

Minutes of a meeting of the **Planning Committee** held at Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich on **Wednesday 28 March 2018** at **9.30am** when there were present:

Mr I N Moncur – Chairman

Mr A D Adams
Mr P H Carrick
Mrs L H Hempsall

Mr R J Knowles
Mr K G Leggett
Mr A M Mallett

Mr G K Nurden
Mrs B H Rix
Mr J M Ward

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

Minute no: 102 - Mrs Bannock, Mr O'Neill and Mr Ray-Mortlock
Minute no: 105 - Mr O'Neill
Minute no: 106 - Mr Proctor
Minute no: 107 - Mrs Rix
Minute no: 108 - Mr Carrick

Also in attendance were the Head of Planning, Planning Projects & Landscape Manager (for Minute nos: 98 – 101), Area Planning Managers and the Senior Committee Officer. Mr Bizley, Chartered Surveyor, attended for Minute nos: 98 - 101.

98 DECLARATIONS OF INTEREST UNDER PROCEDURAL RULE NO 8

Member	Minute No & Heading	Nature of Interest
Mrs Rix	107 (Bure House, The Street, Lamas)	Had openly expressed her views on the application. Spoke as the Ward Member only and did not vote on the application.
Mr Nurden	106 (116 The Street, Brundall)	Brundall Parish Councillor but had not taken any part in the decision making process. Non-disclosable local choice interest.
Mr Carrick	108 (land to the rear of The Cottage, Grange Road, Hainford)	Had openly expressed his views on the application. Spoke as the Ward Member only and did not vote on the application.

99 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr Everett, Mr Graham and Miss Lawn.

100 MINUTES

The Minutes of the meeting held on 27 February 2018 were confirmed as a correct record and signed by the Chairman.

101 APPLICATION NUMBER 20170104 – LAND SOUTH OF SALHOUSE ROAD, SPROWSTON

Further to Minute no: 60 of the meeting held on 1 November 2017, the Committee reconsidered the outline application for the erection of up to 380 residential dwellings with new vehicular, cycle and pedestrian access from Salhouse Road and new pedestrian and cycle access from Plumstead Road incorporating an emergency vehicular access; the provision of open space, sustainable urban drainage systems; associated landscaping, infrastructure and earthworks on land south of Salhouse Road, Sprowston.

The application had been deferred on 1 November 2017 as, although agreeing the development to be a sustainable form of development, Members were unable to make a decision without having clarity on the completion of the link road between Salhouse Road and the boundary of the adjoining Council owned site and also details of the buffer between the development and the existing dwellings at Thorpe End.

The Committee noted the content of a letter from CPRE Norfolk attached as an appendix to the Supplementary Schedule. In addition, the Committee received the verbal views of Mr Cawdron of Gt & Lt Plumstead Parish Council and Elliott Barker of 2 South Walk, Thorpe End, both expressing their concerns and Andrew Wilford of Barton Willmore (the agent) at the meeting.

Compliance with Policy GT7 of the GTAAP in relation to connection between Salhouse Road and Plumstead Road

The Committee noted that officer discussions with the promotor had resulted in a positive outcome with the applicant agreeing to show that a road would be taken directly up to the boundary with GT8. Therefore, as the Council owned the site known as GT8, an unencumbered vehicular connection could then be made all the way through from Salhouse Road to Plumstead Road. This would be secured through the S106 Agreement.

Further detail of the buffer between Thorpe End and the proposed development having regard to Policy GT7 and the Gt & Lt Plumstead Neighbourhood Plan

In response to the Committee's concerns, the applicant had provided an amended plan showing the housing removed from the area between Thorpe End and the proposed development. It was considered that this, added to the

proposed recreation space and sustainable drainage pond, would create a significant buffer and accordingly, the policy requirements had been met.

Viability and reduction in affordable housing

The Committee noted that, since it last considered the application in November, the applicant had revisited the viability of the scheme and provided the Council with an updated viability assessment. This new assessment showed that the development was only viable with 10% affordable housing on a 50/50 tenure split between Affordable Rent and Intermediate Tenures. The viability assessment and supporting evidence had been reviewed and considered by an independent viability consultant and he had confirmed that the viability of the scheme was such that this was the highest level of affordable housing that could be achieved. Therefore, reluctantly, the Committee agreed that 10% affordable housing at a 50/50 split was acceptable. It was acknowledged that there was still the possibility that market conditions would improve during the life of the application and therefore, an affordable housing uplift would still be included in the S106 Agreement with a viability appraisal required at the start of each phase of the development (minimum 10%).

In conclusion it was considered that the application represented an acceptable form of development and, accordingly, it was

RESOLVED:

to delegate authority to the Head of Planning to approve application number 20170104 subject to the satisfactory completion of a S106 Legal Agreement and 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 THREE years beginning with the date of this decision.

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.

- (2) Application for the approval of the “reserved matters” for each parcel of land or phase of development 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.

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

- (3) Prior to the submission of any Reserved Matters applications an Implementation Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority.
- (4) No development shall commence on a phase or parcel until details of the proposed arrangements for future management and maintenance of the proposed streets within that phase or parcel of the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details for that phase or parcel until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).
- (5) Prior to the commencement of each phase or parcel of the development hereby permitted full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority to illustrate the following for that phase or parcel:
 - i) Roads, footways, cycleways, foul and on-site water drainage
 - ii) Roads and footway
 - iii) Foul and surface water drainage
 - iv) Visibility splays
 - v) Access arrangements
 - vi) Parking provision in accordance with adopted standard
 - vii) Loading areas
 - viii) Turning areas
 - ix) Driveway length
 - x) Garage sizes
 - xi) Cycle parking
- (6) Development shall not commence on each phase or parcel of development until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period for that phase or parcel has been submitted to and approved in writing by the Local Planning Authority. The scheme for that phase or parcel shall be

implemented throughout the construction period of that phase or parcel of development.

- (7) Prior to the commencement of any works for a phase or parcel a Construction Traffic Management Plan for that phase or parcel shall be submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.
- (8) For the duration of the construction period for a phase or parcel all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' for that phase or parcel and no other local roads unless approved in writing with the Local Planning Authority in consultation with the Highway Authority.
- (9) No works shall commence on each phase or parcel of the development until the details of wheel cleaning facilities for construction vehicles for that phase or parcel have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
- (10) For the duration of the construction period for a phase or parcel all traffic associated with the construction of the development permitted will use the approved wheel cleaning facilities provided referred to in condition 9.
- (11) Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme demonstrating appropriate highway links to adjacent developments to ensure vehicular, pedestrian and cycle permeability have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
- (12) Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on Create Consulting drawing number 00/002 for a 4-arm signalised junction have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
- (13) Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in condition 12 shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

