

Planning Committee Agenda

Members of the Planning Committee:

Those Members appointed at the Annual Meeting on 27 May 2021

Date & Time:

Thursday 3 June 2021 at 9:30am

Place:

To be hosted at: Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich, NR7 0DU

Contact:

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

PUBLIC ATTENDANCE / PUBLIC SPEAKING

This meeting will be live streamed for public viewing via the following link:

<https://www.youtube.com/channel/UCZciRgwo84-iPyRImsTCIng>

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Large print version can be made available

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

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All public wishing to attend to observe, or speak at a meeting, are required to register a request by the date / time stipulated on the relevant agenda. Requests should be sent to: committee.services@broadland.gov.uk

Public speaking can take place:

- Through a written representation
- In person at the Council offices

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All those attending the meeting in person must, sign in on the QR code for the building and arrive/ leave the venue promptly. The hand sanitiser provided should be used and social distancing must be observed at all times. Further guidance on what to do on arrival will follow once your initial registration has been accepted.

Anyone wishing to send in written representation must do so by emailing: committee.services@broadland.gov.uk by 5pm on Friday 28 May 2021.

AGENDA

- 1. To receive declarations of interest from members;**
(guidance and flow chart attached – page 4)
- 2. To report apologies for absence and to identify substitute members;**
- 3. To confirm the minutes of the meeting held 21 April 2021;**
(minutes attached – page 6)
- 4. Matters arising from the minutes;**
- 5. Applications for planning permission to be considered by the Committee in the order shown on the attached schedule;**
(schedule attached page 13)
- 6. Planning Appeals– for the period 9 April 2021 to 20 May 2021 (for information);**

DECLARATIONS OF INTEREST AT MEETINGS

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

Have you declared the interest in the register of interests as a pecuniary interest? If Yes, you will need to withdraw from the room when it is discussed.
<p>Does the interest directly:</p> <ol style="list-style-type: none">1. affect yours, or your spouse / partner's financial position?2. relate to the determining of any approval, consent, licence, permission or registration in relation to you or your spouse / partner?3. Relate to a contract you, or your spouse / partner have with the Council4. Affect land you or your spouse / partner own5. Affect a company that you or your partner own, or have a shareholding in <p>If the answer is "yes" to any of the above, it is likely to be pecuniary.</p> <p>Please refer to the guidance given on declaring pecuniary interests in the register of interest forms. If you have a pecuniary interest, you will need to inform the meeting and then withdraw from the room when it is discussed. If it has not been previously declared, you will also need to notify the Monitoring Officer within 28 days.</p>
<p>Does the interest indirectly affect or relate any pecuniary interest you have already declared, or an interest you have identified at 1-5 above?</p> <p>If yes, you need to inform the meeting. When it is discussed, you will have the right to make representations to the meeting as a member of the public, but you should not partake in general discussion or vote.</p>
<p>Is the interest not related to any of the above? If so, it is likely to be an other interest. You will need to declare the interest, but may participate in discussion and voting on the item.</p>
<p>Have you made any statements or undertaken any actions that would indicate that you have a closed mind on a matter under discussion? If so, you may be predetermined on the issue; you will need to inform the meeting, and when it is discussed, you will have the right to make representations to the meeting as a member of the public, but must then withdraw from the meeting.</p>

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

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF





PLANNING COMMITTEE

Minutes of a remote meeting of the Planning Committee of Broadland District Council, held on Wednesday 21 April 2021 at 9:30am.

Committee Members Present: Councillors: J M Ward (Vice-Chairman in the Chair), A D Adams, S C Beadle (for minute numbers 192 - 195), N J Brennan, J F Fisher, R R Foulger (for minute numbers 187 to 193), C Karimi-Ghovanlou, K Leggett, I Moncur, S M Prutton, S Riley

Other Members in Attendance: Councillors: G Peck and D Roper

Officers in Attendance: The Assistant Director Planning, the Area Team Managers (MR & BB) and the Democratic Services Officers (DM & LA)

187 DECLARATIONS OF INTEREST

Member	Application	Nature of Interest
Councillors: A D Adams, N J Brennan, J F Fisher, R R Foulger, C Karimi-Ghovanlou, I Moncur, S M Prutton, J M Ward	Minute no: 192 – Application No: 20191920 – Land to the East of Manor Road and South of Newton Street, Newton St Faiths	Other interest – lobbied – had received correspondence from an objector

[Note: On joining the meeting, Cllr Beadle confirmed he had no declarations of interest.]

188 APOLOGIES FOR ABSENCE

An apology for absence was received from Cllr S Lawn.

189 MINUTES

The minutes of the meeting held on 24 March 2021 were agreed as a correct record.

190 MATTERS ARISING

No matters were raised.

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

191 APPLICATION NO: 20201776 – LAND NORTH OF THE STREET CAWSTON

The Committee considered an application for a ground mounted solar farm including associated infrastructure.

The application was reported to Committee at the request of the local member.

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

The Committee then heard from Susan Mather and Alison Shaw on behalf of Oulton Parish Council – objecting, Chris Monk on behalf of Cawston Parish Council – objecting, Sarah Clinch – agent for the applicants and Councillor G Peck - local member - objecting.

The key issues in determining the application were the principle of development, loss of agricultural land, need for development, impact on landscape, heritage biodiversity, traffic and highway safety, drainage, flooding and noise.

In assessing the key issues, members recognised the need and support for renewable energy technology through national and local planning policy. They generally agreed that the proposals did not raise any unacceptable issues in relation to noise, transport, flooding and drainage and the proposals would make a positive contribution to the biodiversity of the area. Concerns were however raised by some members about the loss of good agricultural land (grade 2, 3a and 3b) which should be retained for food production. The site consisted of 71.1% best and most versatile agricultural land and 28.9% moderate quality. It was noted that there were only very small areas of grade 4 and no grade 5 agricultural land within Norfolk and that this site was located near to a viable connection to the electricity network. However, some members felt that this did not justify the loss of quality agricultural land and that the benefits of the proposed renewable energy generation, including its biodiversity proposals did not outweigh the loss of the agricultural land. They also felt the cumulative effect and proximity of other nearby solar farm provision was out of keeping with the local amenity and the close proximity of these developments would have a detrimental impact on the rural landscape by virtue of the combined scale and form of these developments.

A proposal to support the officer recommendation to approve the application having been voted on and lost, members then voted on a proposal to refuse the application, contrary to the officer recommendation. On being put to the vote by way of a roll call, it was

RESOLVED to

REFUSE application 20201776 for the following reasons:

The proposed ground mounted solar farm covers an area of 35.67 hectares, a high proportion of the land within the application site is classified as 'best and most versatile agricultural land' which would be taken out of active food production for 40 years as a result of this proposal. The loss and impact of losing grade 2 and 3a agricultural land by this significant development is not considered to be outweighed by the benefits of the proposed renewable energy generation, including its bio-diversity proposals.

The Ministerial Statement issued on 25 March 2015 provided the government's approach on the siting of large scale ground mounted solar farms which identified that poorer quality land is to be used in preference to land of a higher quality. Furthermore it was made clear that any proposal for a solar farm involving the best and most versatile agricultural land would need to be justified by the most compelling evidence. It is considered that the details submitted do not represent the most compelling evidence in support of the proposed solar farm in this location.

In addition there are considered to be harmful cumulative environmental effects of the proposed solar farm in combination with the approved ground mounted solar farm which is being developed in two phases to the north and north west in close proximity of this site. The first 5MW phase has been installed and is operational, however the second 5MW phase is still to be constructed. It is considered that the close proximity of these developments will have a detrimental impact on the rural landscape by virtue of the combined scale and form of these developments.

Therefore the proposed solar farm is considered to be a significant development which fails to comply with the requirements of Policies GC2, GC5 and EN2 of the Development Management DPD, Policy 17 of the Joint Core Strategy, the Ministerial Statement issued on 25 March 2015 and the NPPF.

192 APPLICATION NO: 20191920 – LAND TO THE EAST OF MANOR ROAD AND SOUTH OF NEWTON STREET, NEWTON ST FAITHS

[Tracey Powell, NPS Property Consultants, attended the meeting for this item to answer questions on the independent viability assessment.]

Planning Committee

The Committee considered an outline application for residential development for 19 dwellings (amended description).

The application was reported to Committee as it was contrary to the provisions of the Development Plan for reason of it being outside of the settlement limit and it not being an allocation.

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

The Committee then heard from Jon Jennings – agent for the applicant and Cllr D Roper – local member – objecting.

The key issues in determining the application were the principle of the development, the exception site and viability, the appeal decision, the impact on the character and appearance of the area, on amenity, trees, ecology and highway safety.

In assessing the key issues, members agreed the proposal was an acceptable form of development and, whilst contrary to the provisions of the development plan, was consistent with a number of aims and objectives of it and was in accordance with the National Planning Policy Framework in terms of providing appropriate and acceptable cross subsidy of private market dwellings to support the delivery of exception sites. It was noted that previous reasons for refusal and a failed appeal had now been overcome. The provision of much needed affordable housing in the area was a significant benefit of the scheme compared to the limited policy harms.

