the Council).
- 9.14 With regard to air quality the site is not located within an Air Quality Management Area (AQMA) and the Pollution Control Officer has confirmed that the site is subject to an Environmental Permit which covers releases to the atmosphere such as CO<sub>2</sub> and particulates. It would therefore not be necessary to duplicate such controls through the planning regime. Paragraph 183 of the NPPF states that where a development is subject to separate pollution control regimes it should be assumed that these regimes will operate effectively.
- 9.15 On this basis it is considered that the application would comply with policy EN4 of the DM DPD and those sufficient controls would be in place through the permitting regime should air quality or odour issues arise.

### **Highways:**

- 9.16 The proposal would generate the movement of HGVs to and from the site on a daily basis. The applicant's submission predicts in peak periods up to 1,600 tonnes of asphalt could be supplied from the site on a daily basis which would generate 340 HGV movements (170 in and 170 out) both to supply materials and deliver the products to the market. More typically, the anticipated outputs are 800 tonnes of asphalt per day with 170 HGV movements per day (85 in and 85 out).
- 9.17 However, the site is well located relative to the strategic road network being very close to the Broadland Northway and A47 and the site is served off a dedicated access on to an existing roundabout with good levels of visibility onto a 40 mph single carriageway. The site is considered well related to serve development in the Broadland Growth Triangle and other infrastructure projects in the east of Norfolk, upon which the applicant partly relies on as justification for the retention of the facility.
- 9.18 The Highway Authority has no objection provided that the development does not result in vehicles leaving the site in a condition whereby they would deposit mud or other loose material on the public highway. The applicant has advised that the majority of the site is hard surfaced and the scope for debris to enter the highway is minimal. The operators use a road sweeper twice a week within the site and up to the roundabout.
- 9.19 Officers are therefore satisfied that the development would not result in conditions detrimental to highway safety or the satisfactory functioning of the local highway network in accordance with Policy TS3 of the DM DPD.

### **Ecology:**

- 9.20 The application is supported by a shadow Habitat Regulations Assessment (HRA) given the nature of the proposed operations and the proximity of the site to Broads SAC, the Broadlands SPA, the Broadlands RAMSAR site and the Yare Broads and Marshes SSSI. The HRA identifies no likely significant impact as a result of the development and therefore screens out the need for having to undertake an Appropriate Assessment. No objections regarding the shadow HRA are raised by Natural England and the Natural Environment Team at Norfolk County Council and officers therefore are happy to adopt this as formal record of the assessment of the project under the Habitat Regulations. Furthermore, it is not considered that allowing the operation to continue for a period of 18 months would have an adverse impact on protected species.
- 9.21 The application is therefore considered to comply with Policy EN1 of the DM DPD and Policy 1 of the JCS.

### **Contamination:**

- 9.22 The development has the potential to impact on ground quality through contamination. The Environment Agency has confirmed that pollution prevention measures are in place but that these must be maintained throughout the temporary extension.
- 9.23 The Pollution Control Officer has requested a condition that requires an assessment of ground conditions following the end of the 18 months temporary period which officers consider is necessary to make the development acceptable in accordance with Policy EN4 of the DM DPD. These details are included within the proposed condition to restore the site to its previous state.

### **Conclusion:**

- 9.24 Whilst the development is contrary to locational Policy GC2 of the DM DPD and would result in harm to the character and appearance of the area contrary to policies GC4 and EN2 of DM DPD and Policies 1 and 2 of the JCS, it is considered that the applicants have provided sufficient justification to enable the continued operation for a period of 18 months from the date the application was received. A condition is therefore proposed for operations to cease by 22 November 2019.

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**RECOMMENDATION:**     **APPROVE** subject to the following conditions:

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

The scheme must include details of:

- How the site restoration will be undertaken to ensure an acceptable impact on the amenity of neighbours with regard to dust and noise.

- Laboratory analysis of soil samples to ascertain whether contamination is present. Where contamination is present a risk assessment and remediation method statement and details of appropriate remediation to bring the site to a condition suitable for residential use shall be submitted for approval.
- Details of any soil to be imported to demonstrate it is suitable for residential use and free from contamination.
- The closure of the site access.
- Soft landscaping.

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

### Reasons:

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

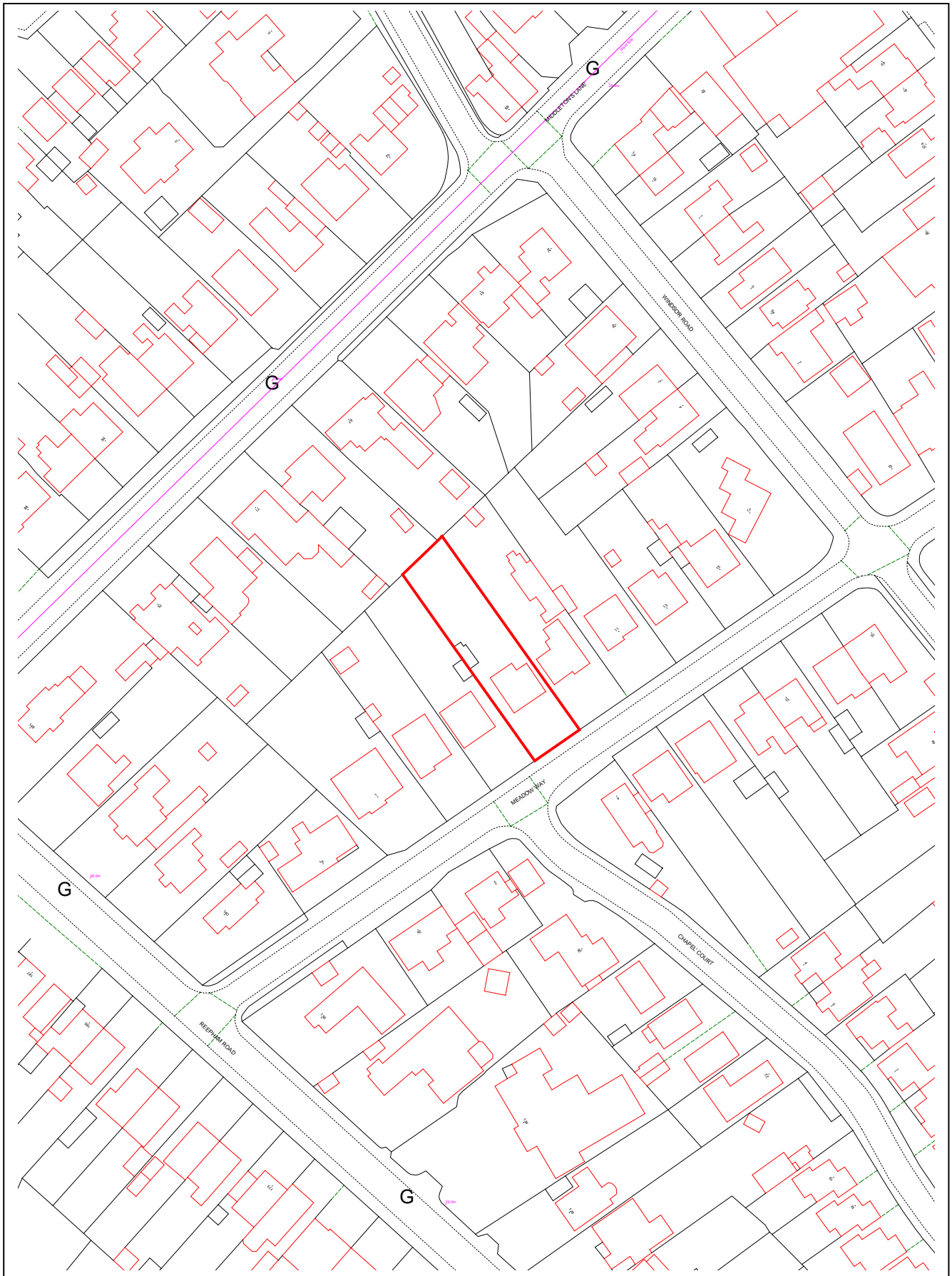
### Informatives:

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

### Plans and Documents:

Dwg N401-00001-1 – Location Plan  
Dwg N401-00001-2 – Site Plan  
Dwg N4001-00001-3 – Site Layout Plan

Dwg N401-00001-4 – Elevations  
Dwg N401-00001-5 – Site Sections  
Dwg N401-00001-6 – Elevations of Ancillary Facilities



**Application No: 20181801**

**7 Meadow Way, Helleston, NR6 5NW**

**Scale:  
1:1250**

**Date:  
29-Jan-19**



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**AREA** West  
**PARISH** Hellesdon

6

**APPLICATION NO:** [20181801](#) **TG REF:** 620900 / 312474

**LOCATION OF SITE** 7 Meadow Way, Hellesdon, NR6 5NW

**DESCRIPTION OF DEVELOPMENT** Building erected on rear garden

**APPLICANT** Mr Richard Davison, 7 Meadow Way, Hellesdon

**AGENT** Not applicable

**Date Received:** 1 November 2018  
**8 Week Expiry Date:** 27 December 2018

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**Reason at Committee:** At the request of one of the Ward Members for the reasons listed in paragraph 5.2 of this report

**Recommendation (summary):** Approve subject to conditions

## 1 THE PROPOSAL

- 1.1 This retrospective application seeks to regularise the erection of a single storey building with vaulted ceiling in the rear garden of the dwelling. The use of the building is to be incidental to the dwelling; used to garage and maintain a classic car owned by the applicant and for storage. It replaces a smaller garage that was demolished during the construction of the rear extension of the house granted by planning permission [20150489](#).
- 1.2 The main bulk of the building is 7055mm from side to side by 6375mm from front to back by 2320mm in height to the eaves and 4900mm in height to the ridge. It includes a south-east wing projecting a further 3185mm forward by 2740mm in width by 2320mm in height to the eaves and 3300mm in height to the ridge.
- 1.3 The external south-east end walls and south-west side wall of the wing are finished with traditional red brick. The smaller projecting gable end is in a matching red brick. The remainder of the walls are finished with white concrete blocks over a traditional red brick base of two courses. The external roof slopes are finished with terracotta concrete pantiles.