- (14) Prior to the commencement of the construction of the first dwelling on each phase or parcel hereby permitted an Interim Travel Plan for that phase or parcel shall be submitted, approved and signed off by the Local Planning Authority in consultation with the Highway Authority, such a Travel Plan shall accord with Norfolk County Council document 'Guidance Notes for the Submission of a Travel Plan'.
- (15) No part of the development on each phase or parcel hereby permitted shall be occupied prior to implementation of the Interim Travel Plan referred to in condition 14 for that phase or parcel. During the first year of occupation an approved Full Travel Plan based on the Interim Travel Plan referred to in shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.
- (16) Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, garage accommodation on the site shall be provided with minimum internal dimensions measuring 3 metres x 7 metres.
- (17) The driveway length in front of the garage(s) shall be at least 6 metres as measured from the garage doors to the highway boundary.
- (18) No works shall be carried out on roads, footways, cycleways, foul and surface water sewers otherwise than in accordance with the specifications of the Local Planning Authority in consultation with the Highway Authority.
- (19) All footway(s) and cycleway(s) shall be fully surfaced in accordance with a phasing plan to be approved in writing prior to the commencement of development by the Local Planning Authority in consultation with the Highway Authority.
- (20) Prior to the commencement of development a detailed Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall be implemented as approved.
- (21) Prior to the commencement of development a detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall meet the requirements of BS 42020:2013 Biodiversity – Code of

Practice for Planning and Development. The LEMP shall be implemented as approved.

- (22) As part of any reserved matters application, a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the submitted FRA and include:
- I. Further detailed infiltration testing in accordance with BRE Digest 365 at the depths and locations of the proposed SuDS structures.
 - II. Provision of surface water attenuation storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 1 in 100 year return period including allowances for climate change flood event plus additional storage for a subsequent 1:10 rainfall event. The design should use the lowest infiltration rates and an appropriate freeboard, as standard protection to allow them to contain a subsequent rainfall event that occurs before the first has drained away.
 - III. Detailed designs, modelling calculations and plans of the of the drainage conveyance network in the 1 in 30 year critical rainfall event to show no above ground flooding on any part of the site and 1 in 100 year critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any above ground flooding from the drainage network ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development
 - IV. The design of the attenuation basin will incorporate an emergency spillway and any drainage structures include appropriate freeboard allowances. Plans to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1 in 100 year return period.
 - V. Finished ground floor levels of properties are a minimum of 300mm above expected flood levels of all sources of flooding.
 - VI. Details of how all surface water management features to be designed in accordance with The SuDS Manual (CIRIA C697, 2007), or the updated The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge.
 - VII. If the use of infiltration is not possible at these depths, then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to below the existing Greenfield runoff rates in the equivalent 1 in 1 year, 1 in 30 year and 1 in 100 year rainfall events, including climate change as specified in the FRA.
 - VIII. A maintenance and management plan detailing the activities

required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

- (23) No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.
- (24) Prior to the commencement of the development, a Materials Management Plan-Minerals (MMP-M) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Mineral Planning Authority:

A Mineral Safeguarding Appraisal will inform a Materials Management Plan-Minerals (MMP-M) in so far as the fact that the site contains a viable mineral resource for prior extraction.

The MMP-M will consider the extent to which on site materials which could be extracted during the proposed development would meet specifications for use on site through testing and assessment.

The MMP-M should outline the amount of material which could be reused on site; and for material extracted which cannot be used on-site its movement, as far as possible by return run, to an aggregate processing plant.

The development shall then be carried out in accordance with the approved MMP-M.

The developer shall keep a record of the amounts of material obtained from on-site resources which are used on site and the amount of material returned to an aggregate processing plant, through the MMP-M. The developer shall provide an annual return of these amounts to the Local Planning Authority and the Mineral Planning Authority, or upon request of either the Local Planning Authority or Mineral Planning Authority.

- (25) Prior to the commencement of any parcel or phase of development a scheme for the provision of fire hydrants as maybe required for said

phase or parcel shall be submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk County Council.

- (26) Details of energy efficient design and the construction of on-site equipment to secure at least 10% of the development's energy from decentralised and renewable or low-carbon sources shall be submitted to and approved by the Local Planning Authority prior to commencement of the development of each phase or parcel. The details as approved shall be completed prior to the first occupation of any part of the development hereby permitted and thereafter shall be maintained.
- (27) A scheme for landscaping and site treatment for each phase or parcel 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 prior to the commencement of development of that phase or parcel of development.

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 on that phase or parcel 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.

- (28) The plans and particulars submitted in accordance with condition 27 above shall include:
 - (a) a plan showing the location of, and allocating a reference number to every tree on the site which has a stem with a diameter, measured over the bark at a point 1.5metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread and Root Protection Area of each tree to be retained. In addition any tree on neighbouring or nearby ground to

the site that is likely to have an effect upon or be affected by the proposal (e.g. by shade, overhang from the boundary, intrusion of the Root Protection Area (para. 4.6.1 of BS5837 2012 Trees in relation to design, demolition and construction - Recommendations) or general landscape factors) must be shown.

- (b) the details of each tree as required at para 4.4.2.5 of BS5837: 2012 in a separate schedule.
- (c) a schedule of tree works for all the trees in paragraphs (a) and (b) above, specifying those to be removed, pruned or subject to other remedial or preventative work.
- (d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within 5m of the Root Protection Area (para. 4.6.1 of BS5837: 2012) of any retained tree including those on neighbouring ground.
- (e) details of the specification and position of all appropriate tree protection measures for the protection of every retained tree from damage before and for the entire duration of the course of the development.
- (f) a statement setting out the principles of arboricultural sustainability in terms of landscape, spatial integration and post development pressure.

In this condition, 'retained tree' means an existing tree which is to be retained in accordance with paragraph (a) and (b) above.

- (29) Concurrently with the submission of each of the “reserved matters” for a phase or parcel required by Condition 1 above a desk study (A) must be submitted to the Local Planning Authority in line with current good practice guidance. 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.

Based on the findings of the desk study a site investigation and detailed risk assessment (B) must be completed to assess the nature and extent of any contamination on the phase or parcel, whether or not it originated on the phase or parcel. 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 also include a revised and updated 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 phase or parcel 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 Local planning Authority.
 - (D) Following the completion of the remedial measures identified in the approved remediation method statement a verification report (D) (also called a validation report) that scientifically and technically demonstrates the effectiveness and success of the remediation scheme must be produced. 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) and (D) above.
- (30) Prior to the commencement of development of any parcel or phase of development a geophysical survey of the phase or parcel shall be undertaken in accordance with a recognised methodology and the findings submitted to the Local Planning Authority. Based on the findings of the geophysical survey, a Scope and Programme of Works for appropriate further archaeological site investigations, including inter alia trial trenching, shall be prepared and submitted for written approval by the Local Planning Authority and works carried out in accordance with the approved scope and programme for the relevant phase or parcel.
- (31) No development shall take place on any phase or parcel of development until a Written Scheme of Investigation for a programme of archaeological works for that phase or parcel has been submitted to and approved by the local planning authority in writing. The scheme shall include:
1. An assessment of the significance of heritage assets present