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

RESOLVED to

delegate authority to the Assistant Director Planning to **APPROVE** application 20191920 subject to the successful completion of a Section 106 Agreement with the following Heads of Terms:

- (1) Affordable housing at 58%
- (2) Recreation, play space and open space provision
- (3) Green Infrastructure

And the following conditions:

- (1) Outline time limit
- (2) Reserved matters
- (3) In accordance with submitted drawings as amended
- (4) New access details
- (5) Visibility splays
- (6) Provision of construction traffic parking/wheel washing

- (7) Off-site highway works
- (8) Footpath link to south
- (9) Landscaping plan
- (10) Hedgerows to be retained
- (11) Updated AIA including; Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP)
- (12) Up-dated Ecology Report required
- (13) Programme of archaeological works required
- (14) Fire hydrant
- (15) Surface water drainage plan
- (16) Extent of developable area

The Committee adjourned for a 5 minute break and resumed with all the Committee members listed above present.

193 APPLICATION NO: 20202295 - HALL FARM, WHITETOP LANE, BLICKLING

The Committee considered an application for the development of a new glamping site with 10 accommodation structures on land currently used as horse paddocks (previously arable land).

The application was reported to Committee as the proposal had potential to generate employment but the recommendation was for refusal.

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

Their attention was drawn to the supplementary schedule which included a summary of two letters of support submitted by the applicant from the National Trust.

The Committee then heard from Charlotte Ennals – applicant.

The key issues in determining the application were an assessment of the proposal against development plan policies and national planning guidance. In particular, whether the site constituted a sustainable location for tourist accommodation. Also, the impact of the proposal on the character and appearance of the conservation area, highway safety, neighbour amenity and ecology.

In assessing the key issues, members agreed that the development would result in a welcome additional tourist accommodation close to Blickling Hall which would be financially viable.

Some members were concerned about the visual impact of the proposal, the remote location and access to essential services via an unsatisfactory road network.

Others however were of the view that the site was well screened and therefore there was limited impact on the historic landscape and the conservation area. Furthermore these Members accepted that the vehicular access to the site via Whitetop Lane was not ideal given that there were limited passing places and the road was narrow. However, they determined that approving the development was still acceptable as they could give extra weight to the fact that the road was already used regularly in connection with the livery use on the adjacent site and that the application proposal would, in their opinion, give rise to limited intensification. On balance, Members considered any harm caused by the proposal was outweighed by the benefits of the tourist accommodation

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

RESOLVED to

delegate authority to the Assistant Director Planning to **APPROVE** application 20202295 subject to a flood risk assessment being submitted and to the following conditions:

- (1) Full permission time limit
- (2) In accordance with drawings
- (3) Holiday accommodation restriction
- (4) Details of access
- (5) Access gates set back
- (6) Car and cycle parking to be provided
- (7) Details of external lighting
- (8) Landscaping
- (9) Foul water to package treatment plant
- (10) Surface water

194 APPLICATION NO: 20202182 – WHITE HOUSE FARM AND WHITE HOUSE FARM SHOP AND CAFE, SALHOUSE ROAD, SPROWSTON

The Committee considered an application for the siting of 2 portable cabins within the courtyard to accommodate new small businesses.

The application was reported to Committee as it was contrary to Policy and was recommended for approval.

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

The key issues in determining the application were the principle of development, the expansion of an existing agricultural diversification site that provided employment and business use locally, the design and the impact on

the character and appearance of the area, on residential amenity and on parking and highway safety.

In assessing the key issues, members acknowledged that the site was located outside of any development boundary and therefore the introduction of new floor space was contrary to policy. However, the proposal would offer benefits to the existing site and the function that it provided through services and facilities and the material considerations weighed in favour of application. Members felt there were sufficient reasons to support the application contrary to the provisions of the development plan.

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

RESOLVED to

APPROVE application 20202182 subject to the following conditions:

- (1) Temporary permission (3 years)
- (2) In accordance with approved plans (AD01)
- (3) Specific use – retail (Class E(a)) (R03)

195 PLANNING APPEALS

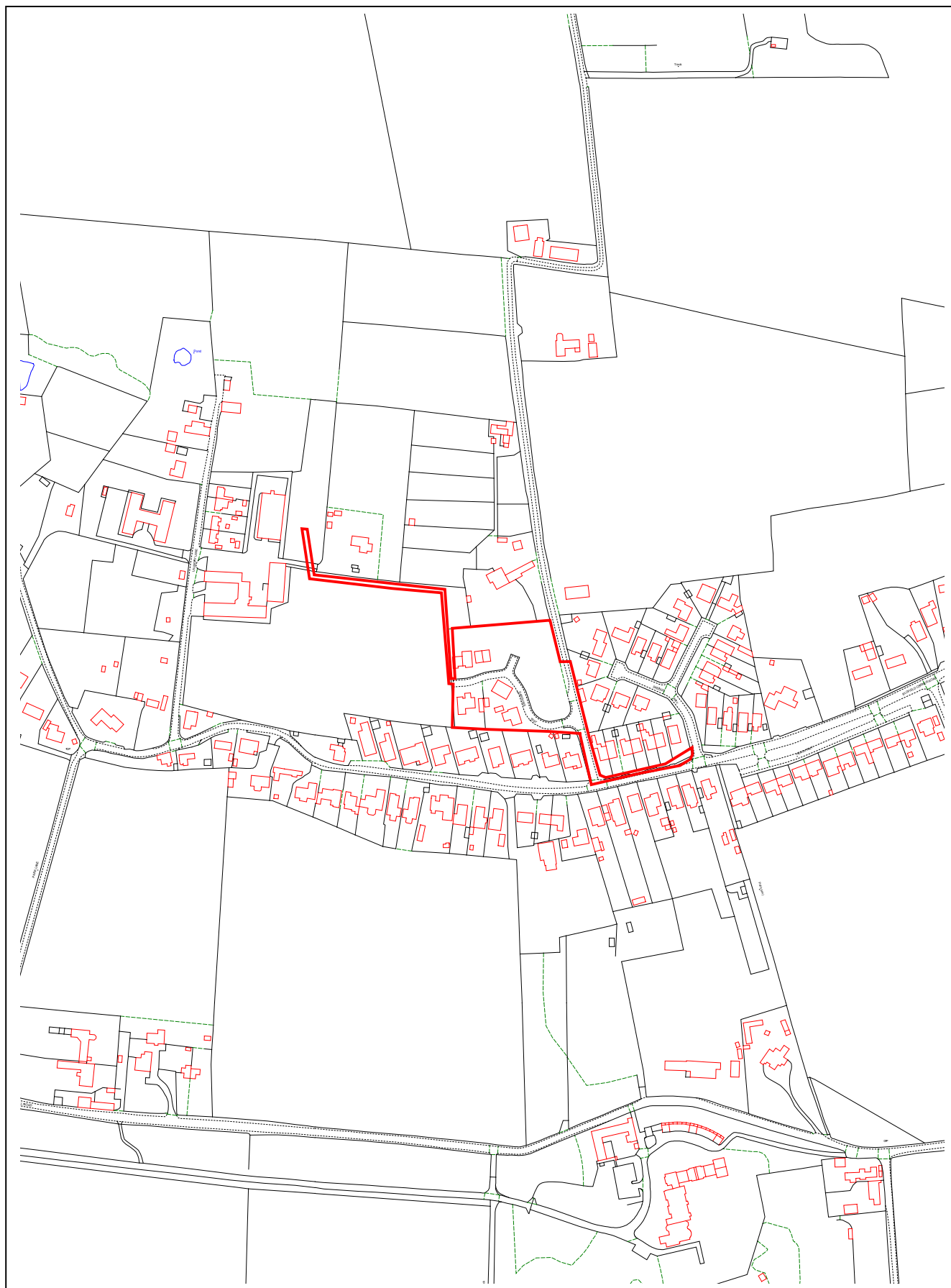
The Committee noted that no appeal decisions had been received for the period 12 March 2021 to 9 April 2021 nor any Appeals lodged.

(The meeting concluded at 12:53pm)

Chairman

SCHEDULE OF APPLICATIONS TO BE CONSIDERED

	Application No	Location	Officer Recommendation	Page No
1	20202164	Land at Dawson's Lane Blofield	APPROVE subject to conditions	15
2	20161873	Land Plumstead Rd East, Thorpe St Andrew	APPROVE subject to conditions	32
3	20210134	The Old Pharmacy, High Street, Foulsham	APPROVE subject to conditions	63
4	20210284	Land west of Norwich Road & south of William Bush Close, Cawston	REFUSE	77



Application No: 20202164

Land at Dawsons Lane, Blofield, NR13 4SB

**Scale:
1:2500**

**Date:
25-May-21**



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Application No: [20202164](#)
Parish: **Blofield**

Applicant's Name: Greenacre Developments Norwich Ltd
Site Address: Land at Dawsons Lane, Blofield, NR13 4SB
Proposal: Variation of condition 2 following grant of planning permission 20190844 - amend site plan

Reason for reporting to committee

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

Recommendation summary:

Approve with conditions.

1 Proposal and site context

- 1.1 The site is part of a former agricultural field which is located to north of 80 - 88 Blofield Corner Road and to the West of Skedge Way. 78 and 78A Blofield Corner Road are located to the north of the site. The site is outside but adjacent to the settlement limit for Blofield Heath. The development has been commenced including the provision of off-site footway, works to upgrading Dawson's Lane, commenced 9 of the dwellings and 3 dwellings have been occupied the drainage system has been completed.
- 1.2 Full planning permission was granted for application number 20190844 for twelve dwellings accessed off Dawson's Lane: associated highway works including adopting part of Dawson's Lane and providing a pedestrian footpath along Blofield Corner Road. The application also included an off-site surface water drainage strategy. A subsequent application 20200345 was approved by planning committee on 9th September 2020 which amended the surface water strategy.
https://www.broadland.gov.uk/downloads/file/6175/september_9_2020_-_papers_-_planning_committee
- 1.3 This application is change plots 2 and 3 to single storey rather than two storey dwellings which will increase the footprint/roof area by 78 square metres.