- 1.4 The garage door opening is within the south-east end of the main bulk of the building, to the left of the wing. No door has yet been installed but it has been confirmed that the opening would be fitted with two outward opening vertical boarded timber garage doors. The south-east projection contains a white PVCu window. The north-east side of the building contains a white PVCu pedestrian door near to the north-west end.

## 2 KEY CONSIDERATIONS

- Part 1 of Schedule 2 of the Town and Country Planning [General Permitted Development] Order 2015 [as amended].
- Accordance of the development with the Local Development Plan, National Planning Policy Framework and National Planning Practice Guidance.
- Impact of the development on the character of the area.
- Impact of the development on the residential amenity of neighbouring properties in terms of their light, privacy and outlook.

## 3 CONSULTATIONS

### 3.1 BDC Pollution Control Officer:

No comment.

### 3.2 Hellesdon Parish Council:

Objected as it was considered that the size and height of the building would have an adverse impact on the character of the area and on the residential amenities of neighbouring properties.

## 4 PUBLICITY

### 4.1 Neighbour notifications:

4, 5, 9, 15 Meadow Way; 67 and 69 Middletons Lane; 2B Windsor Road

### 4.2 Expiry date: 29 November 2018

### 5 REPRESENTATIONS

Four objections to the building have been received from the following addresses: No: 5 Meadow Way; Nos: 69 and 71 Middletons Lane and No: 2b Windsor Road.

The grounds for objecting to the building are summarised as follows:

- The size and height of the building has an adverse impact on the character of the area characterised by dwellings with incidental buildings of low height on their rear gardens.
- The rear end of the building is close to a mature hedge rooted along the application site side of the rear boundary. Its white block gable end is visible above the hedge obstructing the view and spoiling the outlook from no: 69 Middletons Lane and casting a shadow on its rear garden and summerhouse.
- A precedent would be set if permitted which would adversely affect the character of the area further and the amenities of neighbouring properties.
- The size and height of the building leads to the suspicion that it will be used for business purposes or later converted into accommodation.

#### 5.1 Councillor Tony Adams:

Called retrospective application in to Committee on behalf of nearby residents given their concern over the size of the building and the potential for it to be converted into accommodation.

### 6 RELEVANT POLICY GUIDANCE

#### **National Planning Policy Framework 2018:**

- 6.1 Represents up-to-date government planning policy and must be taken into account where it is relevant to a planning application.
- 6.2 Paragraphs 124-132 emphasise the importance of design on the built environment and sets out how decision makers should consider it.

#### **National Planning Practice Guidance:**

- 6.3 Web based national guidance formalised 6 March 2014.

- 6.4 Provides guidance on a number of planning issues including good design and determining a planning application.

**Joint Core Strategy for Broadland, Norwich and South Norfolk March 2011 and as Amended 2014:**

- 6.5 Policy 2: Promoting Good Design

All development will be designed to the highest possible standards creating a strong sense of place.

**Development Management DPD August 2015:**

- 6.6 Policy GC1: Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development.

- 6.7 Policy GC2: Location of New Development

New development will be accommodated within the settlement limits.

- 6.8 Policy GC4: Design

Development is expected to achieve a high standard of design and avoid any significant detrimental impact.

**Hellesdon Neighbourhood Plan December 2017:**

- 6.9 Policy 3: High Quality Residential Neighbourhoods

Development shall achieve a high standard of design and respect the existing character of Hellesdon.

## **7 LOCATION AND DESCRIPTION OF SITE**

- 7.1 The application site relates to a residential property no: 7 Meadow Way. The property is within a residential area on the north-west side of Meadow Way which is a residential access road that runs between Reepham and Holt / Cromer Roads. The dwelling is a detached bungalow with a hipped front end and rear gable end. The rear gable end was part of a rear extension that involved the conversion of the loft space. A small detached gable ended garage to the south-west side and rear of the original dwelling was demolished during this construction to allow access to the rear garden. A

shallow mono-pitched roof shed is situated to the rear of the dwelling, about half way down the garden, near to the north-east side boundary with no: 9. The building subject to this application has been constructed at the far end of the rear garden.

- 7.2 The north-east side boundary of the rear garden of no: 7 Meadow Way adjoins the rear garden of no: 9 Meadow Way and is screened by a 1.8m high close boarded timber fence. No: 9 is a detached bungalow with hipped side ends, a front wing with hipped front end and a rear flat roof extension. A detached flat roof garage is situated to the north-east side and rear of the dwelling, near to the property's north-east side boundary with no: 11. A gable ended building with a ridge height of approximately 4m is linked to the rear end of this garage. A couple of gable ended sheds are situated in the corner of the property's north-east side and north-west rear boundaries.
- 7.3 The south-west side boundary of the rear garden of no: 7 Meadow Way adjoins the rear garden of no: 5 Meadow Way and is screened by a dense approximately 1.8m high hedge from the rear boundary to a few metres short of the rear elevation of no: 7. The remainder of this boundary is screened by a 1.8m high close boarded fence. No. 5 is a detached hipped roof bungalow and includes a rear extension and conservatory with cat-slide roofs. A detached flat roof garage is situated to its north-east side and rear, near to the side boundary with no: 7.
- 7.4 The north-west rear boundary of the rear garden of no: 7 mainly adjoins the rear garden of no: 69 Middletons Lane. A small portion of the north-east end of this boundary adjoins the rear garden of no: 67 Middletons Lane. The whole boundary is screened by a dense approximately 2.5m high mature hedge. No: 69 is a detached bungalow with hipped side ends and includes a flat roof south-west side extension and flat roof rear extension. A detached flat roof double garage is situated to its rear; near to the property's south-west side boundary with no: 71. A gable ended shed is situated to the north-east side and rear of no: 69 with a gable ended summerhouse behind, in the corner of the property's north-east side and south-east rear boundaries. No: 67 is a detached bungalow with hipped side ends. It includes a flat roof south-west side extension used as a garage, a flat roof north-east side extension containing the front door and a flat roof rear extension linked to a gable ended pitched roof building behind that is approximately 4m in height to its ridge. This building is near to the property's north-east side boundary with no: 65 and includes a lower gable ended conservatory off its rear end. Behind this is a detached gable ended building that is also approximately 4m in height to its ridge and near to the property's north-east side boundary with no: 65.

## 8 PLANNING HISTORY

- 8.1 [20150489](#): Rear extension and loft conversion to create rooms in roof. Approved 23 April 2015.

- 8.2 [20170850](#): Variation of condition 3 of planning permission 20150489 to allow the opening of the west facing roof-light. Approved 3 July 2017.

## 9 APPRAISAL

- 9.1 The main issues to be taken into consideration in the determination of this application are the impacts of the proposed development on the character of the area and on the residential amenity of neighbouring properties in terms of their light, privacy and outlook.
- 9.2 Before making an assessment it is important to know what aspects of the building require planning permission given Part 1 (development within the curtilage of a dwellinghouse) of Schedule 2 (permitted development rights) of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) grants permission to Class E development (buildings etc incidental to the enjoyment of a dwellinghouse). As previously mentioned, the use of the building would be incidental to the enjoyment of the dwelling. Given the total area of ground covered by the building and shed do not exceed 50% of the total area of the curtilage, the eaves of the building are no higher than 2500mm and the building is not less than 2m from the boundaries; the only aspect of the building that does not fall within Class E is the roof over the main bulk which is 0.9m higher to its ridge than the permitted development allowance.
- 9.3 Given the building is incidental to the dwelling it should be physically subservient to it. The eaves and roof ridge should therefore be lower. The eaves of the dwelling are 3.25m in height and the ridge is 6.7m in height. The eaves of the building are 0.93m lower and ridge 1.8m lower. It is therefore considered that, although higher than other buildings incidental to their associated dwellings in the area, the height of the building is subservient to the associated dwelling and therefore does not have a significant adverse impact on the character of the area. It is considered that a precedent in terms of the height of any future incidental buildings proposed on the rear gardens of other dwellings in the area would not necessarily be set by approving this building in retrospect given any such application would still need to be appraised in terms of its own merit.
- 9.4 It is considered that the building would have no adverse impact on the light and outlook of nos: 5 and 9 Meadow Way or nos: 67 and 69 Middletons Lane given its size, height and siting. Although the top of the gabled rear end of the building is visible from no: 69 Middletons Lane over the mature hedge, the fact that it is visible is not a planning consideration; only whether it has a significant adverse impact on the light received by and / or outlook enjoyed from the dwelling. It is considered that the building does not have a significant adverse impact on the light received by or outlook enjoyed from no: 69 given the rear elevation of no: 69 is approximately 27m from the gabled rear end of the proposed building. It is considered that the building will have an impact on

the light received by the far end of its garden and summerhouse but this would not be significant in terms of the overall living standards of the property.