2. The programme and methodology of site investigation and recording
3. The programme for post investigation assessment of recovered material
4. Provision to be made for analysis of the site investigation and recording
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
6. Provision to be made for archive deposition of the analysis and records of the site investigation
7. Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation

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) The application is submitted in Outline form only and the reserved matters are required to be submitted in accordance with the requirements of Article 3 of the Town and country Planning (General Development Procedure) Order 1995.
- (3) To ensure an orderly and well designed development in accordance with Policy GT7 of the Growth Triangle Area Action Plan 2016.
- (4) To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policy TS3 of the Development Management DPD.
- (5) In the interest of highway safety in accordance with Policy TS3 of the Development Management DPD 2015.
- (6) To ensure adequate off-street parking during construction in the interests of highway safety in accordance with Policy TS3 of the Development Management DPD.
- (7-8) In the interests of maintaining highway efficiency and safety in accordance with Policy TS3 of the Development Management DPD.
- (9-10) To prevent extraneous material being deposited on the highway in the interests of maintaining highway safety in accordance with Policy TS3 of the Development Management DPD.

- (11-12) To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with Policy TS3 of the Development Management DPD.
- (13) To ensure that the highway network is adequate to cater for the development proposed in accordance with Policy TS3 of the Development Management DPD.
- (14-15) To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with Policy TS2 of the Development Management DPD.
- (16) To minimise the potential for on-street parking and thereby safeguard the interest of safety and convenience of road users in accordance with Policy TS3 of the Development Management DPD.
- (17) To ensure parked vehicles do not overhang the adjoining public highway, thereby adversely affecting highway users Policy TS3 of the Development Management DPD.
- (18) To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway Policy TS3 of the Development Management DPD.
- (19) To ensure satisfactory development of the site Policy TS3 of the Development Management DPD.
- (20) To ensure appropriate ecological mitigation for protected species in accordance with Policy EN1 of the Development Management DPD 2015.
- (21) To ensure appropriate ecological mitigation for protected species in accordance with Policy EN1 of the Development Management DPD 2015.
- (22) To prevent flooding in accordance with National Planning Policy Framework paragraph 103 and 109 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the surface water drainage system operates as designed for the lifetime of the development To avoid causing future amenity problems.

- (23) To prevent environmental and amenity problems arising from flooding in accordance with National Planning Policy Framework paragraph 103 and 109.
- (24) To ensure that needless sterilisation of safeguarded mineral resources does not take place in accordance with the National Planning Policy Framework and Policy CS16 of the Norfolk Core Strategy and Minerals and Waste Development Management Policies DPD 2010-2026.
- (25) In order to secure a satisfactory form of development in accordance with Policy GC4 of the Development Management DPD 2015.
- (26) To ensure an energy efficient development in accordance with Policy 3 of the Joint Core Strategy for Broadland, Norwich and South Norfolk (amendments adopted 2014).
- (27-28) To ensure the provision of amenity afforded by appropriate landscape design in accordance with Policy EN2 of the Development Management DPD 2015.
- (29) 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.
- (30) To secure appropriate field evaluation and, thereby, mitigation of impact on archaeological and heritage assets in accordance with Policy 1 of the Joint Core Strategy for Broadland, Norwich and South Norfolk.
- (31) To enable the archaeological value of the site to be properly recorded before development commences in accordance with Policy EN2 of the Development Management DPD 2015.

Informatives

- 1) 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 Management Group based at County Hall in Norwich.

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

- 2) This development involves a Travel Plan to be implemented within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Town and Country Planning Act 1990 or Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich.

For residential development, Norfolk County Council offers a fully inclusive package covering the writing, implementation, on-going management and annual monitoring of a Travel Plan for 5 years post completion of the development. Developers are expected to enter into a Section 106 Agreement to secure the necessary funding before planning permission is granted.

- 3) The applicant is advised that to discharge certain highways conditions the local planning authority requires a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.
- 4) The applicant is advised that to discharge condition 4 that the Local Planning Authority requires a copy of a completed agreement between the applicant and the Local Highway Authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.
- 5) The off-site works will be delivered by a Section 278 Agreement and the precise delivery mechanism will be determined as the works are brought forward. The applicant should be aware that there may be additional costs relating to the off-site works which will include a commuted maintenance amount as well as various fees including administration and supervision. The completed works will be subject to a Safety Audit and additional works may be required.
- 6) Please be aware it is the applicant's responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land. The highway boundary

may not match the applicant's title plan. Please contact the highway research team at highway.boundaries@norfolk.gov.uk for further details.

- 7) The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. The amount of levy due will be calculated at the time the reserved matters application is submitted. Further information about CIL can be found at https://www.broadland.gov.uk/info/200153/planning_permission/277/community_infrastructure_levy_cil
- 8) 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.
- 9) This development has been considered through full accordance with Environmental Impact Assessment Regulations 1999 and subsequent amendments.

102 APPLICATION NUMBER 20161066 – LAND ADJACENT HALL LANE / SCHOOL ROAD, DRAYTON

The Committee considered an outline application for the development of up to 250 homes, allotments, access, public open space and associated infrastructure on land adjacent to Hall Lane / School Road, Drayton. At its meeting on 14 September 2016 (Minute no: 50 referred), the Committee had delegated authority to the Head of Planning to approve the application subject to a Section 106 Agreement and conditions. In addition, on 9 August 2017, the Committee had approved a revision to the affordable housing clause of the Section 106 Agreement to allow for a lower percentage of affordable housing to be provided in the event that a future development could demonstrate via a viability assessment that 33% could not be viably delivered (Minute no: 28 referred). However, the details of the S106 Agreement were still being negotiated and to date, the Agreement remained unsigned.

The Committee noted that, on 14 March 2018, the Greater Norwich Growth Board published the Joint Core Strategy draft annual monitoring report, a key element of which was the Central Norfolk Strategic Housing Market Assessment (SHMA), published in June 2017. This identified that, for the Norwich Policy Area, there was an 8.08 year housing land supply. The SHMA was a material consideration in the determination of planning applications – now that there was an abundant housing land supply this should be given weight in the decision making processes. Accordingly, it was necessary for the Planning Committee to reconsider those applications in the NPA which it had previously resolved to approve but no decision had been issued, making

an assessment of the benefits of the scheme and any harm which would be caused in the context of the relevant development plan policies and the NPPF, with reference to the three dimensions of sustainable development (economic role, social role and environmental role).

The Committee noted additional comments from Drayton Parish Council; the occupiers of 14 Manor Farm Close, Old Hall Farmhouse, 4 Manor Farm Close, Brickyard Farm, Hall Lane and a resident from Carter Road (all in Drayton), together with the officer's response, all as reported in the Supplementary Schedule and a further letter of objection received from a neighbour to the site reported at the meeting. The Area Planning Manager also reported that the Parish Council had subsequently withdrawn its request for the Council to defer consideration of the application. In addition, the Committee received the verbal views of Jonathan Hall, Clerk to Drayton Parish Council and Michael Carpenter of Code Development Planners Ltd (the agent) at the meeting. Mr Ray-Mortlock and Mrs Bannock spoke against the application requesting the Committee to refuse it and Mr O'Neill expressed his concerns on the application, in particular the additional 50 dwellings which were being proposed.