2 Relevant planning history

- 2.1 20210461: Non-material amendment following grant of Planning Permission 20200345 – minor change to the elevations of House Type C (Plot 11) with

2 Relevant planning history

a change from a window to a personnel door in the utility room. Approved 1 April 2021.

2.2 20200345: Variation of conditions 2 and 3 of 20190844 – to amend surface water drainage strategy and boundary treatment, addition of solar panels and details under condition 4 of roads and footways. Approved 11 September 2020

2.3 20190844: Residential development of 12 no. dwellings. Approved 20 December 2019.

2.4 20172032: Residential development of 8 no. dwelling houses. Allowed at appeal 6 February 2019.

3 Planning Policies

3.1 National Planning Policy Framework (NPPF)

NPPF 02 : Achieving sustainable development

NPPF 04 : Decision-making

NPPF 05 : Delivering a sufficient supply of homes

NPPF 09 : Promoting sustainable transport

NPPF 11 : Making effective use of land

NPPF 12 : Achieving well-designed places

NPPF 14 : Meeting the challenge of climate change, flooding and coastal change

NPPF 15 : Conserving and enhancing the natural environment

3.2 Joint Core Strategy (JCS)

Policy 1 : Addressing climate change and protecting environmental assets

Policy 2 : Promoting good design

Policy 3: Energy and water

Policy 4 : Housing delivery

Policy 6 : Access and Transportation

Policy 15 : Service Villages

3.3 Development Management Development Plan Document (DM DPD) 2015

Policy GC1: Presumption in favour of sustainable development

Policy GC2: Location of new development

Policy GC4: Design

Policy GC5 : Renewable energy

Policy EN1: Biodiversity and habitats

Policy EN2 : Landscape

Policy EN3: Green Infrastructure

3 Planning Policies

Policy EN4: Pollution

Policy TS3: Highway safety

Policy TS4: Parking guidelines

Policy CSU4: Provision of waste collection and services within major developments

Policy CSU5: Surface water drainage

3.4 Blofield Neighbourhood Plan (BLNP)

Policy HOU1: Local housing Needs

Policy HOU2: Supported housing

Policy HOU4: Rural image, heights and massing

Policy HOU5: Parking for new development

Policy ENV2: Soft site boundaries and trees

Policy ENV3: Drainage

Policy ENV4: Agricultural land

3.5 Supplementary Planning Documents (SPD)

Recreational Provision in Residential Development SPD

Landscape Character Assessment

4 Consultations

4.1 Parish Council:

Original comments.

Object

- The knock on effect of the development on the surrounding area will increase the amount of water being moved off site to the infiltration basin which is effectively shared by the ditch systems from Blofield Corner Road and Bennett's development.
- Development is not being maintained in accordance with the maintenance plan.
- Will increase the risk of flooding.
- Support the concerns of the neighbour which has resulted in increased water to their property.

Comments on revised calculations.

Object

- The Parish Council cannot see any explanation as to why the drainage system failed during the Christmas period.

4 Consultations

- This is only from a part built development and before alterations are added.
- What is happening on the ground is different to what the computer is predicting.
- One of the main principle of the NPPF is not to increase flood risk elsewhere.
- Already seeing the consequences of permitting this development and oppose any changes to what has been permitted.
- The fact that the current drainage system cannot cope should raise alarm bells for any subsequent changes which will increase the amount of water in the system.
- Falls foul of Neighbourhood plan policy ENV3.

4.2 District Member:

Cllr Justine Thomas

To be determined by committee

- Concern as to whether the drainage proposals meet planning legislation requirements.

4.3 Anglian Water:

No objection.

4.4 NCC Highways:

No objection.

4.5 NCC LLFA:

Original comments

- The application does not appear to amend the drainage layout.
- No objection.

Comments on first set of drainage calculations

- The applicant has now submitted document and revised calculations which take into account the increased impermeable area as a result of the layout.
- This appears to demonstrate that the infiltration basin has adequate capacity to accommodation the increase.

Revised calculations comments

- No objection.

4 Consultations

- Revised drawing and calculations show the built out layout, which is slightly larger than originally approved.
- No objection to the application.

Additional comments in relation to on site situation

- Agree that the site is still under construction and this does have an impact on the drainage and the performance of the proposed strategy due to compaction of land due to traffic/plant and lack of complete drainage features such as permeable paving.
- The weather conditions prior to Christmas were severe across the county and in Norfolk in particular caused unprecedented high groundwater levels.
- This has resulted in saturated ground across Norfolk.
- For information in the original design of the system, it was noted in ground excavation surveys of the site of the basin that groundwater was encountered during the drilling process at a depth of 4.75m, rising to 3.75m after 45 minutes. A groundwater monitoring pipe was installed in the complete window sample hole and on 30 August 2019, the groundwater level was recorded at a depth of 3.80m).
- This was followed by further rainfall which exasperated the situation.
- The problems with the 'blind ditch' in the area are a separate issue and unrelated to the proposals covered by this application.
- Previously assessed submitted data and the design of the system appears to be adequate to provide sufficient mitigation for the size of the development proposed.
- We would agree that the drainage infrastructure has provided a betterment by retaining any potential increase in volume of runoff.
- Recommend that prior to the end of construction the drainage system should be cleared of any silt build up and its operation checked to ensure it is functioning as designed.

4.6 Other representations

Five letters of objection from three households

- Concerned about the amount of water coming into my garden and flooding my drains which is having to be pumped out.
- Constant standing water on the construction site so little infiltration.
- Increase in roof area will increase surface water run off.
- Will increase the permeable roof are by 78m².
- Drainage figure do not include the 2 and 30 year flood risk events
- The flow rate increased again to 22.8 l/s from head wall 2 increase on 1.5 l/s from the previous application.
- The figures have also identified a flood risk at PD1 and head wall 1 in the 1 in 100 year simulation.

4 Consultations

- Cannot comment on whether this would occur more frequently as the other figures are not supplied.
- At PD1 the flow rate is increased from 45.5 l/s to 112.7 l/s adjacent to and higher than 78a whose foul water treatment system is being compromised by water moving off the part built site.
- Anglian Water and LLFA have not commented on drainage figures, as Anglian Water are adopting PD1 and Headwall 1 they may wish to comment on them.
- LLFA need to revisit their comments in light of drainage figures
- 78a has been identified as a non-designated heritage asset and is downstream from PD1 and Head wall 1
- The “maxed out pond” and the assertion is the additional volume produced is approximately 15% of the maximum that could be accommodated is not reassuming at flood risk at PD1 prior to the surface water entering the basin is not functioning as intended as the sand seam is not isolated.
- NCC Highways have increased the volume of water through the blind ditch system by opening up the culvert on Blofield Corner Road beside the Bennett’s development.
- This has resulted in more regular flooding of the ditch terminus, farmland along the route and the east west section of Dawson’s Lane.
- Surface water is moving through the system much quicker so Dawson’s Way systems and blind ditch systems are receiving water at the same time.
- The Dawson’s Lane system is not draining away until after the blind ditch system has emptied, confirming that both drain into the same sand seam.
- So the water in the infiltration basin is now higher and appear to remain longer than before NCC Highway actions.
- This is without the proposed water from the Woodbastwick Road site and Bennett’s Homes site.
- Development is already impacting on 74 and 76 and on the foul drainage of 78a.
- Failed in consider the impact on the wider area and surrounding properties.
- LLFA’s letter refer to the infiltration basin not flooding but does not comment on the new flood risk at PD1 and Head wall 1.
- Overnight 23rd to 24th December we recorded 50mm of rain
- The infiltration basin is at capacity with some lapping at the western edge.
- The blind ditch is also overflowing.
- This is without discharge from Woodbastwick Road and Bennett’s developments but does include highway water from Blofield Corner Road.
- 50mm of rainfall is not exceptional.

4 Consultations

- Completing the rest of the 7 dwellings and roadway will completely overwhelm the system.
- Dawson's Lane system is not functioning as intended and is not sustainable for the lifetime of the development.
- As a result of the Christmas Eve rain the northwest corner of the infiltration basin overflowed and continued to do so for 48 hours.
- The blind ditch system also over flowed and there was flooding on the east west section of Dawson's Lane.
- 12 days on the blind ditch has drained but the infiltration basin was still half full.
- The infiltration basin over flowed despite the initial rainfall not being unusual.
- The site is not full developed and the road drains are not fully connected until the road surface is top dressed.
- As there was no overflow into the attenuation basin indicates the rainfall was less than the maximum capacity allowed.

Eight letters of objection from four on revised calculations

- Contrary to paragraph 155 and 156 in NPPF, Policy Environment 3 in Blofield Neighbourhood Plan.
- Surface water run off for the local catchment follows contours and arrives at 69 Blofield Corner Road and in heavy rain results in flooding of the property.
- There is no water course between Dawson's Lane and Blofield Corner Road just over land flows.
- 69 Blofield Corner Road has been flooded twice in 14 months with water ingress and twice without.
- Increased development and more surface water will make the situation worse.
- We have installed flood measures at our property but becoming difficult to obtain insurance.
- Given the size of the catchment the existing ditch cannot handle the amount of rain that falls and overflows onto the road and then into our property.
- Drainage system over flowed 27th -28th December for 48 hours.
- The infiltration pond along with the blind ditch and follow the natural contours mirroring the route on the Environment Agency's flood risk map.
- Houses have been occupied and the drainage condition has been breached and is not operating correctly.
- Clay soil fails to infiltrate in wet and dry period so flooding events are not confined to the winter.
- 50mm rainfall event are comment and monthly average mask the situation.
- Newly installed system is magnifying the pre-existing situation.