- 9.5 The loft space of the building is not used as floor space and it does not include any window in its gabled rear end or any roof-lights therefore the building does not overlook the neighbouring properties. However, Classes A, B and C of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) would allow alterations that could lead to the building and its loft space being converted into ancillary accommodation whereby a window within the gabled rear end or roof-lights could be installed. Therefore permitted development rights for these classes shall be removed to protect the amenities of the neighbouring properties.
- 9.6 Although the building could be converted into ancillary accommodation without planning permission; it would require planning permission to be converted into an independent dwelling. However it is considered that planning permission would not be granted for this given such a subdivision would not be in keeping with the built form and character of the area; it would not be possible to provide sufficient private external amenity space for both dwellings; and the required access along the south-west side of no: 7 would likely have an adverse impact on the amenities of no: 7 in terms of passing vehicles within close proximity to it. As for the building being in business use; the need for planning permission depends on whether the overall character of the dwelling will change as a result of the business. However it is not necessary to consider this at this stage.
- 9.7 In terms of the external appearance of the building, it is considered to be unusual that the side and rear walls have been finished with white blocks and it was originally suggested that these be rendered in a finish that matches the texture and colour of the render on the associated dwelling. However, as a compromise, it shall be a condition of planning permission that the gabled rear end (north-west elevation) be rendered in such a finish within 5 months of its issue. This is considered acceptable given that had the ridge been no higher than 4m then the white block external finish of the side and rear walls would be permitted. Notwithstanding this, it is considered that the traditional red brick in the remainder of the walls, terracotta concrete pantiles on the roof, white PVCu window and pedestrian door are acceptable in terms of the appearance of the building. Furthermore it is considered that the proposed installation of two outward opening vertical boarded timber garage doors would also be acceptable but a time limit on their installation is not necessary.
- 9.8 In conclusion, it is considered that the building would not have an adverse impact on the character of the area or on the residential amenities of the neighbouring properties in terms of their light, outlook or privacy. Therefore the building is considered to accord with the Local Development Plan and National Planning Policy Framework.

**RECOMMENDATION:**     **APPROVE** subject to the following conditions:

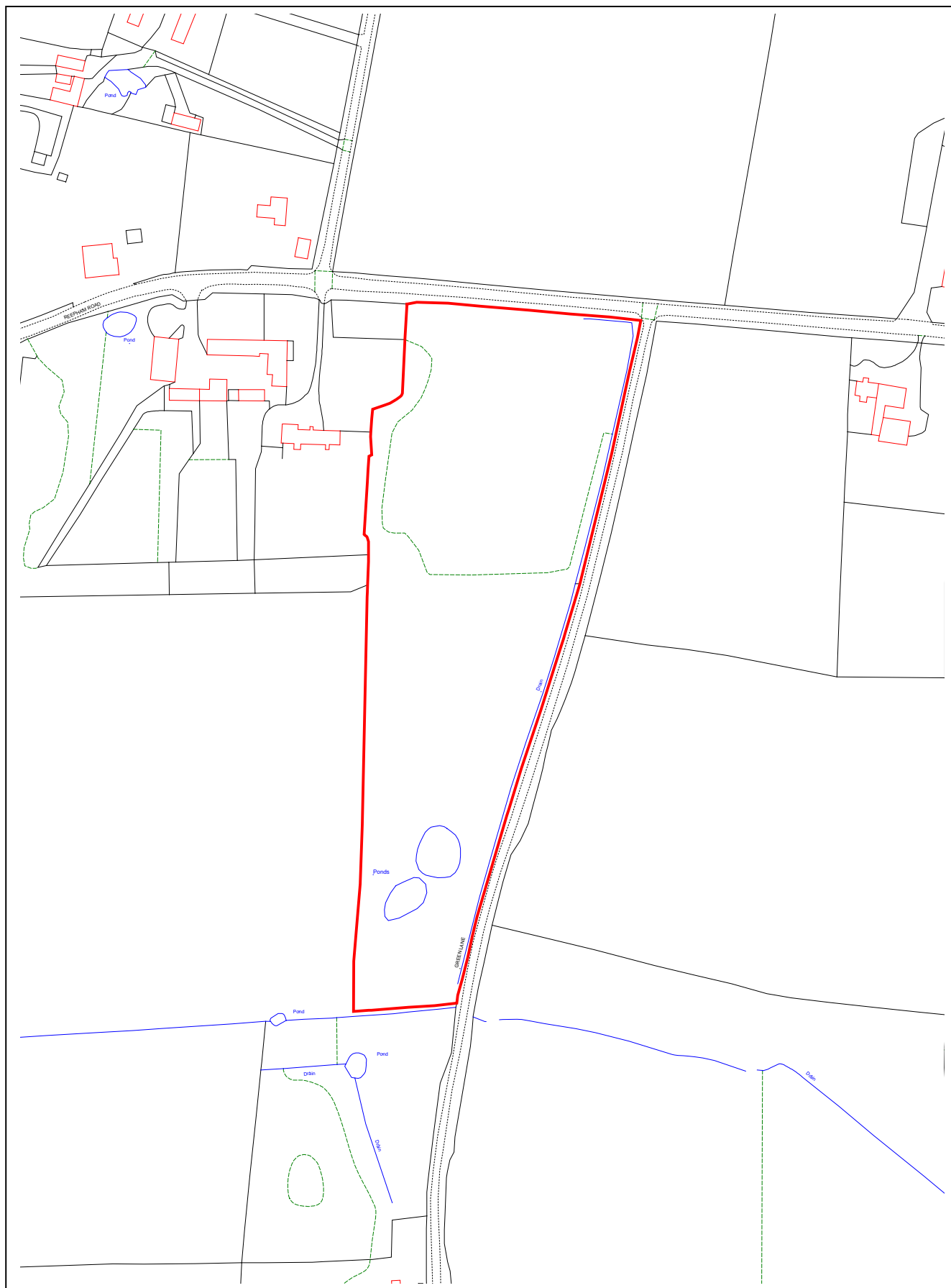
- (1)     The north-west rear gable end of the building must be rendered not later than FIVE months beginning with the date on which this permission is granted.
- (2)     The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.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

Reasons:

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

Informatives:

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



**Application No: 20182069**

**Land adj to Manor House Farm, Reepham Road,  
Foulsham, NR20 5PP**

**Scale:  
1:2500**

**Date:  
29-Jan-19**



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**AREA** West  
**PARISH** Foulsham

7

**APPLICATION NO:** [20182069](#) **TG REF:** 604619 / 324586  
**LOCATION OF SITE** Land adjacent to Manor House Farm, Reepham Road, Foulsham, NR20 5PP  
**DESCRIPTION OF DEVELOPMENT** Variation of condition 2 of planning permission 20180323 – revised materials  
**APPLICANT** Mr Charles and Mrs Judy Levien  
**AGENT** Hudson Architects

**Date Received:** 19 December 2018  
**8 Week Expiry Date:** 13 February 2019

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**Reason at Committee:** The application is being recommended for approval contrary to the current Development Plan policies

**Recommendation (summary):** Approve subject to conditions

## 1 THE PROPOSAL

- 1.1 The application follows planning application [20180323](#) which granted full planning permission for the erection of a single dwelling and a detached garage on the same site in June 2018. Permission was also granted for alterations to the established access into the site off Reepham Road.
- 1.2 The site is outside the settlement limit that has been defined for Foulsham and is in a countryside location. On that basis, the 20180323 application was submitted for consideration under paragraph 79 of the National Planning Policy Framework (NPPF) (which at the time of the previous application being considered was known as paragraph 55), as the design of the dwelling was considered to be of exceptional quality.
- 1.3 One of the key features of the previous application was that the proposal was for a low impact, sustainable dwelling which would largely be constructed from materials sourced from the site or from the local area. The current application is a variation of condition application seeking to vary condition 2 of the 20180323 full planning application. Condition 2 stated that the development permitted shall not be carried out otherwise than in accordance with the plans and documents which were listed. This application is specifically seeking to

make changes to the external materials which were approved to be used in the construction of the proposed dwelling and garage as well as some other minor alterations.

- 1.4 The dwelling as approved under application 20180323 was proposed to be built from a cob wall construction clad with straw bales. The building was to be finished with a mixture of lime render and a transparent corrugated cladding which would expose the straw bales. The roof materials were to be a combination of timber shingle and a sedum roof. The garage was proposed to be constructed from locally sourced timber posts with lime rendered cob walls and a pitched, sedum covered roof.
- 1.5 Following further investigation, the cob construction method proved to be cost prohibitive whilst the applicants also wanted to pursue a more innovative and lower carbon construction method, by omitting concrete and using locally grown hemp.
- 1.6 The building is now proposed to be constructed with hempcrete walls finished with lime render and cordwood where the straw bales were previously proposed. The roof materials are still to be a combination of timber shingle and a sedum roof. The garage is still proposed to be timber framed but now infilled with cordwood instead of rendered cob. The roof of the garage is still to be a pitched sedum roof.
- 1.7 The design of the main building remains relatively unchanged from the approved scheme however due to the loss of the straw bales, the walls will reduce in width and the building will therefore occupy a smaller footprint. The parapet to the roof towers have also been replaced with simple overhanging eaves and a half round gutter.
- 1.8 The garage is now of a simpler mono-pitch roof design and is lower in height, with a maximum height of approximately 4m rather than approximately 5m as previously approved. The garage now has two openings to the front rather than three and the eaves overhang less meaning the internal floor area covered by the roof has been reduced from approximately 80m<sup>2</sup> to approximately 50m<sup>2</sup>.

## 2 KEY CONSIDERATIONS

- Whether the proposed development accords with the provisions of the development plan, the National Planning Policy Framework (NPPF) and the Planning Practice Guidance.
- Whether the application still meets the requirements of paragraph 79 of the NPPF and therefore whether it is still appropriate to build a new dwelling outside of a defined settlement limit.