Economic Role

Having regard to the NPPF, the Committee acknowledged that the development of this site would result in some short term economic benefits as part of the construction work and for the longer term, the economy would benefit from local spending from the future occupants of the dwellings. It was therefore considered that the scheme would bring forward a level of economic benefit.

Social Role

It was noted that the development proposed delivery of 83 affordable housing units with a tenure mix and house size in accordance with the Council's Housing Enabler's requirements. In addition, an area of children's play space would be provided, together with allotments on-site; a significant network of footpaths / cycleways; a commuted sum for improvements to public transport in the area and a further commuted sum towards traffic calming measures in the Carter Road / George Drive area of Drayton and land to be set aside for the expansion of the doctors' surgery. Furthermore, the development would be liable for CIL with a commuted payment to the Parish Council for them to improve and maintain a wide range of recreational facilities in the parish. Accordingly, the Committee considered that the proposals met the social dimension to sustainable development as outlined in the NPPF.

Environmental Role

The Committee noted that the only issue in this respect were the proposals

for surface water drainage including the on-site provision of a large attenuation lagoon to take account of the proposed new development and also to improve the existing situation by diverting the overland flows which would have crossed the site and direct them to the lagoon. This would provide betterment in terms of surface water drainage in the area. It was acknowledged that this matter was covered in detail by the proposed conditions. Accordingly, it was considered the proposals reflected the environmental dimension to sustainable development in accordance with the NPPF.

In conclusion it was considered that there were limited adverse impacts associated with the development and there were clear and significant economic, social and environmental benefits and therefore, the resolution of Planning Committee of 14 September 2016 should be maintained. Accordingly, it was

RESOLVED:

to agreed that officers continue to negotiate the S106 as per the agreed Heads of Terms to allow it to be completed and the outline application be approved as agreed by Planning Committee on 14 September 2016 with the addition of the conditions requested by Norwich Airport in respect of the attenuation lagoon (as detailed in the Minutes of the meetings held on 14 September 2016 and 9 August 2017).

The Committee adjourned at 11:20am and reconvened at 11:35am when all of the Members listed above were present.

103 APPLICATION NUMBER 20170196 – FORMER DAVID RICE HOSPITAL, DRAYTON HIGH ROAD, DRAYTON

The Committee considered an outline application for the erection of 29 dwellings (including 10 affordable) and associated access at the former David Rice Hospital, Drayton High Road, Drayton. At its meeting on 4 October 2017 (Minute no: 48 referred), the Committee had delegated authority to the Head of Planning to approve the application subject to a Section 106 Agreement and conditions. However, the details of the S106 Agreement were still being negotiated and to date, the Agreement remained unsigned.

The Committee noted that, on 14 March 2018, the Greater Norwich Growth Board published the Joint Core Strategy draft annual monitoring report, a key element of which was the Central Norfolk Strategic Housing Market Assessment (SHMA), published in June 2017. This identified that, for the Norwich Policy Area, there was an 8.08 year housing land supply. The SHMA was a material consideration in the determination of planning applications –

now that there was an abundant housing land supply this should be given weight in the decision making processes. Accordingly, it was necessary for the Planning Committee to reconsider those applications in the NPA which it had previously resolved to approve but no decision had been issued, making an assessment of the benefits of the scheme and any harm which would be caused in the context of the relevant development plan policies and the NPPF, with reference to the three dimensions of sustainable development (economic role, social role and environmental role).

The Committee received the additional summarised comments received from the occupiers of 1 Hurn Road, 5 Delane Road, a resident of Drayton and 10 Isbets Dale, Taverham, all as reported in the Supplementary Schedule. In addition, the Committee received the comments of the occupiers of 151 Drayton High Road and 12 Harlington Avenue (who were unable to attend in person) as read out by the Area Planning Manager and the verbal views of Less Brown (the agent) at the meeting.

Economic Role

Having regard to the NPPF, the Committee acknowledged that the development of this site would result in some short term economic benefits as part of the construction work and for the longer term, the economy would benefit from local spending from the future occupants of the dwellings. It was therefore considered that the scheme would bring forward a level of economic benefit.

Social Role

It was noted that the development proposed delivery of 10 affordable housing units which was marginally above the policy requirement and included a tenure mix and house size in accordance with the Council's Housing Enabler's requirements. In addition, the development proposed a significant area of publicly accessible open space associated with the development and the wider green infrastructure linkages to the surrounding area, together with the location of the site next to a main bus route to and from Norwich in a location close to the existing facilities and amenities of Drayton, were considered to support the health, social and well-being of residents and met the social dimension to sustainable development. Furthermore, the development would be liable for CIL with a commuted payment to the Parish Council for them to improve and maintain a wide range of recreational facilities in the parish. Accordingly, the Committee considered that the proposals met the social dimension to sustainable development as outlined in the NPPF.

Environmental Role

The Committee noted that the development included detailed requirements

for landscape and ecological enhancements so the biodiversity interests of the site would be carefully considered and protected and low carbon technologies would be utilised as part of the development. Accordingly, it was considered the proposals reflected the environmental dimension to sustainable development in accordance with the NPPF.

In conclusion it was considered that there were limited adverse impacts associated with the development and there were clear and significant economic, social and environmental benefits and therefore, the resolution of Planning Committee of 4 October 2017 should be maintained. Accordingly, it was

RESOLVED:

to agree that officers complete the S106 Agreement as per the agreed Heads of Term to allow the outline application to be approved as per the conditions agreed by Planning Committee on 4 October 2017.

104 APPLICATION NUMBER 20171008 – LAND AT LITTLE PLUMSTEAD HOSPITAL, HOSPITAL ROAD, LITTLE PLUMSTEAD

The Committee considered an outline application for the erection of 20 two-storey dwellings; expansion of car parking for school and car parking and access road to walled garden on land at Lt Plumstead Hospital West, Hospital Road, Lt Plumstead. At its meeting on 31 January 2018 (Minute no: 89 referred), the Committee had delegated authority to the Head of Planning to approve the application subject to the satisfactory resolution of surface water drainage and completion of a Section 106 Agreement and subject to conditions. However, the details of the S106 Agreement were still being negotiated and to date, the Agreement remained unsigned. In presenting the application, the Area Planning Manager advised the Committee that the S106 Agreement would not need to include reference to library contributions as these would be covered by the required CIL payments.