4 Consultations

- Drainage engineer is not considering cumulative impacts of development as required by paragraph 156 of the NPPF.
- There is a relationship between the blind ditch and infiltration basin.
- When the blind ditch is full the infiltration basin fails to drain when the blind ditch empties the water in the basin recedes.
- Infiltration basin has water in it continuous 24th December to 24th January.
- It is not infiltrating at a uniform rate and is affected by the blind ditch.
- A large volume of sand was removed from the site when the basin was enlarged.
- Other contributory factors are the increased flows are the highway and yet to be built Bennett's site and proposed Woodbastwick Road site.
- These cumulative impacts need to be taken into consideration under paragraph 156 of the NPPF.
- No argument of betterment as the water never previously used this route, there were never flow off the site.
- The Assistant Director of Planning was incorrect in stating that the proposal did not exacerbate existing drainage problem in the area.
- Conditions are not upheld as the site is occupied and no visible maintenance schedule in operation.
- The base is now clay due to the enlargement of the basin.
- Blind ditch did not drain until 20th February 2021 and has remained dry.
- The infiltration pond the started to slowly drain emptying 5th March 2021 13 days later.
- The fact that the infiltration basin is adjacent to the high risk flood zone and is interconnected is ignored.
- They cannot be seen separately.
- Drainage system is not betterment increased surface water going through the system quicker.
- The increased flows from the NNC Highway drain means the sand seem is saturated for longer and negatively impact on percolation rates of the infiltration basin.
- The basin held water for three months was the long term storage of water factored into the calculations.
- 10/11th March small amount of water accumulated in the infiltration basin and had not drained away 10 days later, evidence of poor percolation.
- Developer has dug a L shaped blind ditch around the south and west sides of the field containing the infiltration pond.
- Not graded to facilitate water flow.
- Any water flow will contribute to overflows from the blind ditch.
- Why was this work undertaken.
- Is there planning permission for this feature.
- Who owns the ditch is it part of the maintenance plan.
- Where there any measure to protect tree roots on third part land.

4 Consultations

- This ditch will not solve the problem as there has been no water in the ditch since it was been dug out.
- Infiltration basin dried out 22nd March to 3rd /4th April.
- The cracking in the base of the pond confirms that it is clay rather than sand.
- The basin is not built in a sand seam but on clay.
- The issue is poor percolation at the end point.
- The clay base will not cope with successive rainfall events or one off prolonged episodes.
- Failed in a less than 1 in 100 year event.
- None the application has been granted 20210461 to allow occupation of plot 11 and yet the drainage strategy is not complaint with 20200345 strategy.
- Calculation need to be revisited to ensure that current flows can be contained with the clay based infiltration basin and enforce any necessary remediation works to prevent flooding of properties elsewhere.
- First maintenance activity occurred on 21st April.
- No details of the management company have been provided that should be maintaining the basin.
- Samples were taken of the soil down to 1.5 metres deep the basin is 1.5 metres deep. No evidence of deeper sampling which is key to determining the infiltration rate.
- The percolation test were taken in a period of low rainfall
- The reduce infiltration rate when the ground is saturated has not been taken into account.
- The development has been granted at a discharge rate 2345% above greenfield rate in an offsite infiltration basin in the middle of a significant lateral surface water flow pat adjacent to a high risk flood zone.
- Latest comments have stated the reason for the infiltration basin overtopping was third party water and the system was not designed to intercept this.
- This was deemed of no relevance as the system was stand alone and would not increase the existing flood risk.
- The engineer has stated the reason for the basin over topping was third party water that the system was not designed to intercept.
- The drainage system is not standalone.
- The system was granted because it was stand alone and would not increase flood risk elsewhere.
- The natural lateral flows from the permeable areas will not change after construction.
- The L shaped trench has failed to capture the lateral flow.
- The applicant states there drainage system is designed to mitigate the impact of the development contrary to the NPPF which states there should be no increase in flood risk elsewhere.
- Silt shale was removed from the basin in late April.

4 Consultations

- After 12mm on 8th may the entrance to the infiltration basin resumed its grooved appearance and silt is accumulating in the pond base at head wall and the outlet of headwall 4.
- Completing this process at the end of the construction process will not achieve long term sustainability.
- The unstable V shaped ditches are major source of the silt.
- Ditches have limited vegetation a year post construction.
- The only solution for the silt would be to pipe the water directly to the ditch.
- No percolation testing has been taken as a result of the enlarging of the basin.
- Trail test were only taken at 1.5 metres deep the depth of the basin.
- No evidence has been provided at why the blind ditches empties quicker than infiltration basin.
- Will the obligations and compliance with the management plan be met?
- Surface water is now moving through the system at higher rates.
- The applicant has admitted the system is not stand alone as it omits third party waters so flows should be reduced to greenfield rate of 0.9 l/s.
- Discharge should not be increasing water into an already failing system.

5 Assessment

Key Considerations

- 5.1 The key considerations are the whether the existing surface water system is adequate to accept the increase surface water from the development and its impact on flood risk, design, impact on the character and appearance of the area and residential amenity.

Principle

- 5.2 The principle of the development was established with the granting of planning permission 20190844 and the amended surface water drainage strategy was approved under application 20200345. This application is purely considering the impact on the changing on plots 2 and 3 from two storey to single storey dwellings.

Drainage and flood risk

- 5.3 The NPPF makes it clear that development should not increase flooding elsewhere and paragraph 165 of the NPPF states:

5 Assessment

“Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority.
- b) have appropriate proposed minimum operational standards.
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits

- 5.4 This approach is supported by policy 1 in the JCS, policy CSU5 in the DM DPD and policy ENV3 in the BPNP, which also seek positive solution to existing drainage problems where practical.
- 5.5 Paragraph 156 of the NPPF, refers to strategic plan making rather than decision making on planning applications. Consideration of cumulative impacts are however, considered as part of the decision making process to ensure that flood risk is not increased elsewhere.
- 5.6 The site itself is within fluvial flood zone one (low risk) and is not at risk of surface water flooding. There is a blind ditch system (not connected to a main watercourse) located to the north of the infiltration basin which is part of a surface water flow path and is at risk from surface water flooding. Improvements have been made to the outfall into the blind ditch on Blofield Corner Road last year by NCC Highways, which has increased the volume and speed water is discharging into the blind ditch. It has previously been agreed that surface water from the allocated Bennetts site would discharge at an attenuated rate into the blind ditch system. Another planning application which proposes to drain into this ditch system at Woodbastwick Road in Blofield 20200077 for 4 dwellings remains undetermined.
- 5.7 The approved surface water drainage scheme is as follows. The highway and surface water from the dwellings roofs on the approved scheme discharges into a public sewer to be maintained by Anglian Water. The surface water then flows from the sewer into the new ditch running south to north along Dawson’s Lane at a controlled rate of approximately 21.3l/s, excess flows will be stored in an off-line attenuation basin on the east side of Dawson’s Lane and released back to the Anglian Water sewer system when the water levels in the sewer have reduced. From the ditch the surface water will flow through a culvert under Dawson’s Lane and into a ditch which connects to an infiltration basin on the west side of Dawson’s Lane. It is not proposed to change this system.
- 5.8 The proposed changes to the dwellings will increase the impermeable area on the site by 78 square metres from 3010 square metres to 3090 square metres (rounded up).

5 Assessment

- 5.9 A drainage calculation capacity check based on the maximum area that could be added before the infiltration basin was full, has been carried out which established that the infiltration basin would have spare capacity to take an increase in impermeable area.
- 5.10 For the purposes of clarity, a full set of network calculations have been produced for the 1 in 2 year, 1 in 30 year and 1 in 100 year plus 40% climate change events. This enables the figures to be directly compared with the ones produced for the previous approved scheme. These calculations demonstrate that there is sufficient capacity within the basin to take the additional surface water now proposed with approximately 29 cubic metres of spare capacity within the basin of approximately 258 cubic metres (just under 9% of space) in a 1 in 100 year plus 40% climate change event and the LLFA have confirmed the calculations.
- 5.11 The calculations show the flow rate at head wall 1, 3 and 4 would increase from approximately 21.3 to 21.6 l/s. This is due to slight changes in pressures in the system.
- 5.12 On the night of 23rd/24th December 2020 there was a significant rainfall event, which has resulted in flooding in a large number of locations all over Norfolk. The blind ditch did over flow and the East / West section of Dawson's Lane flooded. 69 Blofield Corner Road which is on the surface water flow path identified on the Environment Agency's flood risk maps and located in a dip in Blofield Corner Road suffered water ingress within the property. This property also flooded in October 2019. On 24th December the infiltration basin was observed as being full and there was a small amount of water seepage over the top of the basin in the following days. Water remained in the infiltration basin in varying amounts until early March 2021.
- 5.13 When the basin emptied, it was possible to confirm thoughts that the infiltration basin was not functioning efficiently because there was a thin layer of clay silt covering the basin, creating a "leaky seal" which substantially reduced the efficiency of the infiltration basin. This is why the basin had drained at a slower rate than the adjacent blind ditch.
- 5.14 The silt has now been largely removed which has substantially improved the infiltration rate of the basin. The silt deposits in the basin were a result of water running through the connecting ditch system eroding the ditch surface due to lack of vegetation having become established by this time and also an element of soil being washed from the construction site into the drains.
- 5.15 The ditch was dug out in late spring last year and due to a long dry summer limited vegetation had established in the ditch to stabilise its surface. This was especially the case for the ditch along the East of Dawson's Lane.