- The impact of the development on the character and appearance of the area.
- The impact of the development on the adjacent listed building.

### 3 CONSULTATIONS

#### 3.1 Foulsham Parish Council:

No objection.

#### 3.2 Design Adviser:

The application follows detailed discussions with the applicants and their architects regarding the possibility of revisions to the original approved dwelling. The application responds to my previous comments regarding the changes to some of the proposed materials.

The revisions now also clarify and respond to the discussions that were held with the applicant and architect. Specifically information regarding and documenting how the revised proposals would still adhere to the original concept of an outstanding design, delivering an innovative low or carbon neutral building which enhanced the immediate setting and responded sensitively to the defining characteristics of the local area.

#### **Concept:**

The design and access statement now clearly sets out how that will be achieved. The Hemp, used for the walls instead of the original concept of cob sourced from the site, will be sourced locally. The crop is being trialled as part of an initiative to encourage the use of hemp as a break crop for the purposes of improving soil structure. At the same time producing a cropped material with a high percentage of sequestered carbon that can be used for a variety of purposes including low carbon construction. As is proposed here.

A strong part of the original concept was the fact that the clay for the Cob to be used for the house walls was going to be won from the site as were other materials thus making the building innovative, site specific and sensitive to setting.

The design and access statement sets out the previously approved materials in direct comparison to those proposed to be used now. By using Cordwood won from the site for the south wall of the house and garage and by utilising clay from the site for the internal floor finishes and the internal render the

percentage of weight and volume of materials sourced from the site is increased.

The comparisons within the design and access statement between the originally proposed materials and the currently proposed materials clearly illustrate a higher percentage weight of materials won from the site and a higher percentage of volume of materials won from the site than the approved scheme.

A secondary advantage of the approved scheme is the significant reduction in weight overall of the revised building in particular the hemp walls. This means that a far less complicated and engineered foundation solution is required which negates the need to use concrete piles and further reduces the carbon footprint of the dwelling.

I am therefore of the opinion that in terms of the original concept, the design and access statement submitted with the revised scheme now clearly sets out how the revised proposals would still adhere to and deliver the original concept of an outstanding design, an innovative low or carbon neutral building, significantly enhancing the immediate setting and responding sensitively to the defining characteristics of the local area.

### **Design:**

In terms of the revised design, the strong sculptural architectural form is retained and the substitution of materials has limited visual impact.

The use of Cordwood is a stronger visual link referencing the concept of utilising materials sourced from the site. It also provides a variation in texture and finish which is welcomed.

The shingles for the tower roofs now overhang with a traditional eaves that will presumably require a gutter and downpipes, rather than the hidden gutter behind a parapet. Details of these junctions will be required but could be secured by condition. Likewise the stepped eaves and verge to the “Sedum roof”.

Generally however, the strong design concept remains undiluted and is considered to be outstanding and will enhance the immediate setting and respond sensitively to the defining characteristics of the local area. The building and its siting are a positive response to the character of the site. Sitting on the edge of woodland it responds differently and sensitively to both the woodland to the north and meadow to the south. The new house enhances the site through its architecture, siting and materials used. It forms an important transition point between the woodland and meadow.

I am of the opinion that this design is considered, sensitive and an appropriate response to this sensitive site and is of the architectural quality to meet the tests of paragraph 79 of the NPPF.

### **Conclusion:**

In conclusion the revised scheme demonstrates how the building meets all the tests set out in paragraph 79 of the NPPF and therefore can be recommended for approval subject to the details outlined above being resolved satisfactorily by condition.

#### **3.3 Historic Environment Officer:**

I have no objection in principle to the changes to materials and minor changes to the design. However, there will be an increased area of render on the north elevation. As, in winter, this may be visible from the listed building, I wonder if the applicants might consider colouring the render to make it more recessive, perhaps even to part only of this elevation?

#### **3.4 Pollution Control Officer:**

No objection.

## **4 PUBLICITY**

#### **4.1 Site Notice:**

Expiry date: 30 January 2019

#### **4.2 Neighbour Notification:**

12 neighbours consulted. All located on Reepham Road apart from one dwelling on Green Lane, Foulsham.

Expiry date: 27 January 2019

#### **4.3 Press Notice:**

Expiry date: 5 February 2019

## **5 REPRESENTATIONS**

#### **5.1 No representations received.**

**6 RELEVANT POLICY GUIDANCE**

**National Planning Policy Framework (NPPF) 2018:**

- 6.1 This document sets out that the purpose of the planning system is to contribute towards achieving sustainable development and that at the heart of the NPPF is a presumption in favour of sustainable development. It also reinforces the position that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 Given the emphasis that has been placed on paragraph 79 in submitting the application, Members are advised that this paragraph guides local planning authorities to avoid new isolated homes in the countryside unless there are special circumstances such as the design is of exceptional quality. Such a design should be truly outstanding or innovative, helping to raise standards of design more generally in rural areas; reflect the highest standards in architecture; significantly enhance its immediate setting; and be sensitive to the defining characteristics of the local area.

**National Planning Practice Guidance (NPPG):**

- 6.3 Web based national guidance formalised in March 2014.
- 6.4 Paragraph 8 in section 'Determining a Planning Application' states a material planning consideration is one which is relevant to making the planning decision in question (eg whether to grant or refuse an application for planning permission).
- 6.5 Paragraph 1 in section 'Design' is titled 'why does good design matter?' and is also relevant.

**Planning (Listed Buildings and Conservation Areas) Act 1990:**

- 6.6 Section 66(1) states that in considering whether to grant planning permission for a development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the buildings or its setting or any features of special architectural or historic interest which it possesses.

**Joint Core Strategy for Broadland, Norwich and South Norfolk (2011) (and as Amended 2014):**

- 6.7 Policy 1: Addressing climate change and protecting environmental assets

This policy sets down a number of standards that new development should achieve in its attempts to address climate change and promote sustainability; including giving careful consideration to the location of development and the impact it would have on ecosystems of an area. Amongst other things it also states that development should use locally sourced materials wherever possible.

### 6.8 Policy 2: Promoting good design

Seeks to ensure that all development is designed to the highest possible standard, whilst creating a strong sense of place. It also states that developments will respect local distinctiveness.

### 6.9 Policy 15: Service Villages

In each Service Village identified, land will be allocated for small-scale housing development subject to form and character considerations.

### **Development Management Development Plan DPD (DM DPD) (2015):**

### 6.10 Policy GC1: Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

### 6.11 Policy GC2: Location of new development

New development will be accommodated within the settlement limits. Outside of these limits development which does not result in any significant adverse impact will be permitted where it accords with a specific allocation and/or policy of the development plan.

### 6.12 Policy GC4: Design

Development is expected to achieve a high standard of design and avoid any significant detrimental impact. Sets out a list of criteria that proposals should pay regard to, including the environment, character and appearance of the area.

### 6.13 Policy EN1: Biodiversity and habitats

Development proposals will be expected to protect and enhance the biodiversity of the district, avoid fragmentation of habitats and support the delivery of a co-ordinated green infrastructure network throughout the district.

### 6.14 Policy EN2: Landscape

In order to protect the character of the area, development proposals should have regard to the Landscape Character Assessment SPD.

### 6.15 Policy TS3: Highway safety

Development will not be permitted where it would result in any significant adverse impact upon the satisfactory functioning or safety of the highway network.

### 6.16 Policy TS4: Parking guidelines

Within new developments, appropriate parking and manoeuvring space should be provided to reflect the use and location as well as its accessibility by non-car modes.

### 6.17 Policy CSU5: Surface water drainage

Mitigation measures to deal with surface water arising from development proposals should be incorporated to minimise the risk of flooding on the development site without increasing flood risk elsewhere.

### **Broadland Landscape Character Assessment SPD 2013:**

- 6.18 Identifies the application site as falling within the Plateau Farmland landscape character area.

## **7 LOCATION AND DESCRIPTION OF SITE**

- 7.1 The application site is part of a seven acre field located on Reepham Road, approximately 1,500m east of the centre of Foulsham.
- 7.2 The site is boarded by Reepham Road to the north and Manor House Farm to the west which is a detached Grade II Listed Building. Beyond this there is a cluster of other barns on the south side of Reepham Road. To the rear (south) of these properties are fields which also border the site. To the east of the site is Green Lane which is a single track no through road whilst to the south is the garden associated with The Old Gatehouse, a detached, two storey dwelling.
- 7.3 The site is of a funnel shape, narrowing on its east side towards the south. Over the last twenty five years the site has been developed as a wildlife reserve and is split into three areas. The northern third of the site contains the site entrance which comes into an area of woodland. The central section



of the site is a meadow and it is on the boundary of the meadow and woodland that the dwelling is proposed to be located. Within the southern third of the site are two large ponds.

- 7.4 Access to the site is from an existing access to the north, off Reepham Road. The dwelling is proposed to be approached through the woodland via a low impact constructed drive.
- 7.5 There is hedging of approximately two metres in height along the northern and eastern boundaries. To the south and west there are a range of trees and hedges of various heights as well as a section of timber post and rail fencing towards the north west corner of the site.
- 7.6 There are no significant changes in levels within the site.

## 8 PLANNING HISTORY

- 8.1 [20180323](#): Erection of single dwelling and detached garage and alterations to vehicular access at Manor House Farm, Reepham Road, Foulsham. Approved 7 June 2018.