The Committee noted that, on 14 March 2018, the Greater Norwich Growth Board published the Joint Core Strategy draft annual monitoring report, a key element of which was the Central Norfolk Strategic Housing Market Assessment (SHMA), published in June 2017. This identified that, for the Norwich Policy Area, there was an 8.08 year housing land supply. The SHMA was a material consideration in the determination of planning applications – now that there was an abundant housing land supply this should be given weight in the decision making processes. Accordingly, it was necessary for the Planning Committee to reconsider those applications in the NPA which it had previously resolved to approve but no decision had been issued, making an assessment of the benefits of the scheme and any harm which would be caused in the context of the relevant development plan policies and the

NPPF, with reference to the three dimensions of sustainable development (economic role, social role and environmental role).

Economic Role

Having regard to the NPPF, the Committee acknowledged that the development of this site would result in some short term economic benefits as part of the construction work and for the longer term, the economy would benefit from local spending from the future occupants of the dwellings. It was therefore considered that the scheme would bring forward a level of economic benefit.

Social Role

It was noted that the provision of the land and serviced road for the walled garden was not a requirement of the S106 Agreement but the applicant had responded positively to the Parish Council's request and was willing to provide. However, the cost of this provision would be met by a reduction in the affordable housing provision (from 6 down to 4 units). Members considered that, whilst the reduction was regrettable, the community benefit which would be derived from this off-setting was a significant material consideration. Furthermore, the development would be liable for CIL and it was considered there were significant material considerations relating to the proposed expansion of the primary school and bringing forward of the early transfer of the walled garden, as well as provision of related infrastructure, all of which was not provided for as part of the existing obligations of development on this site. Accordingly, the Committee considered that the proposals met the social dimension to sustainable development as outlined in the NPPF.

Environmental Role

The Committee noted that no harms were identified which could not be mitigated through condition and accordingly, it was considered the proposals reflected the environmental dimension to sustainable development in accordance with the NPPF.

In conclusion it was considered that there were limited adverse impacts associated with the development and there were clear and significant economic, social and environmental benefits and therefore, the resolution of Planning Committee of 31 January 2018 should be maintained. Accordingly, it was

RESOLVED:

to agree that officers continue to negotiate the S106 as per the agreed Heads

of Term to allow it to be completed and application number 20171008 be approved as per the conditions agreed by the Planning Committee on 31 January 2018.

105 APPLICATION NUMBER 20172032– LAND AT DAWSONS LAND, BLOFIELD

The Committee considered an outline application for the erection of eight dwellings on land at Dawsons Lane in Blofield. At its meeting on 31 January 2018 (Minute no: 88 referred), the Committee had delegated authority to the Head of Planning to approve the application subject to a Section 106 Agreement and conditions. However, to date, the Agreement remained incomplete and unsigned.

The Committee noted that, on 14 March 2018, the Greater Norwich Growth Board published the Joint Core Strategy draft annual monitoring report, a key element of which was the Central Norfolk Strategic Housing Market Assessment (SHMA), published in June 2017. This identified that, for the Norwich Policy Area, there was an 8.08 year housing land supply. The SHMA was a material consideration in the determination of planning applications – now that there was an abundant housing land supply this should be given weight in the decision making processes. Accordingly, it was necessary for the Planning Committee to reconsider those applications in the NPA which it had previously resolved to approve but no decision had been issued, making an assessment of the benefits of the scheme and any harm which would be caused in the context of the relevant development plan policies and the NPPF, with reference to the three dimensions of sustainable development (economic role, social role and environmental role).

The Committee received the additional comments of a neighbour as reported in the Supplementary Schedule. In addition, the Committee received the verbal views of Rob Christie of Blofield Parish Council and Mary Moxon of 74 Blofield Corner Road both objecting to the application and Jane Crichton on behalf of the agent, at the meeting. Mr O'Neill expressed his concerns on the application.

Economic Role

Having regard to the NPPF, the Committee acknowledged that the development of this site would result in some short term economic benefits as part of the construction work and for the longer term, the economy would benefit from local spending from the future occupants of the dwellings. It was therefore considered that the scheme would bring forward a level of economic benefit, albeit limited.

Social Role

It was noted that the development did not propose the delivery of any affordable housing. Accordingly, the Committee considered that the proposals did not meet the social dimension to sustainable development as outlined in the NPPF. The provision of the public footpath to connect with the existing footway infrastructure, together with the CIL contributions for formal and informal recreation, were not considered sufficient to outweigh the harm associated with the proposed development.

Environmental Role

The Committee noted that the site was outside of the settlement limit and had not been allocated for housing and was currently agricultural land. Therefore, it was considered that the development would result in an encroachment into the countryside contrary to the development plan policies. Accordingly, it was considered the proposals did not reflect the environmental dimension to sustainable development in accordance with the NPPF.

In conclusion it was considered that the adverse impacts associated with the development did not outweigh the economic, social and environmental benefits and the limited increase in housing delivery. Therefore, it represented an unsustainable form of development. Accordingly, notwithstanding the officer recommendation it was

RESOLVED:

to refuse application number 20172032 for the following reasons:

This application has been considered against the Development Plan for the area, this being the Joint Core Strategy for Broadland, Norwich and South Norfolk adopted 2011, amendments adopted 2014 (JCS); the Development Management DPD adopted 2015 (DMDPD); the Site Allocations DPD adopted 2016 (SADPD); and the Blofield Parish Neighbourhood Plan adopted 2016 (BPNP).

Also material is the National Planning Policy Framework (NPPF); the National Planning Practice Guidance (NPPG); and the Landscape Character Assessment SPD adopted 2013.

The policies particularly relevant to the determination of this application are; 1, 2, 4, 15 and 21 of the JCS; policies GC1, GC2, GC4 and EN2 of the DMDPD; and policies HOU1, HOU4 and ENV2 of the BPNP.

The proposal represents development outside of a defined settlement limit and the site has not been allocated for housing. The proposal would significantly impact and encroach on the open rural landscape characteristic of this site and its contribution to the wider area insofar as it would extend beyond the contained linear development that forms the transition between existing housing and the surrounding agricultural land as identified by the Landscape Character Assessment 2013.

In addition, the backland form of development served by an unmade track is out of character with the prevailing pattern of development in this location. It would set a precedent for further unacceptable development in this area and it would erode the quality of place.

The proposal would be contrary to Policies 1, 2 and 15 of the JCS; policies GC2, GC4 and EN2 of the DMDPD; policies HOU4 and ENV2 of the BPNP; and the Landscape Character Assessment (2013).

The proposed development does not represent a sustainable development, having regard to the three tests (social, economic and environmental) set out in the NPPF, by virtue of the environmental harm to the open character of the landscape setting of the village and wider rural landscape. This harm is not outweighed by the modest short-term economic benefit the proposal may bring, especially with the diminished weight that can be applied to the benefits of housing delivery in the context of the Strategic Housing Market Assessment which was revised in 2017. Accordingly the benefits of the scheme are not considered to be an overriding factor which justifies an approval under Policy GC1 of the DMDPD, HOU 1 of the BPNP and Policy 21 of the JCS. For this reason, the scheme is also contrary to Policies GC1 of the DMDPD, Policy HOU1 of the BPNP and Policy 21 of the JCS.