5 Assessment

Unlike piped systems, sustainable drainage systems do take time to establish before they are able to fully function as designed. The establishment of vegetation will reduce the silt deposits in the future.

- 5.16 Concern has been raised about the level the basin filled up despite only five dwellings having the roof's completed and connected to the drainage system and the top road surface having not been completed. The LLFA have confirmed that construction sites often produce more run off during construction than when the development is completed. This is due to compaction and sustainable features such as the permeable paving not having been installed and large areas of bare soil as grass and other vegetation has not been established and which would normally retain water flows.
- 5.17 The agricultural land immediately to the east of the new ditch on Dawson's Lane was not cultivated last year due to the ditch construction which could also have added to increased run off into the drainage system. Some erosion to the side of the infiltration basin also indicates that there were overland flows from the south. If this water was not going into the basin it would migrate to the blind ditch to the north.
- 5.18 The conditions prior to Christmas 2020 were severe across the county and in Norfolk in particular caused unprecedented high groundwater levels, which resulted in saturated ground and then a significant rain fall event on the saturated ground resulted in flooding in a number of locations.
- 5.19 The blind ditch system to the North of the infiltration basin has a history of flooding as does 69 Blofield Corner Road. The small amount of water over topping the basin occurred in the days after Christmas when the water at 69 Blofield Corner Road had already receded. It did not cause the direct flooding referred to, in fact the additional storage capacity within the basin has contained water which would have otherwise migrated towards the blind ditch, as referred to in 5.17 above.
- 5.20 The developer has dug a trench along the south and west side of the field containing the infiltration basin to try and prevent water from outside of the application site entering the basin. This is outside the application site plan so does not form part of this application and in itself is not significant enough to be an engineering operation requiring planning permission. If any water goes into the trench it would be diverted in the direction of the blind ditch. This water would have migrated to the blind ditch, so if it ends up in the ditch there is no overall increase of water in the blind ditch system. The developer only has a responsibility to deal with the surface water from their development and not from other locations.
- 5.21 The key to the effectiveness of sustainable drainage systems is their management and maintenance. The site system is being managed by the

5 Assessment

developer which is standard practice until the site is completed at which point it will be transferred to the management company. The management and maintenance plan approved as part of application 20200345 requires the infiltration basin and ditches to be checked at least once a month and maintenance to be carried out as required by condition. In the short term, until sufficient vegetation establishes in the ditch system to stabilise their surfaces there will be a necessity now for more maintenance than what will be required in the long term. The Council has the ability to enforce if maintenance is not carried out in accordance with the approved maintenance and management plan.

5.22 To provide further assurances an additional condition has been suggested requiring a verification report be submitted after the roof has been completed on the last property, this will verify whether the surface water system is operating correctly and if any remediation works are required and if so a time table for these to be carried out.

5.23 Concern has been raised that no water went into the detention basin in the heavy rainfall events. The detention basin works on flow rates rather than overall volumes, so generally are only required in very short heavy storms rather than periods of prolonged rainfall.

5.24 Concern has been raised by 78a Blofield Corner Road that they are experiencing increased flows of water through the ground into their property, which is affecting their septic tanks capacity to infiltrate. The development will divert water away from 78a and as a result there should be a reduction in water migrating through the site. There is no decisive evidence that the issue has been directly caused by the development especially as a result for the poor ground conditions and high levels of rainfall which have occurred. Ultimately this is a civil matter between the two parties.

5.25 Drainage calculations have been provided which demonstrates that the infiltration basin has capacity to accommodate the increase in surface water resulting from the increase in foot print of the dwellings which has been confirmed by the LLFA. The recent issues with the poor infiltration within the basin have been resolved. The long term vegetation of the ditches will reduce the maintenance requirements on the system by reducing the amount of silt which may end up in the infiltration basin.

5.26 The blind ditch system is at risk of flooding, the infiltration basin is providing additional storage capacity which will reduce the amount of water reaching the blind ditch system, resulting in a betterment. It is not considered that the development will result in increased flood risk elsewhere. As a result, it is considered that the system is compliant with the guidance within the NPPF and would be in accordance policy 1 in the JCS, policy CSU5 in the DM DMD and policy ENV3 in the BPNP and is acceptable.

5 Assessment

Design, amenity and character and appearance of the area

- 5.27 The proposed design of the dwellings is acceptable and being single storey would reduce any amenity impacts. As a result it is considered that the development complies with policy GC4 of the DM DPD which seeks to ensure a good standard of design and protect residential amenity. The proposal also adds to a mix of dwelling types which is supported by JCS policy 4.

Other Issues

- 5.28 The need to support the economy as part of the recovery from the COVID-19 pandemic is a material consideration but has limited weight in determining this application.
- 5.29 Under Section 143 of the Localism Act the Council is required to consider the impact on local finances. This can be a material consideration but in the instance of this application the other material planning considerations detailed above are of greater significance
- 5.30 This application is liable for Community Infrastructure Levy (CIL) CIL will be chargeable on the increased floor area.

Conclusion

- 5.31 It has been demonstrated that the proposed increased in surface water resulting the enlarged footprint can be accommodated within the existing infiltration basin in a 1 in 100 year plus 40% climate change event which has been verified by the LLFA. Clay silt deposits will be reduced as vegetation establishes in the ditches and regular maintenance will help to reduces issues occurring in the future. It is not considered that the development will result in increased flood risk elsewhere. As a result, it is considered that the system is compliant with the guidance within the NPPF and would be in accordance policy 1 in the JCS, policy CSU5 in the DM DMD and policy ENV3 in the BPNP and is acceptable subject to the verification report condition and any required remediation.
- 5.32 The amended design of the dwellings is acceptable and will reduce the impact on neighbouring properties. As a result it is considered that the proposed changes comply with policy GC4 in the DM DPD.

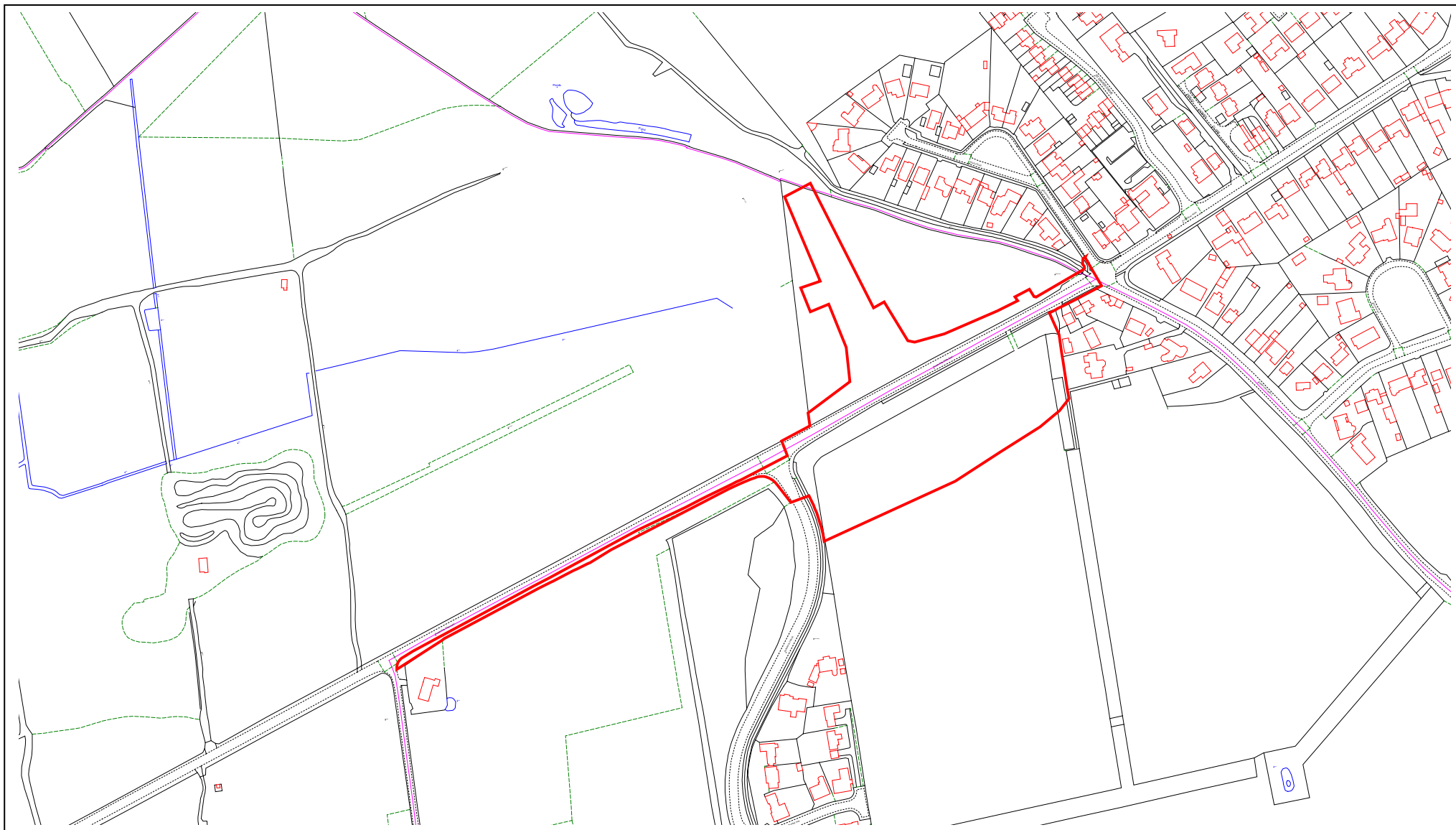
Recommendation: Approve with conditions

1. In accordance with drawings (AD01)
2. Surface water drainage (bespoke)

Recommendation: Approve with conditions

3. Surface water verification report
4. Standard Estate Road (SHC01)
5. Standard Estate Road (SCH02)
6. Standard Estate Road (SHC03A)
7. Highway Improvements off-site (SHC32B)
8. Tree protection (L08)
9. Landscaping scheme to be complied with (L07)
10. Renewable Energy – Decentralised source (E01)
11. Boundary Treatments (L02)
12. No PD fences, walls etc. on western boundary (P08)
13. Fire hydrant (D09)
14. PD Removals walls and fences western boundary plots 9 and 10 (P08)
15. Materials (D02)