## 9 APPRAISAL

- 9.1 The main issues to be taken into consideration in the determination of this application are an assessment of the proposal against the policies of the Development Plan, the NPPF and Planning Practice Guidance. In particular whether the proposed amendments to the proposals mean that the application still meets the requirements of paragraph 79 of the NPPF and therefore warrants granting it planning permission outside of a defined settlement limit. Also key are the impacts of the development on the character and appearance of the area and the adjacent listed building.
- 9.2 As noted in paragraphs 1.2 to 1.4 of this report the application site is outside of a defined settlement limit in a rural location. The previous 20180323 application was submitted as an example of a dwelling that met the guidance set out in paragraph 79 of the NPPF, where the design should be of exceptional quality or innovative nature. As a reminder of the wording of the relevant part of this paragraph, it states that new isolated homes in the countryside should be avoided unless there are special circumstances such as the exceptional quality of the design of the dwelling. Such a design should:
- be truly outstanding or innovative, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and

- significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.
- 9.3 As stated in paragraph 1.3 of this report, the previously approved scheme was for a low impact dwelling constructed of materials either from the site itself or from the local area. The application is now seeking to vary the materials to be used in the construction of the dwelling and garage, however whilst the elements of construction are changing, the key principle of winning materials from the site is still considered to be a fundamental aspect of the revised design.
- 9.4 The building was previously to be predominantly built of a clay cob wall construction with the clay being sourced directly from the application site. This is now to be replaced with Hempcrete or “hemp-lime” which is a medium density insulation material produced by wet-mixing hemp shives with a lime binder. The hemp, although not sourced from the site, will be grown locally, at West Acre in Norfolk and is said to have superior thermal properties and sustainability credentials. The Hempcrete will be finished with a lime render which was proposed to be used on the previously approved scheme. In conjunction with Hempcrete it is proposed to use cordwood on the southern elevation to replace the straw bales and transparent corrugated cladding. The cordwood is proposed to be used from timber carefully selected from the existing woodland within the application site where as the straw bales were previously to be sourced locally. The cordwood is also to be heavily used in the construction of the detached garage whilst in addition it is proposed that clay will be used from the site to form internal flooring and clay plaster for some internal walls.
- 9.5 The current proposals will actually result in a higher percentage weight of materials won from the site and a higher percentage of volume of materials won from the site than the previously approved scheme. A secondary advantage of the approved scheme is the significant reduction in weight overall of the revised building in particular the hemp walls. This means that a far less complicated and engineered foundation solution is required which negates the need to use concrete piles and further reduces the carbon footprint of the dwelling.
- 9.6 Given the basis on which the application was submitted, comments were sought from the Council’s Design Adviser. His response is reported at paragraph 3.2 of this report but by way of summarising these, his view is that the revised proposals would still adhere to and deliver the original concept of an outstanding design with an innovative low or carbon neutral building which would significantly enhance the immediate setting and respond sensitively to the defining characteristics of the local area.
- 9.7 Aesthetically, there have been only minor changes to the detailing. The parapet to the roof towers have been replaced with simple overhanging eaves for weather protection, with a half round gutter, whilst the omission of the

straw bales has decreased the wall thickness, resulting in a slightly smaller footprint for the dwelling. The Design Adviser has stated that the strong design concept remains undiluted and that the building and its siting are a positive response to the character of the site. He also stated that with the dwelling sitting on the edge of woodland it responds differently and sensitively to both the woodland to the north and meadow to the south.

- 9.8 The Design Adviser has concluded that the revised scheme demonstrates how the building meets all the tests set out in paragraph 79 of the NPPF. Officers are content to accept the recommendations of the Design Adviser and as well as meeting the exceptionally high standards set by paragraph 79 of the NPPF, officers consider that the application complies with Policy 2 of the JCS and Policy GC4 of the DM DPD.
- 9.9 The application site falls within the Plateau Farmland landscape character area. As stated previously the appearance of the dwelling will be largely unchanged from that which has already been considered acceptable. It is considered that even with the revised palette of materials, the design of the dwelling will still ensure that the dwelling relates acceptably to the character and appearance of the site. Close up views from public vantage points are limited as a result of high roadside hedging while the relatively low scale of the building and the choice of materials will lessen any impact from more distant views. The scale of the building is an example of how the design is sensitive to the defining characteristic of the area. It should also be borne in mind that the high quality design will enhance the immediate setting and officers consider that significant harm will not be caused to the landscape character of the area. The application therefore complies with Policy 1 of the JCS and Policy EN2 of the DM DPD.
- 9.10 The site is situated immediately adjacent to Manor House Farm which is a Grade II Listed historic farmstead to the west of the site. Regard has therefore been given to section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act. In commenting on the previous full application, the Council's Historic Environment Officer stated that, if conditioned along with additional planting, the Ecology Management Plan, submitted as part of the application, would provide protection for the rural setting of the listed building in the future and that they would have no objection to the proposed new dwelling. The Historic Environment Officer has again raised no objection to this variation of condition application and the additional planting and ecology management plan will again be conditioned. With this in mind it is considered that the application will not result in any significant detrimental impact upon the setting of the adjacent listed building and the application is considered to comply with section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy 1 of the JCS and Policy GC4 of the DM DPD.
- 9.11 Given that the dwelling is of a similar appearance and low impact design as that previously approved and that the garage has actually reduced in the size and given the degree of separation from neighbouring dwellings and

screening on the site the proposals are not considered to appear overbearing or dominating. No additional fenestration has been added to the dwelling from the previous scheme and the proposals will not result in any overlooking issues. The application is therefore not considered to result in any detrimental impact upon neighbour amenity and is therefore considered to accord with Policy GC4 of the DM DPD.

- 9.12 The access and parking arrangements are unchanged from those considered acceptable under the previously approved scheme and the highway conditions previously appended to the decision notice will be carried forward to the current application. It is therefore considered that the proposal complies with Policies TS3 and TS4 of the DM DPD.
- 9.13 The current application does not seek to make any alterations to the number of trees proposed to be removed on the site or the proposed planting scheme. The Arboricultural Impact Assessment and Tree Protection Plan which were submitted as part of the 20180323 application and which were accepted by the Council's Conservation Officer (Arboriculture & Landscape) are to be conditioned as previously. A condition is also proposed to be added to the decision again stating that prior to the first occupation of the dwelling further trees shall be planted on the site as in accordance with the Proposed Planting and Landscape Plan. Overall the proposal is again considered to have a minimal impact upon the trees on the site.
- 9.14 An Ecological Report was submitted with the previous full planning application which revealed there to be limited negative impacts to ecological features such as nesting birds as a result of the development. The detached garage is proposed to house a minimum of two sparrow boxes on the north elevation and a minimum of one bat box on the south elevation. A condition is again proposed to be added to the Decision Notice which requires these boxes to be installed on the garage building prior to the first occupation of the development in order to enhance the biodiversity and wildlife in the site. Overall despite the alterations proposed, the application is still considered to be in compliance with Policy EN1 of the DM DPD.
- 9.15 The Council's Historic Environment officer has suggested that, due to there being an increased amount of render on the northern elevation, the render could be coloured to make it more recessive. Along with all of the other conditions from the previous full application being appended to the Decision Notice a further condition is proposed to be added. The additional condition will require full details of the colour of the render to be submitted to and approved in writing by the Local Planning Authority prior to the development proceeding above slab level. Details are also required to be submitted for the rainwater goods and stepped eaves and verge to the Sedum roof as part of this same condition, as requested by the Council's Design Adviser.
- 9.16 Overall it is considered that despite the revisions to the materials and some minor alterations to the proposed dwelling and garage the proposals would

still adhere to and deliver the original concept of an outstanding design and an innovative low or carbon neutral building. The proposal is also still considered to significantly enhance the immediate setting and respond sensitively to the defining characteristics of the local area and is therefore considered to meet the requirements of paragraph 79 of the NPPF. Accordingly, the officer recommendation is that the application is approved.

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**RECOMMENDATION:**     **APPROVE** the application subject to the following conditions:

Conditions:

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

- (7) All works shall be carried out in accordance with the requirements of the Arboricultural Impact Assessment and Tree Protection Plan, received 26 February 2018 under application ref 20180323.
- (8) Prior to the first occupation of the development hereby permitted a minimum of two sparrow boxes shall be erected on the north elevation of the garage and a minimum of one bat box shall be erected on the south elevation of the garage. Boxes should be installed as indicated on drawing No P-220 B, received 19 December 2018.
- (9) The details of the Ecology Management Plan, received 16 May 2018 under application ref 20180323 shall be adhered to and implemented in perpetuity unless otherwise agreed in writing by the Local Planning Authority.
- (10) Prior to the first occupation of the dwelling further trees shall be planted on the site as in accordance with the Proposed Planting and Landscape Plan, Drawing No: P-50 A, received 19 December 2018.
- (11) Prior to the commencement of development details and proposed location of the proposed foul and surface water drainage schemes shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.
- (12) Development shall not proceed above slab level until details and colour of the lime render, rainwater goods and stepped eaves and verge to the Sedum roof, to be used in the development have been submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.

### Reasons:

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

- (5) To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.
- (6) To ensure development appropriate for the area in accordance with the criteria specified within Policy 2 of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2011/2014 and Policy GC4 of the Development Management DPD 2015.
- (7) To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability in the interest of amenity in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.
- (8) To provide enhancements to the biodiversity and wildlife at the site in accordance with Policy EN1 of the Development Management DPD 2015.
- (9) To ensure the long-term continuance and safe-guarding of native biodiversity at the site and to ensure no harm is caused to the setting of the adjacent listed building in accordance with Policies GC4, EN1 and EN2 of the Development Management DPD 2015.
- (10) To mitigate for the loss of the trees to be removed from the site as part of the development and to provide additional screening in order to reduce the impact upon the setting of the adjacent listed building in accordance with Policy 1 of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2011/2014 and Policy EN2 of the Development Management DPD 2015.
- (11) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.
- (12) To ensure the satisfactory development of the site and maintain the character of the adjacent listed building in accordance with Policies GC4 and EN2 of the Development Management DPD 2015 and section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act.