106 APPLICATION NUMBER 20172094 – 116 THE STREET, BRUNDALL

The Committee considered an application for the change of use from an existing optician shop (A1) to a pizza takeaway (A5) and external flue to rear at 116 The Street, Brundall. The proposed opening hours were 1100 to 2100, 7 days a week.

The application was reported to committee at the request of one of the Ward Members in view of the officer recommendation.

The Committee received the verbal views of Tony Tuddenham of Divine Hair Salon on The Street in Brundall and the occupier of flat 2, no: 116 The Street (as read out by the Area Planning Manager) objecting to the application and Mrs Bilgi from ADA Group (the agent) at the meeting. Mr Proctor expressed his concerns on the application.

It was noted that the existing building was divided into two retail units on the

ground floor (the unoccupied opticians and a hairdressers) and three residential flats on the first floor. Whilst there were existing takeaway restaurants in Brundall, some of which were close to residential properties, these were within small commercial areas.

Contrary to the officer opinion, Members considered that the proposal would be detrimental to the character of the area and result in harm to the amenities of properties in the immediate locality through noise and general disturbance associated with customer movements to and fro the site and that of any related deliveries as well as odour nuisance associated with cooking processes.

Therefore, notwithstanding the officer recommendation, it was

RESOLVED:

to refuse application number 20172094 for the following reasons:

The application has been considered against the Development Plan for the area, this being the Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk adopted 2011, amendments adopted 2014 and the Development Management DPD adopted 2015. The Policies particularly relevant to the determination of this application are GC4 - Design and EN4 – Pollution of the Development Management DPD 2015. The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) are also material considerations.

In the opinion of the Local Planning Authority the activities associated with the proposed pizza takeaway would be prejudicial to the living conditions of nearby residents and the operating conditions of the adjoining hair salon, by virtue of noise, odour and disturbance caused by the activity and cooking methods on the premises and customers and their vehicles visiting the premises during opening hours. It is considered that the impact of the pizza takeaway cannot be adequately mitigated by the use of planning conditions.

The character of the area in the vicinity of the application site is primarily residential with some shops and as such into the evening there is little activity which would harm the amenities of existing properties near to and adjoining the proposed takeaway. Against this background to introduce an activity which would be damaging to the living conditions of nearby residents and operating conditions of the adjoining retail use would be inconsistent with the particular function of this area and therefore detrimental to its environment and character.

Overall the proposal represents an unacceptable form of development which does not accord with Policies GC4 (criterion i and iv) and EN4 of the Development Management DPD 2015.

The Committee adjourned at 1:25pm and reconvened at 1:35pm when all of the Members listed above were present for the remainder of the meeting with the exception of Mr Knowles.

107 APPLICATION NUMBER 20180022 – BURE HOUSE, THE STREET, LAMAS

The Committee considered an application for the erection of a two storey dwelling and garage within the garden of the existing dwelling house Bure House, The Street, Lamas. Both the proposed and existing dwellings would be accessed via a new vehicular access onto The Street, with the existing access to Bure House permanently stopped up. Approximately 16 metres of the historic boundary wall fronting The Street would have to be demolished and rebuilt set back from the road edge to provide the new access point.

The application was reported to committee at the request of the Ward Member in view of the officer recommendation.

The Committee noted the content of a letter from the agent, together with the officer comments, as reported in the Supplementary Schedule. In addition, the Committee received the verbal views of Martin Graver of Bure Cottage, The Street, Lamas and Tim Curtis of Lamas Manor both objecting to the application, at the meeting. Mrs Rix spoke in favour of the application.

The site was located outside of the settlement limit where development proposals would not normally be permitted unless they accorded with another policy of the development plan. It was considered that development on the application site would simply extend development into the open countryside, a considerable distance from the services provided in the central part of the village. Accordingly, the principle of development was considered to be contrary to the DM DPD and JCS.

Members also had regard to the relevant paragraphs of the NPPF relating to housing supply. It was noted that the rural part of the district, in which Buxton was situated, the housing land supply was 14.94 years against the Strategic Housing Market Assessment of the Objectively Assessed Need for housing in the recently published JCS Draft Annual Monitoring Report. Therefore, in accordance with Paragraph 49 of the NPPF the development plan could be considered up to date insofar as it dealt with housing supply. Therefore, the Committee gave full weight to development plan policies GC1 and GC2 which sought to resist development in this location.

The historic character of the immediate area was considered to be important, with several heritage assets in the vicinity, such as the Grade II listed cottages to the south, a crinkly wall to the north, a war memorial to the east and Lammas Manor and Lammas Hall beyond. Immediately to the north was the Grade II* listed St Andrew's Church.

Members noted that regard must also be had to the Planning (Listed Buildings and Conservation Areas) Act 1990, in particular Section 66. It was considered that the proposed building, at nearly 8m in height to the ridge and with the main two storey element being nearly 17m in length, would make it appear very dominant, intruding upon the sense of rural isolation which dominated the setting of the church at present. A substantial amount of the dwelling would be visible from both the church and churchyard. The Committee concurred with the view of the Historic Environment Officer that, due to the scale, massing and positioning of the new dwelling, it would not preserve the setting of the church and would cause less than substantial harm to its significance. Although the proposal would provide some public benefits through the creation of a dwelling, these would be substantially and decisively outweighed by the weight to be attributed to Section 66 of the afore-mentioned Act and by the adverse effects of the development.

In terms of the historic wall, it was considered that the demolition of a large section and rebuilding it on a new alignment would cause harm to the character of the area.

The Committee considered that the erection of a two storey dwelling of the proposed form, design and scale, coupled with the removal of the historic boundary wall, would result in an inappropriate and unsympathetically designed dwelling and ultimately an incongruous and unwarranted intrusion into a rural setting. Furthermore, the proposal would not enhance the existing form and character.

In terms of residential amenity, it was considered that the proposal would not impact significantly upon neighbour amenity in terms of loss of light, privacy or overlooking due to the location of the site, proposed separation distances and existing / proposed boundary treatments.

Finally, the Committee noted that the proposal was for a self-build plot, which weighed in favour of the proposal, but when all of the benefits of the scheme were combined they were significantly and demonstrably outweighed by the harm to the character and visual amenities of the area, including non-designated and designated heritage assets.

Accordingly, it was

RESOLVED:

to refuse application number 2018002 for the following reasons:

The application site is outside of any defined settlement limit and therefore within the 'rural' part of the district outside the 'Norwich Policy Area' (NPA). The NPA is an area defined in the Joint Core Strategy (JCS) where development is focussed and comprises part of Broadland District, Norwich City and part of South Norfolk District. In planning terms it is treated as a separate entity for the supply of housing, as set out in the JCS. This has been accepted by Local Plan and Appeal Inspectors. For outside the NPA is the 'rural' part of Broadland there is considerably more than a 5 year supply of housing land. Therefore, NPPF paragraph 14 and 49 do not apply in this case.