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Application No: 20161873

Land to the East of Pound Lane and West of Heath Road, Plumstead Road East, Thorpe St Andrew

**Scale:
1:2500**

**Date:
25-May-21**



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Application No: [20161873](#)
Parish: **Thorpe St Andrew**

Applicant's Name: Broadland District Council
Site Address: Land to the east of Pound Lane and west of Heath Road, Plumstead Road East, Thorpe St Andrew
Proposal: Road improvements comprising new junction arrangement(s) and footways

Reason for reporting to committee

Broadland District Council is the applicant.

Recommendation summary:

Approve subject to conditions.

1 Introduction

- 1.1 This application was last brought to Planning Committee on 12 July 2017. At this committee Members resolved to:

Delegate Authority to the Head of Planning [as was at the time] to APPROVE subject to no new material issues arising from consultation on the drainage strategy, AIA and ecology (that cannot be dealt with by condition(s) and or informative(s)) and subject to conditions.

- 1.2 Due to the long period of time that has elapsed since the planning committee considered this application without the decision being issued, and as the red line has been changed to incorporate an altered drainage solution it is being brought back before Members.

2 Planning Policies

- 2.1 National Planning Policy Framework (NPPF)

NPPF 02 : Achieving sustainable development
NPPF 04 : Decision-making
NPPF 05 : Delivering a sufficient supply of homes
NPPF 06 : Building a strong, competitive economy
NPPF 08 : Promoting healthy and safe communities
NPPF 09 : Promoting sustainable transport
NPPF 10 : Supporting high quality communications
NPPF 11 : Making effective use of land
NPPF 12 : Achieving well-designed places

NPPF 14 : Meeting the challenge of climate change, flooding and coastal change

NPPF 15 : Conserving and enhancing the natural

2.2 Joint Core Strategy (JCS)

Policy 1 : Addressing climate change and protecting environmental assets

Policy 2 : Promoting good design

Policy 4 : Housing delivery

Policy 5 : The Economy

Policy 6 : Access and Transportation

Policy 7 : Supporting Communities

Policy 9 : Strategy for growth in the Norwich Policy Area

Policy 10 : Locations for major new or expanded communities in the Norwich Policy Area

Policy 20 : Implementation

Policy 21: Implementation in Broadland

2.3 Development Management Development Plan Document (DM DPD) 2015

Policy GC1: Presumption in favour of sustainable development

Policy GC2: Location of new development

Policy GC4: Design

Policy EN1: Biodiversity and Habitats

Policy EN2: Landscape

Policy TS1: Safeguarding of land

Policy TS3: Highway safety

Policy CSU5: Surface water drainage

2.4 Growth Triangle Area Action Plan 2016

Policy GT1: Form of development

Policy GT2: Open space buffer

Policy GT3: Growth Triangle orbital link road

Policy GT6: Plumstead Road East (south side) residential allocation

Policy GT8: Plumstead Road East (north side) residential allocation

2.5 Great & Little Plumstead Neighbourhood Plan

Policy 1: Integrity of settlements

Policy 2: High quality design

Policy 3: Maximise walking and cycling between settlements

Policy 4: Quantify traffic generation

Policy 5: Green infrastructure provision

Policy 6: Green infrastructure management

2.4 Supplementary Planning Documents (SPD)

Landscape Character Assessment

3 Assessment

- 3.1 Almost 4 years have passed since this application was last brought before Members of the Planning Committee and in that time there has been an alteration to the scheme that Members should be aware of. This relates to drainage. I have attached the original report for Members' information.
- 3.2 The proposed roundabout is located on land that Broadland owns, Norfolk County Council public highway land and third party land. Significant progress has been made with detailed design work on this roundabout, which Broadland has commissioned Norfolk County Council Highways to undertake. However, its delivery has been stalled due to the fact that at least one of the third party landowners is currently unwilling to sign a legal agreement to enable the junction to be delivered on their land. Therefore the Director of Place has taken forward a report to Cabinet to seek agreement for a Compulsory Purchase Order (CPO) of the land required to deliver the roundabout.
- 3.3 A key element of the CPO process is to ensure that planning permission is in place. Whilst the principle of the scheme has not changed there has been an alteration to the drainage solution for the scheme. Members previously saw a plan showing a drainage lagoon for the development on the south side of Plumstead Road. This will still be required, but there will also now be a need to have a second drainage lagoon to the north side of Plumstead Road. This has been required as more detailed survey work has been undertaken, which has highlighted the effects of the topography of the land and the drainage capacity that is needed. The result of this has been that the red line of the application has had to be altered as the northern half of the new lagoon is not within the existing red line plan. Members will see from the plan that this change is minor, but I consider it necessary to appraise you of it.
- 3.4 This change to the drainage solution has been designed by the Norfolk County Council highways engineer who is progressing the scheme on behalf of the Council. He has been in discussion with the Lead Local Flood Authority and I have consulted them on the scheme too. They are satisfied with how the development is progressing, will continue to be involved during the technical vetting of the scheme and have raised 'no comment' in their formal response to the application. Given this I am satisfied that it is appropriate to approve the application.
- 3.5 For Members' information and as per the original resolution I can confirm that no new matters have arisen following consultation on the Arboricultural Impact Assessment or the ecology report.

- 3.6 The need to support the economy as part of the recovery during and following the COVID-19 pandemic is a material consideration. This application will contribute to the local economy during the construction of the development and will be a key piece of infrastructure that will unlock the delivery of large scale housing/employment sites, which weighs in its favour although the proposal is acceptable in its own right.
- 3.7 The development is not liable for the Community Infrastructure Levy.
- 3.8 Under Section 143 of the Localism Act the Council is required to consider the impact on local finances. This can be a material consideration but in the instance of this application the other material planning considerations detailed above are of greater significance.

4 Conclusion

- 4.1 At the Planning Committee of 12 July 2017 Members resolved to:

Delegate Authority to the Head of Planning [as was at the time] to APPROVE subject to no new material issues arising from consultation on the drainage strategy, AIA and ecology (that cannot be dealt with by condition(s) and or informative(s)) and subject to conditions.

- 4.2 As outlined in this report no new material issues have arisen from the consultation on the AIA and ecology matters. However, the drainage strategy has changed due to the issues of land ownership. The principle of the development has not changed and as the drainage solution has raised no comment from the Lead Local Flood Authority Members are asked to Approve the application subject to the conditions below.

Recommendation: Approve subject to the following conditions:

1. Time limit
2. Plans and documents
3. Construction workers parking
4. Wheel cleaning
5. Off-site highway improvements
6. Traffic regulation order to reduce speed limit
7. Drainage
8. Trees
9. Ecology

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AREA East

PARISH Thorpe St Andrew

3

APPLICATION NO: [20161873](#)

TG REF: Eastings 627857
Northings 310931

LOCATION OF SITE Land to the East of Pound Lane and West of Heath Road, Plumstead Road East, Thorpe St Andrew

DESCRIPTION OF DEVELOPMENT Road improvements comprising new junction arrangement(s) and footways

APPLICANT Broadland District Council

AGENT Mr David Allfrey, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2SG

Date Received: 27 October 2016
13 Week Expiry Date: 26 January 2017

Reason at Committee: Broadland District Council is the applicant

1 THE PROPOSAL

- 1.1 This is an application for full planning permission in respect to the provision of a roundabout junction and access roads into the land north and south of Plumstead Road East, also allowing for a (phased junction improvement if required – see 1.5 below).
- 1.2 The proposal seeks to provide a redesigned roundabout junction previously submitted as part of the development of a sustainable urban expansion at Brook Farm and Laurel Farm – application no: [20090886](#) (also referred to as area based Policy GT 6: Brook Farm as an allocation for development in the [Growth Triangle Area Action Plan](#)), in order to provide a four arm roundabout and access road through the land to the north of Plumstead Road East.
- 1.3 The access road through to the north would provide access to the adjacent land (owned by Broadland District Council) and which is allocated for residential development and connecting link road as area based Policy GT 8: Land North of Plumstead Road East in the [Growth Triangle Area Action Plan](#).
- 1.4 The proposed roundabout layout is illustrated on drawing number PKA005-MP-003. The junction consists of a four arm roundabout providing access from Plumstead Road to the land to the north and south of the junction. The

design of the junction has been completed in accordance with design criteria set out in the Design Manual for Road and Bridges. Two access spurs into the land to the north have been provided, one from Plumstead Road and one from the proposed access road. Both junction designs have considered visibility splays, stopping sight distances and vehicle auto-tracking.