### Plans and documents:

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

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

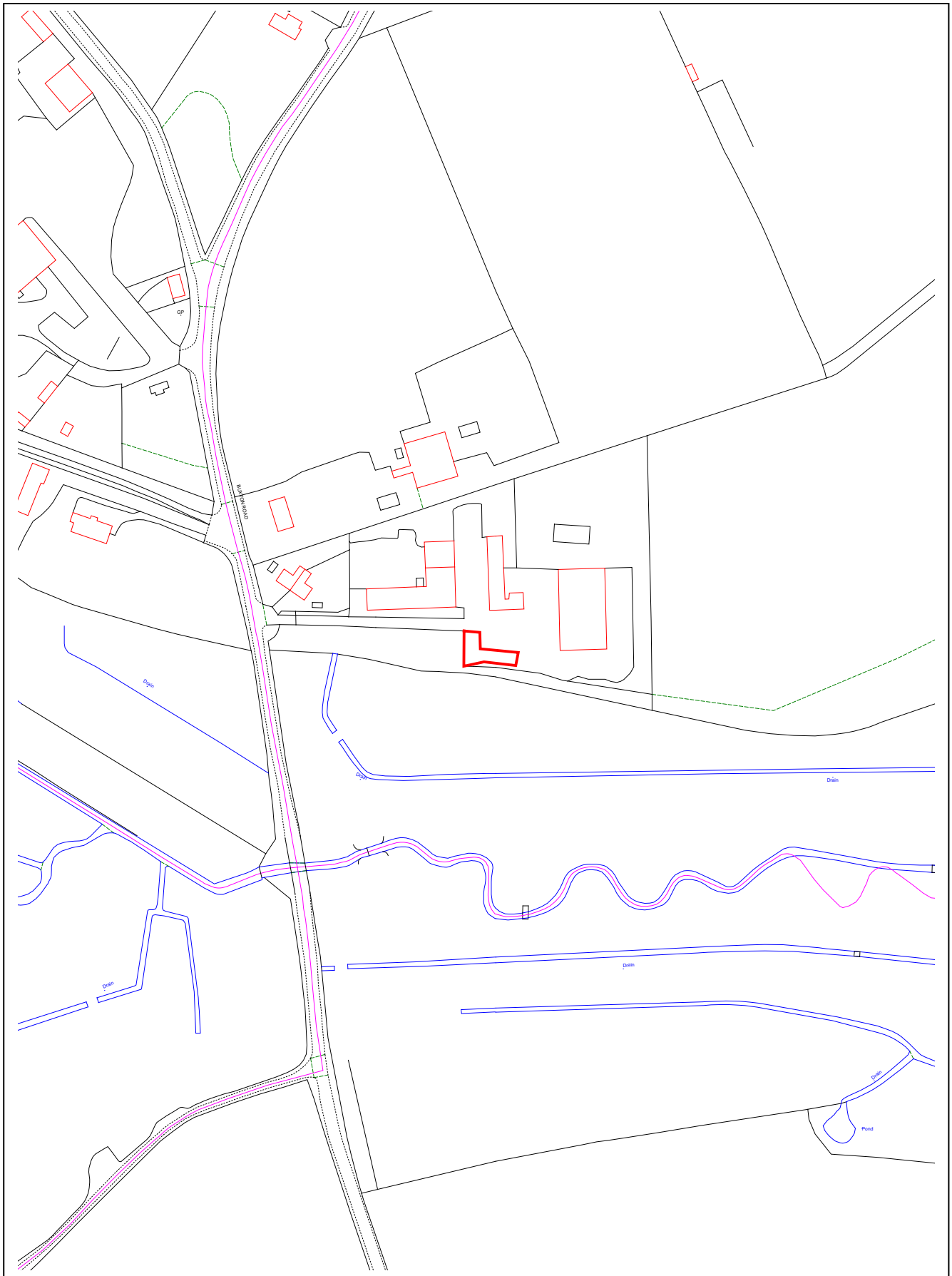
### Informatives:

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

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

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





**Application No: 20182061**

**Veolia, Brookside Depot, Buxton Road,  
Frettenham, NR12 7NQ**

**Scale:  
1:2500**

**Date:  
29-Jan-19**



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**AREA** East

**PARISH** Frettenham

**8**

**APPLICATION NO:** [20182061](#) **TG REF:** 624021/ 316570

**LOCATION OF SITE** Veolia, Brookside Depot, Buxton Road, Frettenham, NR12 7NQ

**DESCRIPTION OF DEVELOPMENT** Erection of two modular buildings

**APPLICANT** Veolia ES (UK) Ltd

**AGENT** Veolia ES (UK) Ltd

**Date Received:** 17 December 2018  
**8 Week Expiry Date:** 14 February 2019

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**Reason at Committee:** The site is owned by Broadland District Council

**Recommendation (summary):** Approve subject to conditions

## **1 THE PROPOSAL**

- 1.1 Erection of two modular buildings to be installed along the southern boundary of the Veolia Depot site within the existing southern car park. An existing small portacabin will be removed and the space used for the two new units.
- 1.2 The modular buildings will provide additional welfare provision for members of staff working from the site.
- 1.3 The larger module will measure an overall length of approximately 12m with a width 4m. The smaller module will measure an overall length of approximately 10m with a width of 4m. Both buildings will have an overall height of 2.9m. They will be positioned adjacent to one another, configured in an L-shaped layout. The two modules will occupy an area of approximately 85m<sup>2</sup>.
- 1.4 Both modules will be similar in appearance with the external finishes of the doors, walls and wall trims in Goosewing Grey along with the fascias also finished in a similar grey colour.
- 1.5 The buildings will be connected to the exiting site drainage.

### **2 KEY CONSIDERATIONS**

- The impact of the proposal on the character and appearance of the area
- The impact of the proposal on neighbour amenity
- And planning history of the site

### **3 CONSULTATIONS**

#### **3.1 Frettenham Parish Council:**

No observations of objections to this planning application.

#### **3.2 BDC Pollution Control Officer:**

No objections.

### **4 PUBLICITY**

#### **4.1 Site Notice: 8 January 2019**

Expires: 29 January 2019

#### **4.2 Neighbour Notifications:**

Numbers 2, 4, 6 and 8 Buxton Road and Onyx Ltd, Brookside Depot, Buxton Road were notified by letters sent on 3 January 2019

### **5 REPRESENTATIONS**

#### **5.1 None received.**

### **6 RELEVANT POLICY GUIDANCE**

#### **National Planning Policy Framework (NPPF) 2018:**

- 6.1 This document sets out that the purpose of the planning system is to contribute towards achieving sustainable development and that at the heart of the NPPF is a presumption in favour of sustainable development. It also reinforces the position that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

- 6.2 The following sections of the NPPG are relevant:

[National Planning Policy Guide - Determining a Planning Application "What is a Material Planning Consideration"](#)

**Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) 2011:**

- 6.3 Policy 2 – Promoting Good Design:

Seeks to ensure that all development is designed to the highest possible standard, whilst creating a strong sense of place. It also states that developments will respect local distinctiveness.

**Development Management (DPD) 2015:**

- 6.4 Policy GC1:

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development.

- 6.5 Policy GC4:

Development is expected to achieve a high standard of design and avoid any significant detrimental impact.

- 6.6 Policy EN2: Landscape

In order to protect the landscape of the area, development proposals should have regard to the Landscape Character Assessment Supplementary Planning Document (SPD).

## **7 LOCATION AND DESCRIPTION OF SITE**

- 7.1 The site is located to the south of the main village of Frettenham off the Buxton Road along a private access road to the Brookside Depot.

- 7.2 The existing use of the site is for the overnight parking of Refuse Collection Vehicles (RCVs) associated with Veolia's existing refuse, recycling, garden and food materials collection service contract with Broadland District Council.

- 7.3 The site also accommodates existing offices and a workshop for vehicle maintenance in low level buildings appropriate for the use of the site. There is also existing car parking for staff and visitors.

- 7.4 There are a small number of residential properties that are located to the west and northwest of the site along with some farm buildings to the north. The application site is otherwise surrounded by open farm land with extensive field views to the north, east and south.

## 8 PLANNING HISTORY

- 8.1 [20140182](#): Installation of biomass flue. Approved 5 March 2014.
- 8.2 [20140146](#): Installation of 10kw solar photo voltaic ground array. Approved 5 March 2014.
- 8.3 [20100886](#): Temporary standing of two modular office / store units (retrospective). Approved 10 August 2010.
- 8.4 [965012](#): Raising roof level on vehicle storage building. Observations 24 September 1996.

## 9 APPRAISAL

- 9.1 The main issues to be taken into consideration in the determination of this application are an assessment of the proposal against the policies of the Development Plan, the National Planning Policy Framework (NPPF) and the Planning Practice Guidance.
- 9.2 The proposed modular buildings will be of a low level construction which is considered an appropriate form for the use of the site.
- 9.3 There are currently 19 parking spaces within the car park that are used. A further 4 spaces are being taken up by an existing portacabin which will be removed thereby freeing up these 4 spaces. After installing the two modular buildings, 4 parking spaces will be utilised resulting in a no net reduction of parking availability on the site.
- 9.4 The proposed use of the buildings will be for existing staff and will provide office accommodation, male and female toilet facilities, staff kitchen area, meeting room and store room. The additional facilities will allow existing office space to be converted to incorporate a welfare area.
- 9.5 The proposed use of the modular buildings will not create unacceptable levels of noise disturbance to the residential properties located to the west and northwest of the site.
- 9.6 It is acknowledged the additional buildings will be visible when viewed from the open farmland to the south of the site which is characterised as Wooded

Estateland within the Landscape Character Assessment Supplementary Planning Document (SPD). However as the proposal is within an established general industrial site and the proposed buildings will be modest low level structures, in keeping with the current use of the site, it is concluded that the impact on the existing landscape will not be significantly detrimental.