The application site is outside of any defined settlement limit, with the nearest settlement limit being Buxton which is located 1km to the west. There are no standard everyday service facilities within close proximity to the site, the site is not connected to footway links, and public transport facilities are limited. Therefore the application site is not considered to be in a sustainable location and does not represent a sustainable form of development. The proposed development, if permitted, would therefore be contrary to Paragraph 55 of the National Planning Policy Framework and Policies GC1 and GC2 of the Development Management DPD 2015.

Lamas is a largely linear village, distributed along The Street, a meandering and narrow road that runs to the south of the River Bure. The village is predominantly characterised by small scale cottages in vernacular materials positioned close to or hard up against the road, with some more modern homes at its eastern end. The site in question belongs to one of the larger historic properties and the large garden runs in part down to the river.

The historic character of the immediate area is important and there are several heritage assets in the vicinity, such as the Grade II listed cottages to the south (Sunnyside and Appletree Cottage), a crinkle crankle wall to the north and the war memorial to the east and Lammas Manor and Lammas Hall beyond. Immediately to the north of the site is the Grade II* listed St Andrew's Church. Bure House is considered a locally identified heritage asset and is likely to date from around the early 19th century. Its relationship with the other listed buildings is significant and together they form an important group, shaping the character of the area. The flint and brick wall that forms the southern boundary to the plot and sits on the street frontage is characteristic of the area, with many such walls running along the northern edge of The Street, some of which belong to flint cottages which sit on the road frontage. This wall contributes greatly to the character of the area and demolition of a large section (16m) and rebuilding it set in from the road line would cause harm to the character of the area.

The National Planning Policy Framework (NPPF) makes clear within paragraphs 58, 61, 64 and 131 that new development should respond to local character and history, and reflect the identity of local surroundings. The Local Plan also includes policies GC4 and EN2, which also make clear the importance of the landscape character of an area and green spaces.

The Landscape Character Assessment (SPD) identifies the site in question as on the border of Landscape Character Areas D3: Coltishall and A2: Bure River Valley. The landscape planning guidelines for this area include: “seek to conserve the open, rural character of the area”, “seek to conserve the landscape setting of churches and halls” and “resist new development that would result in the diminution of the sparsely settled nature of the area . . .”

The erection of a two storey dwelling of the proposed form, design and scale on the site, coupled with the removal of 16m of the historic boundary wall, would result in an inappropriate and unsympathetically designed dwelling resulting in an incongruous and unwarranted intrusion into this rural setting. The proposal would not enhance the existing form and character, which is characterised by small scale cottages in vernacular materials with brick and flint boundary walls, some of which belong to the flint cottages which sit on the road frontage. As a result the proposed development would cause significant demonstrable harm to the character and visual amenities of the area. The proposal is therefore contrary to Policies GC4 and EN2 of the Development Management DPD 2015, the Landscape Character Assessment (SPD), and paragraphs 9, 17, 28, 58, 61, 64, and 131 of the NPPF.

Immediately to the north of the site is the Grade II* listed St Andrew’s Church, which is set at a low level, in a scenic position adjacent to the River Bure. It is situated a little away from the main village and it is this sense of relative isolation that contributes to its character and significance. There are glimpsed views of houses to the south and east from the church, beyond the water meadows, but these do not have an ‘active’ visual relationship to the church being some distance away behind trees and are generally of small scale and traditional materials so they do not intrude upon the rural scene or the setting of the building. Likewise from The Street there are currently some views of the church tower, largely enabled by the ‘gap’ in the development provided by the walled garden in question.

The proposal would result in a two storey dwelling with a width of 24m and a ridge height of 7.6m within the walled garden to the east of Bure House, with a substantial amount of the proposal being visible from the Grade II* listed St Andrew’s Church and churchyard. The proposed dwelling would appear very prominent, intruding upon the sense of rural isolation that dominates the setting of the church at present. Harm would thus be caused to the setting of the listed building. Whilst this harm would be less than substantial, it would not be outweighed by the public benefits of the proposal, in relation to the provision of housing. As such the proposal is contrary to S66(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990, GC4 and EN2 of the Development Management DPD 2015, and paragraphs 132 and 134 of

the National Planning Policy Framework.

108 APPLICATION NUMBER 20180060 – LAND TO REAR OF THE COTTAGE, GRANGE ROAD, HAINFORD

The Committee considered an outline application for the sub-division of the residential plot and erection of a single detached dwelling at The Cottage, Grange Road, Hainford. All matters were reserved for later approval although indicative details were included for the access which was shown to be from an existing, private shared drive off Grange Road which already served two other residential properties.

The application was reported to committee at the request of the Ward Member in view of the recommendation to refuse by the Highway Authority.

The Committee received the verbal views of David Thorpe, the applicant, at the meeting. Mr Carrick expressed his concerns on the ability to achieve the necessary visibility splay.

The site was located within the settlement limit where the principle of development was considered to be acceptable subject to other considerations. It was noted previous applications had been refused due to concerns relating to highway safety and the Highways Authority was maintaining its objection on the current application. However, since the previous applications improvement works had been carried out to the track visibility and this current application included the result of a traffic speed survey and a topographical survey showing available visibility splays from the track onto Grange Road.

Members acknowledged that the Highways Authority had accepted a relaxation in the set-back (normally 2.4m) based on the site being in a lightly trafficked and slow speed situation area, in accordance with government guidance. This resulted in a 36m visibility splay being required in both directions. The Highways Authority had confirmed that visibility to the north could be achieved and, to the south, a 2m x 30m splay could be achieved based on an acceptance that some encroachment had occurred on the highway verge by a hedge at Pond View Cottage. Account was also taken of the fact that the track which would provide access to the proposed new dwelling already served two other dwellings as well as vehicular access to the application site. Therefore, whilst the visibility onto Grange Road fell below the expected standard to the south, it was not considered that the proposal would warrant refusal on highway safety grounds, given the marginal increase in vehicular movements at that junction as a result of this application. In response to comments, the Head of Planning confirmed that it was the responsibility of the Highway Authority to keep highway verges clear of vegetation and ensure visibility was maintained on land within its control.

Although details of the size, scale and design of the dwelling were all unknown at this stage, it was not considered that the principle of the dwelling on this site would result in any detrimental impact upon neighbour amenity. Furthermore, it was not considered that the erection of a single dwelling in this location would be at odds with the prevailing character of the area. The proposed dwelling was unlikely to be clearly visible from the street scene and overall, the proposal would not cause significant harm to the general character and appearance of the area.

In terms of all other matters raised, it was noted that these had either been addressed in the report, would be dealt with through the imposition of conditions or at the reserved matters stage.

In conclusion it was considered that the proposal represented an acceptable form of development accordingly, it was

RESOLVED:

to approve application number 20180060 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 THREE years beginning with the date of this decision.

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.