- 1.5 To allow the access road to the land to the north be brought forward prior to the development of the Land at Brook Farm and Laurel Farm, it is proposed that initially a priority T-junction be installed on Plumstead Road as illustrated on drawing number PKA005-MP-002. The junction has been designed to suit the alignment of the roundabout and to satisfy the Design Manual for Road and Bridges.
- 1.6 As part of the installation it is also proposed to extend the existing 30mph speed limit from Green Lane North 255m west to a point 25m west of Dussindale Drive as shown in drawing number PKA005-MP-005.
- 1.7 Walking and cycling links will be provided alongside the new access roads with uncontrolled crossing facilities provided on each arm of the proposed roundabout and priority junction. The proposal also includes the installation of a footway westwards between Dussindale Drive and Pound Lane on the southern side of Plumstead Road East.
- 1.8 The installation of the proposed junctions will require the removal of trees and vegetation as shown in drawing number PKA005-MP-006. The installation of the priority junction will require the removal of approximately seven trees in the northern verge of Plumstead Road with the installation of the roundabout junction requiring the removal of trees and vegetation to the south of Plumstead Road previously identified for removal as part of the [20090886](#) application. An arboricultural impact assessment (AIA) has been undertaken to assess the trees in the area, the extent of root protection areas and the level of mitigation that will be required due to tree loss.
- 1.9 The application is situated within a Groundwater Source Protection Zone 3 area. The proposed drainage for the scheme will be provided in accordance with the CIRIA C753 SuDs Manual (2015) and will comprise of a staged infiltration system designed to suit the new roundabout alignment and provide the necessary capacity and pollution control measures. This has been subject to ground investigations to determine the design of ponds / soakaways required.

2 KEY CONSIDERATIONS

- Highway safety and provision of orbital link road
- Impact on character and appearance of area

- Co-ordinated approach to development

3 CONSULTATIONS

3.1 Thorpe St Andrew Town Council:

No objections.

3.2 Great & Little Plumstead Parish Council:

Fully supports the comments expressed by Mr Cawdron in 5.1 below.

3.3 NCC Highways:

The land to the south of Plumstead Road has been subject to a previous planning application which introduced a three arm roundabout on the Plumstead Road. The positioning and geometry of this consented junction prevents a fourth arm being added to the roundabout that would satisfy the required design standards. Therefore to provide a fourth arm and provide an access road to the land north of Plumstead Road the applicant is proposing to redesign the previously submitted roundabout and relocate the roundabout to the north on Plumstead Road.

The access road to the north from this new roundabout would provide access to the adjacent land to the north and then form part of a potential link road through to Salhouse Road as identified in Broadland District Council's Growth Triangle Area Action Plan (adopted July 2016).

The Highway Authority considers that a priority junction as shown on Drawing Number PKA005_MP_002 is an appropriate junction form to serve the area of land to the north of Plumstead Road. This should be implemented prior to first occupation of the site.

However the roundabout junction (Drawing Number PKA_MP_003) is required to facilitate the development to the south and/or to provide the link from Salhouse Road and so should be delivered either prior to the occupation of the first dwelling/unit in relation to the Brook Farm development (20090886) or prior to the connection to the north of the development site for the link through to Salhouse Road.

The off-site works (the priority junction and the roundabout) 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 accosts relating to the off-site works which will

include a commuted maintenance amount as well as various fees including administration and supervision.

The Highway Authority recommends no objection subject to the following conditions:

SHC 28: Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety.

SHC 30A: No works shall commence on site until the details of wheel cleaning facilities for construction vehicles have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To prevent extraneous material being deposited on the highway.

SHC 30B: For the duration of the construction period all traffic associated with the construction of the development permitted will use the approved wheel cleaning facilities provided referred to in Part A.

Reason: To prevent extraneous material being deposited on the highway.

SHC 39A: 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 drawings numbers PKA005_MP_002 and PKA005_MP_003 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: 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.

SHC 39B: Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A (Priority Junction - drawing number PKA005_MP_002) of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

SHC 39C: Prior to the occupation of the first dwelling/unit in relation to the Brook Farm development (20090886) or prior to the connection to the north of the development site for the link through to Salhouse Road the off-site highway improvement works referred to in Part A of this condition (Roundabout - drawing number PKA005_MP_003) shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

Informatives:

Inf.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.

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

3.4 NCC Green Infrastructure Officer:

Comments awaited.

3.5 NCC Lead Local Flood Authority:

Comments awaited on drainage strategy.

3.6 BDC Conservation Officer (Arboriculture & Landscape):

Comments awaited on Arboricultural Implications Assessment.

3.7 BDC Historic Environment Officer:

Although the proposed highway works will result in further sub-urbanisation of this site, which is positioned at the edge of the Thorpe End Conservation Area, the principle of such works has already been approved through previous planning permissions for the development of the land to the north and south and a new roundabout. There will be limited impact on the setting of the conservation area, which is considered acceptable.

3.8 BDC Pollution Control Officer:

No comments to make.

4 PUBLICITY

4.1 Notice in local newspaper: 6 December 2016

Expired: 27 December 2016

4.2 Site notices: 2 November 2016

Expired: 23 November 2016

4.3 Neighbour notification: 28 October 2016

Expired: 20 November 2016

93 Neighbours consulted at the following locations:

Thorpe End – Saint David's Drive; Woodland Drive; Heath Road; Plumstead Road; Green Lane North; Thorpe St Andrew – Dussindale Drive; Prince Rupert Way; Plumstead Road East; Highs Corner; Green Lane North

5 REPRESENTATIONS

5.1 Mr A Cawdron R.I.B.A (rtd), Dinard, 8 The Boulevard, Thorpe End:

Let us start with the positives.

Firstly, an application has been made for the commencement of the Inner Link Road. Secondly, it has a better alignment with the Plumstead Road than previous outline drawings. Third, it includes a multi-use footpath to Pound Lane as a continuation of the Middle Road cycle and footpath.

Continuing thereafter with the negatives:

The positioning of the roundabout / junction itself, which as BDC know from previous meetings and correspondence, residents and Parish want placed westwards and linked up with Dussindale Drive, generating a five ways roundabout, with the northern link road placed to the boundaries of the Thorpe Woodlands. Excuses of 'Ransom Strips' ring hollow.

The small westward facing spur from the Link Road is in any event illogical and unnecessary.

The northward facing spur from Plumstead Road is also illogical and unnecessary. The spur should come off the distributor link road and face east into the triangular Site Area.

I believe we can understand a "minimum spend" junction proposal in the first instance as development to the North snail paces towards being needed at all. The provision of the roundabout should be a pre-condition of any occupation of housing to the North as the right turn onto Plumstead Road will add yet another hazard to a multi junction road section. There is however, an amount of public money wastage and continuing local disruption in the proposal and we consider the correct approach is to provide the roundabout in the right place first and close off the link road(s) while construction work takes place. A roundabout in the right place would improve bus service access, general traffic safety and safety for others.

As it stands with the present proposal, for many years to come, people will be expected to cross, Green Lanes (a very hazardous activity for school children and adults alike), the new Link Road and then Dussindale Drive to make progress towards the School and Norwich. We consider the aim should be to have one major crossing point at the Link Road Junctions with a demand led pedestrian/cyclist crossing point, light controlled.

We have challenged before the logic of placing thousands of homes and a 'Business Hub' to the North and then expecting Plumstead Road not to be brought to a standstill by traffic streaming down from the right, thereby generating a pollution cloud car park in Thorpe End itself. Restrictions on the Salhouse Road and Gurney Road BRT will only exacerbate this future problem. More housing and "Business Park" development to the South will only pile on the pressure.

We have also said before that the provision of serviced plots for self-build to GT8 would in our view be beneficial to BDC, would answer some 'planning ambitions', maintain a conservation area approach and would attract a higher premium than a cheap build speculative development.

Within the National Planning Framework, “Sustainability” is defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. As for the tens of thousands of extra vehicle movements a day that will be generated by this incessant, insatiable search for ‘growth’, I’m sure the Postwick Hub will cope (maybe!!), it’s just that a Plan is supposed to *improve the quality of life* for the people affected. This will certainly not be the case for Thorpe End Residents or indeed any of the Plumstead Parish.

Someday, there will be a retrospective case taken to Court to prove that the stated ambitions of the Planning Framework are incompatible with what actually happens. The Thorpe End Environment and the proposed Rackheath sites placed adjacent to the noise and pollution environment of the NNDR are notable examples of what actually happens.

5.2 Mr and Mrs Townly, Birch House, 20 Plumstead Road, Thorpe End:

We object to the application because we consider a better cost and environmental option is available as outlined here.

As you are aware there is a long history of objection to the previous application and subsequently it applies to this application because it completely ignores the considered views held by our Parish Council and local Residents Association; that the proposed roundabout should be positioned at the top of the Dussindale junction U52131/C874 Plumstead Road.

Recently it has been suggested that there is a land ownership issue that may compromise the roundabout being positioned at the top of Dussindale Drive U52131/C874 junction. We find this difficult to believe this could present a permanent obstacle as the roundabout was shown in this position for many years in the Local Plan and as an option for the Brook Farm / Laurel Farm proposals and was the preferred option for the NDR Pink route. One can observe from the NCC highway markers at the top of Dussindale that NCC highways own a large section of land at the top of the U52131 which could be used to support our alternative that should commence with a four lane roundabout with the fifth lane added directly through the very end of the Plantation and onward to Salhouse Road at the appropriate time.