- 9.7 On balance it is considered the proposed development is acceptable in terms of the overall scale, form and design. The modular buildings are in keeping with the current use of the site and existing buildings and the proposal will not lead to an unacceptable impact on the character and appearance of the area or residential properties within the locality.
- 9.8 In conclusion the application is considered to be an acceptable form of development and therefore should be approved as it complies with National Planning Policy Framework, National Planning Policy Guidance, Policy 2 of the Joint Core Strategy and Policies GC1, GC4 and EN2 of the Development Management DPD 2015.
- 

**RECOMMENDATION:**     **APPROVE** subject to the following conditions:

- (1) The development to which this permission relates must be begun not later than THREE years beginning with the date on which this permission is granted. (A1)
- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below. (E3)

Dwg. No. GF0001\_X Titan TN104 Specification Drawing received 17 December 2018

Dwg. No. GF0001\_X Titan TN124 Specification Drawing received 17 December 2018

Dwg. No. NOR\_03\_08\_01\_10 Proposed Site Plan received 17 December 2018

Dwg. No. NOR\_03\_08\_01\_20 Location Plan received 17 December 2018  
Supporting Statement received 17 December 2018

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

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

### Reasons:

- (1) The time limit is imposed in compliance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. (R2)
- (2) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents. (R15)

### Informatives:

- (1) If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are; telephone 0808 168 5041 or [enquiries@cncbuildingcontrol.gov.uk](mailto:enquiries@cncbuildingcontrol.gov.uk) and the website [www.cncbuildingcontrol.gov.uk](http://www.cncbuildingcontrol.gov.uk). (INF27)
- (2) Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraphs 38 of the National Planning Policy Framework. (INF40)

**PLANNING COMMITTEE**

**6 FEBRUARY 2019**

**FINAL PAPERS**

**Page No**

**Agenda Item 3**

Attached are the [Minutes of the meeting held on 23 January 2019](#)

**121 – 129**

**Supplementary Schedule**

Attached is the [Supplementary Schedule](#) showing those representations received since the Agenda was published and other relevant information

**130 – 131**

**DEMOCRATIC SERVICES**

**Broadland District Council**  
Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU  
Tel: 01603 430428  
Email: [cst@broadland.gov.uk](mailto:cst@broadland.gov.uk)



Minutes of a meeting of the **Planning Committee** held at Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich on **Wednesday 23 January 2019** at **9.30am** when there were present:

Miss S Lawn – Chairman

Mr A D Adams  
Mr R F Grady  
Mr R J Knowles

Mr K G Leggett  
Mr G K Nurden  
Mrs B H Rix

Mr D C Ward  
Mr J M Ward

Also in attendance were the Head of Planning; Area Planning Manager (West) and the Senior Committee Officer.

### **72 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Mr Everett, Mrs Hempsall and Mr Willmott.

### **73 MINUTES**

The Minutes of the meeting held on 9 January 2019 were confirmed as a correct record and signed by the Chairman.

### **74 APPLICATION NUMBER 20181294 – MILLING TOWER BUILDING AND SIX STORAGE HOPPER SILOS FOR FOOD PROCESSING AND PRODUCTION AT GREATER NORWICH FOOD ENTERPRISE ZONE, RED BARN LANE, HONINGHAM**

Prior to consideration of the above application, the Head of Planning reminded the Committee of an application for this same site which had previously been determined by the Committee, on 19 December 2018, relating to highway improvements (Minute no: 60 referred). In particular, drawing P7 which concerned the passing bays and TROD had been presented to committee. He had subsequently met with the Chairman of Easton Parish Council who had expressed concerns on the accuracy of the plan – eg the bollards outside of the church were not shown and neither was the proposed crossing. Consequently, to avoid ambiguity, the consultants, Rossi Long, had been requested to prepare a new plan which included those missing elements (drawing P9). This was now the approved plan. However, Rossi Long had also made an amendment to a section of the TROD and on P9, it had been reduced from 1.5m to 1.1m in width and it now adjoined the edge of the carriageway.

Furthermore, to maintain the safety of this section of TROD, the Highways

Authority had consequently incorporated a rumble strip, raising of the TROD above the surface of the road and reflective bollards had all been included. The approved condition for the Local Development Order required pedestrian and cycle access and the Head of Planning confirmed that these were still being provided and therefore, no further decision was required of the Committee. It was noted that Easton Parish Council fully supported the amendments.

The Committee then proceeded to reconsider an application for a milling tower building measuring 20m in length, 15.4m in width and 20m in height; six storage hopper silos each 10m in height with the gantries and associated equipment up to 14.6m in height positioned to the side of the milling building. The application site measured 46m x 19.5m (897m<sup>2</sup>). The milling building and silos were proposed to be located to the south east corner of the site which was designated as a Food Enterprise Zone (FEZ) under a Local Development Order (LDO) at Red Barn Lane in Honingham. The proposals for consideration formed part of a wider development for a processing plant for mustard and mint together with an external storage area and had been submitted under the parameters and conditions of the LDO. As the milling building and part of the hopper silos exceeded the height prescribed within the LDO, they required planning permission. The applicant was a grower consortium which farmed 50,000 acres of land throughout Norfolk and would supply Unilever with mustard flour and mint for food production under the Colman's of Norfolk brand.

At its meeting on 3 October 2018, the Committee had delegated authority to the Head of Planning to approve the application subject to no new material issues being raised before the expiration of the consultation period and subject to conditions (Minute no: 38 referred). Following consultation with the Head of Planning, the Portfolio Holder for Planning and the Chairman and Vice-Chairman of the Committee, it was agreed that the further comments received did not constitute new material issues and, on 30 October 2018, the planning permission had been issued.

However, a Judicial Review of that decision and two other resolutions of the Planning Committee from that same meeting, associated with the Food Enterprise Zone, had been submitted and the Council had resolved to submit to judgement on the expectation that the decision would be quashed by Order of the Court. The Area Planning Manager advised the Committee that the case had now been considered by the Court and the decision of 3 October 2018 had been quashed. Accordingly, the application remained to be determined and that was why it was before the Committee again for a new decision to be issued.

The Committee received additional representations from Easton Parish Council (which unanimously supported the application); Mr Robinson of 19 Aldryche Road (including a letter dated 22 November 2018) objecting to the application together with the office response, all as reported in the

Supplementary Schedule. In addition, the Committee noted the content of a further letter from Mr Robinson dated 15 January 2019 which was circulated at the meeting.

The Committee also received the verbal views of Mr Milliken, Chairman of Easton Parish Council; Andrew Cawdron on behalf of the Wensum Valley Alliance, objecting to the application and Dave Martin of Condimentum, at the meeting. With regard to the other issues raised by Mr Milliken, the Head of Planning advised Members that these were not appropriate matters for the Committee to debate and should be processed by Mr Milliken through the Council's complaints process.

In terms of the application itself, Members noted that the site was located outside of the settlement limit but had been granted as a Food Enterprise Zone under the LDO, with Policy 5 of the JCS supporting economic growth both in urban and rural locations and which specifically advanced "the development of a flagship food and farming hub serving the needs of Norfolk and supporting the agri-food sector in and around greater Norwich". Furthermore, Policy 17 of the JCS allowed development in the countryside where it could be clearly demonstrated to further the objectives of the JCS. The Committee considered that these were the "in principle" policies of the development plan which supported the proposal outside of the settlement limit.

### **Landscape**

It was noted that a detailed Landscape and Visual Impact Assessment had been submitted in support of the Environmental Statement which included nine viewpoints from the locality to establish the effect on the proposals on the landscape. This concluded that the landscape's sensitivity to the proposed development was high; however no significant areas of settlement would be directly affected by the proposals. Whilst in close proximity to the site the mill building would appear as a tall and noticeable feature but it was considered that the strategic planting required as part of the LDO condition would provide some visual mitigation on the local scale. It was noted that the impact would be further mitigated by the proposed use of a graduated colour finish on the milling building (from green to white) which would provide for the upper part of the building to blend in with the skyline thereby reducing the full effect of the 20m height. In conclusion, it was acknowledged that there would be an impact on the character and appearance of the surrounding area particularly before the strategic landscaping planting became established, but this did not significantly and demonstrably outweigh the economic benefits of approving the application.

In terms of the request for the imposition of a landscaping scheme for the proposed works, this was considered to be unnecessary in this case as a strategic landscaping scheme was to be submitted and approved for the entire FEZ site under the requirements of condition 2.27 of the LDO.

Furthermore, a condition requiring tree protection of the retained trees in proximity to the application site was also not considered to be necessary as this was covered by condition 2.29 of the LDO.

### **Heritage assets**

Regard was given to Section 16 of the NPPF and section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Policies 1 and 4 of the Easton Neighbourhood Plan which did not form part of Broadland's Development Plan, in terms of the relationship between the proposals and the two listed churches in the locality. It was noted the applicant had submitted a Supplementary Landscape and Visual Impact Assessment – Listed Buildings and this concluded that in both cases the impact on the churches and their churchyards was negligible and neutral due to the distances involved; the vegetation which existed between them and in the case of St Andrews Church, the topography, as the church was at a much lower point in the valley. The comments of both Historic England and the Council's Historic Environment Officer were detailed in the report and the Committee concluded that, given these comments and the submitted assessment, it had been demonstrated that the proposals would have less than substantial harm on the setting of the listed churches. Consideration was given to Paragraph 196 of the NPPF and Members agreed that the economic benefits of providing employment and securing the first development on the LDO site, together with the increased revenue in the area and the district overall, was a public benefit which outweighed the less than substantial harm to the churches.