- (2) 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 means of access to the site and parking provision and
 - v) the landscaping of the site.

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 commencement of the development hereby permitted full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority to illustrate the following:
 - i) Access arrangements
 - ii) Parking provision in accordance with adopted standard.
- (5) Concurrently with the submission of the reserved matters application an Arboricultural Impact Assessment in line with the British Standard 5837:2012 should be submitted and approved by the Local Planning Authority. This should include, but not be limited to, detail on the installation of the no-dig driveway surface.
- (6) 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 first floor windows shall be positioned in the south elevation of the dwelling and any roof lights inserted in the south facing elevation shall have a cill height of at least 1.7m above floor level.
- (7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any other order revoking, and re-enacting or modifying that Order), no development permitted by Classes A, B, C, D or E of Part 1 of Schedule 2 of that Order shall be carried out without the prior consent of the Local Planning Authority.

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 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.

- (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) In the interests of highway safety and to ensure adequate parking provision in accordance with policies TS3 and TS4 of the Development Management DPD 2015.
- (5) To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability throughout the construction period in the interest of amenity in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.
- (6) To prevent overlooking to the detriment of the amenities of the adjacent properties in accordance with Policy GC4 of the Development Management DPD 2015.
- (7) To ensure the satisfactory development of the site and to prevent any detrimental impact upon the amenity of adjacent residential properties in accordance with Policy GC4 of the Development Management DPD 2015.

Informatives:

- (1) The Local Planning Authority has taken a positive and proactive approach to reach this decision in accordance with the requirements of paragraphs 186-187 of the National Planning Policy Framework.
- (2) If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are; telephone 0808 168 5041 or enquiries@cncbuildingcontrol.gov.uk and the website www.cncbuildingcontrol.gov.uk
- (3) The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. The amount of levy due will be calculated at the time the reserved matters application is submitted. Further information about CIL can be found at www.broadland.gov.uk/housing_and_planning/4734.asp

109 APPLICATION NUMBER 20180117 – THE OLD POST OFFICE, ACLE ROAD, MOULTON ST MARY

The Committee considered an application for the demolition of the existing vacant building (formerly a Post Office) and construction of a proposed dwelling and garage at The Old Post Office, Acle Road, Moulton St Mary. The site currently benefitted from an extant planning approval for extension and conversion into a dwelling (approved in September 2017).

The application was reported to committee as the officer recommendation to approve was contrary to Policy GC2.

The Committee noted the comments of Beighton Parish Council and the receipt of revised plans in terms of the correct vehicular access inside of the red line, together with an amendment to the recommendation to one of delegated authority, all as reported in the Supplementary Schedule.

The site was located outside of a defined settlement limit and therefore, there was a general presumption against development unless it complied with another allocation and / or policy of the development plan. Members noted that there was an extant consent to convert the building into a dwelling and this was a material consideration. Therefore, the principle of development was considered to be acceptable.

It was noted the current proposal sought to replace the existing approved dwelling with a better designed and more energy efficient family home, located amongst other residential properties. The footprint and position of the new dwelling would be significantly the same as the proposed converted building. Due to the orientation of the building, with habitable room windows facing towards the front and rear at first floor level, it was considered there would be no adverse impact on the existing amenity of neighbours.

Members also took into consideration the fact that the site was currently vacant and in a certain state of disrepair: redeveloping it with a dwelling and garage would arguably enhance its appearance and not cause harm to the character and appearance of the surrounding area.

In conclusion it was considered that the benefits associated with the application justified setting aside Policy GC2 of the DM DPD and planning permission should be granted. Accordingly, it was

RESOLVED:

to delegate authority to the Head of Planning to approve application number 20180117 following the expiry of 21 days from the date of the certificate and subject to the following conditions:

- (1) The development hereby permitted shall be begun before the expiration of three years from the date of this decision.
- (2) The development hereby permitted shall not be carried out otherwise than in accordance with the following plans and documents:

20180117 Dwg No 7889_01 Rev A Site Location Plan.pdf
20180117 Dwg No 7889_02 Rev A Existing Block Plan.pdf
20180117 Dwg No 7889_03 Rev A Proposed Elevations_Floor & Block Plans.pdf
20180117 Dwg No 7889_04 Rev A Proposed Elevations & Floor Plan of Garage.pdf
20180117 Design & Access Statement.pdf
- (3) Prior to the demolition of the existing building the applicant, or their agents or successors in title, will secure the implementation of a programme of historic building recording which has been submitted by the applicant and approved in writing by the local planning authority.
- (4) The materials to be used in the development shall be in accordance with the details contained within the Agent's email dated 9 March 2018 unless otherwise agreed in writing with the Local Planning authority.
- (5) Prior to the first occupation of the development hereby permitted, the vehicular access shall be provided and therefore 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.

- (6) Vehicular access to and egress from the adjoining highway shall be limited to the access shown on the approved plan only. Any other access(es) or egresses shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority concurrently with the bringing into use of the new access.
- (7) Prior to the first occupation of the development hereby permitted a 2.4 metre 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 parallel visibility splay shall thereafter be maintained free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.

- (8) 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 5 metres from the near channel edge of the adjacent carriageway.
- (9) Prior to the first occupation of the development hereby permitted the proposed access/on-site car parking and turning area shall be laid out in accordance with the approved plan and retained thereafter for that specific use.
- (10) 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, re-enacting or modifying that Order), no buildings, walls, fences or other structures shall be erected within the site curtilage, nor alterations or extensions be made to the dwelling or garage.
- (11) Prior to the first occupation of the dwelling hereby permitted, the existing mobile home (caravan) shown on Dwg No 7889_02 Existing Block Plan date stamped 19 January 2018 shall be removed from the site and the land restored to its former condition.

Reasons:

- (1) This time limit condition is imposed in accordance 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. (R1)
- (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)
- (3) To ensure the satisfactory recording of the heritage asset in accordance with Paragraph 135 of the NPPF.
- (4) To ensure the satisfactory appearance of the site in accordance with Policy GC4 of the DM DPD.

- (5) To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the carriageway.
- (6-7) In the interests of highway safety.
- (8) To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened.
- (9) To ensure the permanent availability of the parking/manoeuvring area in the interests of highway safety.
- (10) To ensure the satisfactory appearance of the dwelling in accordance with Policy GC4 of the Development Management DPD 2015.
- (11) In the interests of visual amenity and to enhance the amenity of the locality in accordance with the criteria specified within Policy GC4 of the Development Management DPD.

Informatives:

- (1) The local planning authority has taken a proactive and positive approach to decision taking 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 applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are; telephone 0808 168 5041 or enquiries@cncbuildingcontrol.gov.uk and the website www.cncbuildingcontrol.gov.uk
- (3) The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site.
- (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.
- (5) In respect of Condition 3 above, a brief for the works can be supplied by NCC Historic Environment Service information@norfolk.gov.uk

- (6) 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.

The meeting closed at 2:25pm