### **Residential amenity**

It was noted that there were no immediate residential properties to the application site; Red Barn Cottage was the nearest dwellings and was approximately 430m to the south west of the application site. To the east of the application site, approximately 650m away, outline planning permission had been granted by South Norfolk Council for 890 dwellings. However, no details had been submitted to identify the position of the dwellings and it was considered that the proposals would not have an unacceptable impact on any residential property or settlement. The Committee acknowledged that, in granting the LDO, conditions had been imposed setting out the acceptable parameters for noise, dust and emissions from the FEZ development including relevant monitoring points for each element. Furthermore, the Council's Environmental Health Officer, having considered the processes involved, had requested the imposition of certain conditions in respect of dust and noise. Members noted that it would be for the promoter and developer of the FEZ site to ensure that the uses which were developed in combination across the whole of the FEZ site did not breach the LDO noise limits at the specified monitoring point. Therefore, it was considered that the requirements of Policies GC4 (iv) and EN4 of the DM DPD had been complied with.

### Highways

The Committee noted that the Highway Authority had no objection to the proposal based on the anticipated traffic movements as detailed in the report on the basis that there would be limited impact on the local highway network.

Members acknowledged the proposed works to the highway as submitted under ref 20181177. Accordingly, it was considered that the requirements of Policy TS3 had been complied with.

### Environmental Impact Assessment

The Committee noted that the applicant had submitted an Environmental Statement (ES) in support of the application and, under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the district council had to follow a set of procedures in terms of consultation, publicity, assessment and determination of such applications. Relevant consultees had been notified and Members noted the comments received as detailed in the report. In addition, as required, the Secretary of State had been consulted on the proposals including the submission of the ES and confirmation had been received that they had no comments to make.

The requirements of part 26 of the EA Regulations 2017 were noted and, in terms of these, the Council had examined the ES and noted that a wide range of environmental topics had been considered but scoped out of the ES. The ES had identified that the significant effects of the proposed development on the environment were landscape and visual impacts. Members concurred with the officer appraisal which concluded that the proposal had had regard to the environment, character and appearance of the area by the submission of the detailed Landscape Visual Impact Assessment, together with the design of the proposals, colourway treatment and the location of the taller buildings in proximity to the retained trees. The Committee noted that the ES included a description of the reasonable alternatives which had been studied by the developer which were relevant to the proposals, including the reasons for selecting the LDO site.

Regarding the cumulative effect, Members noted that, at the time the designation of the LDO was being considered, officers sought an EIA screening opinion to establish whether the FEZ was EIA development and the conclusion was that an EIA was not required. Furthermore, the residential development had been supported by an ES and it had been concluded that the environmental, social and economic impacts raised in the ES had been considered and addressed. Accordingly, the Committee considered that the cumulative effects of these developments did not have significant effects on the environment.

In terms of all other matters raised, it was considered these had either been satisfactorily addressed by the officers or would be dealt with through the

imposition of appropriate conditions.

In conclusion it was considered that, having taken account of the development plan, NPPF and other relevant material considerations, on balance the public benefits associated with the proposal outweighed the harm including the less than substantial harm to the listed churches. Accordingly, it was

### **RESOLVED:**

to approve application number 20181294, subject to the following conditions:

- (1) The development to which this permission relates must be begun not later than THREE years beginning with the date on which this permission is granted.
- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below.
- (3) Development shall not proceed above slab level until details of all external materials including details of the colour finish of the cladding to the milling building to be used in the development have been submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.
- (4) Prior to the commencement of development a Construction Environmental Management Plan (CEMP) is to be submitted to and approved in writing by the Local Planning Authority. The works shall then be undertaken in accordance with the approved CEMP.
- (5) Noise and sound pressure emanating from the site associated with any building or use permitted by virtue of the LDO shall not exceed the following limits when measured at the southwest corner of the LDO site.

#### A-weighted noise limits

Time Period	LAeq, 15 mins (dB)	LAFmax, 5 min (dB)
Daytime – 0700 to 1900	50	-
Evening - 1900 to 2300	45	-
Night – 2300 to 0700	40	61

Octave band noise limits

Time Period	Frequency (Hz)								A
	63	125	250	500	1k	2k	4k	8k	
Day (0700 – 1900)	57	40	41	45	47	37	30	31	50
Evening (1900 – 2300)	51	37	37	40	42	32	23	27	45
Night (2300 – 0700)	43	32	32	33	33	24	27	31	40

- (6) Prior to the use of the building hereby approved commencing an air quality screening and assessment report must be submitted to the Local Planning Authority for its agreement and written approval. The screening and assessment must detail all emission points, mitigation techniques and emission standards. The assessment must satisfy Condition 2.19 of the LDO and the development shall be carried out as per this approval.
- (7) Emissions from the activities (including those associated with the commissioning the plant, waste disposal and treatment of waste water) shall be free from odour at levels likely to cause harm to amenity outside of the site, as perceived to constitute a statutory nuisance by an authorised officer of Broadland District Council. The operator shall use appropriate measures to prevent or where that is not practicable, to minimise odour.
- (8) The use hereby approved shall not commence until details of any floodlighting have been submitted to and approved by the Local Planning Authority. The equipment shall then be installed, operated and maintained in accordance with the approved details.
- (9) The buildings hereby approved shall not be brought into use until the processing building shown on drawing no: 5940/059 (sheet 2 of 2) received on 6 August 2018 has been constructed and brought into use.

Reasons:

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

- (3) To ensure the satisfactory appearance of the building in accordance with Policy GC4 of the Development Management DPD 2015 and to assist with the landscape and visual impacts of the proposals as set out in the Environmental Statement submitted under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017
- (4) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.
- (5) To safeguard residential amenity in accordance with Policy GC4 of the Development Management DPD 2015.
- (6) To provide adequate protection to the natural environment and to safeguard residential amenity in accordance with Policy GC4 of the Development Management DPD 2015.
- (7) To provide adequate protection to the natural environment and to safeguard residential amenity in accordance with Policy GC4 of the Development Management DPD 2015.
- (8) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.
- (9) To ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management Plan DPD 2015.

### Plans and documents:

Dwg. No.5940/060 (sheet 2 of 2) Rev. D – Proposed location plan, received 6 August 2018

Dwg. No. 5940/059 (sheet 1 of 2) Rev. F – Proposed site plan, received 6 August 2018

Dwg. No. 5940/059 (sheet 2 of 2) Rev. F – Proposed elevations, received 6 August 2018

Dwg. No. 5940/061 (sheet 1 of 1) Rev. D – Proposed site plan site services, received 6 August 2018

### Informative:

An Environmental Statement has been submitted in support of the planning application and under the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 the significant effects of the proposed development on the environment are landscape and visual impacts. The Local Planning Authority conclude that the proposals have had regard to the environment, character and appearance of the area by the



submission of the detailed Landscape Visual Impact Assessment together with the design of the proposals, the proposed colourway treatment to assist with blending the upper parts of the mill building with the skyline and the location of the taller buildings in proximity to retained trees to the south and east of the proposals. Although it is noted that there is an impact on the character and appearance of the surrounding area particularly in proximity to the proposed milling building and silos before the strategic landscaping planting becomes established, this does not significantly and demonstrably outweigh the economic benefits of approving this application. The impact further from the proposals are classified as moderate which will reduce to minor neutral once the strategic landscaping planting becomes established.

Condition 3 is imposed to require that details of all external materials including the colour finish of the cladding to the milling building is approved by the Local Planning Authority as the colourway finish of the upper part of the mill building is directly related to the visual appearance of the mill building, this is considered to relate to the stated significant environmental effects of the development on the environment. None of the other conditions imposed are considered to relate to the stated significant environmental effects of the development on the environment.

There are no additional monitoring measures required which relate to the stated significant environmental effects of the development on the environment in this case.

*The meeting closed at 10:30am*

**SUPPLEMENTARY SCHEDULE TO APPLICATIONS TO BE CONSIDERED**

<b>Plan No</b>	<b>Application No</b>	<b>Location</b>	<b>Update</b>	<b>Page Nos</b>
<b>1</b>	20181761	St Michael's Service Station, 50 Cawston Road, Aylsham	<p>Additional representation received</p> <p>16 Charles Ewing Close:</p> <p>On the assumption that granting this planning permission will bring an end to the visual blight and parking problems caused by this business then I have no objection. Currently it is an eyesore within a largely residential area; the number of vehicles stacked on site having more the appearance of a breaker's yard than a garage. Overspill vehicles are also parked regularly on the public road which detracts from the local environment – and are a traffic hazard, forcing a blind approach to a bend. If the development is to resolve these issues then there is no objection, although it may be appropriate to grant any permission with conditions to ensure there is no relapse.</p> <p>Officer response.</p> <p>Consideration of these matters has been incorporated within the committee report.</p>	<b>4 – 21</b>
<b>2</b>	20181933	122 Havercroft Close, Taverham	<p>Suggested additional condition:</p> <p>The dwellings shall be of single storey construction and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order, revoking, re-enacting or</p>	<b>22 – 36</b>

			<p>modifying that order), no dormer windows or other openings to the roof space shall be provided.</p> <p>Reason - To ensure the satisfactory development of the site in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.</p>	
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