Even if this is the case (land ownership Parish Council letter dated 12/3/2015 requesting FOI request was not forthcoming) when one looks at the LIA (local impact assessment for the NDR) and subsequent *compulsory* purchase of productive farmland and environmental impact with tree / hedge removal and endangered species habitat relocation; the rationale for the current proposal does not stack up against the provision of a five lane access roundabout at the U52131/C874 junction both in cost and minimisation of congestion / pollution as the current proposals would create; furthermore it would mean very little loss of trees at the outer edge of the 202 acre plantation and

therefore provide a *sound and pollution* barrier for any future housing on G8 (please note in the Parish Council's AAP response it was preferred that G8 should be left as pasture) maintaining a distinct separation from Thorpe End Garden Village, a unique Conservation area.

The proposed roundabout in the detailed application, positioned as it is half way between Dussindale Drive and Heath road makes no sense because if this proposal proceeds we will have four junctions within a 120 yard distance. Yes it will function, but not as effective as having a *five way junction* at the top of Dussindale both from a traffic flow and environmental aspect. (See *Heartsease and Earlham five ways roundabouts as an example.*)

As was stated in our AAP/NET response these major developments (*it is estimated an additional 110000 traffic movements per day will result*) road infrastructure must be considered and constructed prior to any development (the proposed closure of Gurney Road through Mousehold Heath as part of NATs RBT system will be a disaster and have significant traffic congestion and pollution outcomes for Thorpe St Andrews, the Plumsteads and Sprowston because of re directed traffic to Sprowston road Plumstead road and Thorpe road, *note!* there is new increased traffic congestion caused by three supermarkets and shop parade on Plumstead road new speed bumps and parking both sides of the road on Ketts Hill) as a whole and not piece meal on an individual basis because of the key road networks and required infrastructure which facilitates; not only the housing but all of the business premises major supermarkets and park and ride facilities as well as Norwich City Airport on this route, it is plain daft to do otherwise. Let's do the right thing!

We do not see the need for the spur off Plumstead Road (as this will add to congestion) and the other spur shown should come off the new link road into G8.

We are endeavouring to prevent the C874 Plumstead Road becoming a Congestion and Pollution Zone to the detriment of all.

Local knowledge will also confirm a real hazard at the proposed spot because there is a frequency for heavy blanket fog / mist. The positioning of the proposed junction and design line would also mean a loss of some of copse along this section and will bring the road much closer to the houses on the west side of Green Lane North and Heath Road.

We welcome the proposed 30mph limit but would consider it prudent to extend it through to South Hill Road, Thorpe St Andrew along with a tarmac footpath to facilitate safe passage for school children and pedestrians. Within the scheme it must also provide safe passage across the junction with one major crossing point at the link road junctions which is demand led crossing, light controlled.

The application does not confirm the long standing understanding that Green Lane North would be closed to through traffic with the exception of cyclists and pedestrians.

Summary: We hope for a better Norwich and a better Norfolk this application is just a part of that, by making the right cost effective and environmentally accepted choices history will reflect wise decision making by the present NCC and BDC incumbents and they have listened to local knowledge and concerns.

5.3 B Gooderham, 24 Heath Road, Thorpe End:

I object to the positioning of the orbital link road, this would be much better positioned away from Thorpe End nearer the top of Dussindale.

The positioning of it is purely so that the field's developers will have to pay for its construction with no thought to the resident's quality of life at Heath Road. You are positioning a road directly behind people's houses, so blighting their quality of life with noise, fumes and no doubt light pollution. It could easily be nearer or into the woods slightly so providing a barrier and keeping Thorpe End's separation from the development and retaining its village identity.

No thought has been given to the school bus which stops for between 5 and 15 minutes and waits for the children outside St David's Church, this causes traffic jams every morning at 8.30am and the tailbacks will block the orbital link road at its proposed position joining the Plumstead Road at the peak of rush hour, as the queues stretch back to Dussindale.

I also feel the fact the consultation at the diamond centre misled people by placating people into believing a cricket pitch will be at the back of Heath Road when it's not even owned by the consortium of land owners, many people think they are getting a cricket pitch and promised green landscaping when that is not actually their land to promise it for.

I really feel this is the start of the demise of Thorpe End and its garden village historical heritage. Plus without sounding elitist a cluster of social housing adjoined to the entrance to Thorpe End would completely spoil the garden village ethos of original plans.

5.4 Mr and Mrs Shelley, 2 South Walk, Thorpe End:

Broadland Council's acquisition of Site GT8 to enable the construction of the Link Road is welcomed as it the inclusion of a 3m wide multi use footpath to Pound Lane as part of the proposals. However, as you are very well aware Great and Little Plumstead PC and Thorpe End Garden Village Residents

Association (TEGVRA) have for many years consistently been of the view that:

- (1) The Link Road through Site GT8 should be constructed adjacent to the west boundary of the site with Thorpe Woodland and NOT through the centre of the site;
- (2) The Junction of the Link Road with Plumstead Road should be form a single junction with Dussindale Drive and NOT for multiple junctions to be constructed onto a short section of Plumstead Road which results in the removal of the tree screen on the south side of Plumstead Road;
- (3) That Green Lane North should be closed to through traffic, the Link Road constructed from the Broadland Business Park and Postwick Junction to Plumstead Road with Green Lane formed into a cycle and pedestrian route, as Lothbury originally proposed with the First Phase of the Business Park some 20 years ago. We are still waiting!!!!

We continue to support the PC and TEGVRA in its objections to proposals, including this application, that do not achieve these objectives and hope that Broadland Council as the landowner and developer of GT8 will listen to local representatives stated concerns and for a single junction solution serving Dussindale, Brook/Laurel Farm development, GT8 and the Link Road to be agreed.

Specific objections to 20161873 are:

- (1) A single 5 arm roundabout should be constructed to serve the Link Road, GT8, GT6 Brook/Laurel Farm Development and Dussindale Drive;
- (2) It should be located at the top of Dussindale Drive;
- (3) The Link Road should follow the west side of the GT8 allocation with Thorpe Woodland;
- (4) The proposed location of the roundabout is in a dip on Plumstead Road which, as Broadland Council has been consistently advised, often becomes foggy limiting visibility in winter months giving rise to safety concerns;
- (5) The speed restriction should be extended to Southill Road;
- (6) The proposed two-stage junction construction for the Link Road is a complete waste of public sector funds as well as causing yet further construction disturbance to the Thorpe End. The final solution should be constructed at the outset;

- (7) The proposal to serve part of GT8 by yet another estate road access onto Plumstead Road close to the Green Lane North and Heath Road junctions is dangerous and unacceptable;
- (8) All the GT8 allocation should be served from the Link Road and a single 5 arm roundabout to be constructed before the occupation of any housing on GT8 and with no further individual accesses onto Plumstead Road;
- (9) The tree screen along the south side Plumstead Road to the east of Dussindale Drive provides a landscape approach to Thorpe End Garden Village, which is a Conservation Area. Proposals should retain this landscape approach to the village and include landscaping along the north side of Plumstead Road.
- (10) We would urge that the type of dwellings to be built on GT8 provide an attractive approach to the Thorpe End Conservation Area, the site as we have previously stated provides a great opportunity for a self/custom built development which will continue the original Garden Village concept of Thorpe End.

Thorpe End is being completely surrounded with further development with the NDR, new housing and more business development. It is a heartfelt plea after 20+ years of increased traffic impacting on the village that the Developers and Promoters of the whole of the GT7 and GT6 allocations and Broadland Council as owners of GT8 should work together to achieve a co-ordinated solution for the provision of a single 5 arm roundabout at the top of Dussindale Drive, the entire Link Road to the Postwick Junction, safe footpath / cycle routes within the whole area, the Green Spaces, the landscape separation belt around the village, bus stops with safe pedestrian crossing points on the Plumstead Road and Link Road, rather than a continuation of the piecemeal approach to individual developments which leaves no one accepting responsibility for these wider public benefits of development proposals.

In our previous meetings with you it has always been stated that there are landownership / ransom issues, which prevent the relocation of the roundabout further to the west to allow for a single junction to be designed for the Link Road Dussindale Drive. The whole of the frontage along the south side of Plumstead Road to Dussindale Drive has been included within the red line the planning application and Certificate B has been served on the Norfolk County Council and Mr P Key, the owner of the land on the south side of Plumstead Road. No other landowners have been served notice and there would appear therefore to be no land ownership obstacles to designing a single 5 arm junction.

We would urge Broadland Council to look again at these proposals and to listen to and work with the PC and TEGVRA to achieve a better single junction solution.

6 RELEVANT POLICY GUIDANCE

National Planning Policy Framework (NPPF):

- 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. The NPPF is a material consideration and should be read as a whole but paragraphs 14, 17, 18, 19, 20, 21, 29, 30, 32, 34, 37, 49, 56, 69, 70, 128, 131-134, 186, 187 are particularly relevant to the determination of this application.

National Planning Practice Guidance (NPPG):

- 6.2 This guidance is relevant to the determination of this application, specifically the sections relating to the Design, Flood Risk, Historic Environment, Transport Assessments and Use of Planning Conditions.

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

- 6.3 Policy 1:

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.

- 6.4 Policy 2:

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.

- 6.5 Policy 5:

States that the local economy will be developed in a sustainable way to support jobs and economic growth.

- 6.6 Policy 6:

Relates to access and transportation. Specifically it seeks to ensure that the transport system will be enhanced to develop the role of Norwich as a

Regional Transport Node, particularly through the implementation of the Norwich Area Transport Strategy (NATS).

6.7 Policy 9:

The Norwich Policy Area (NPA) is the focus for major growth and development. Housing need will be addressed by the identification of new allocations to deliver a minimum of 21,000 dwellings distributed across various locations, including Broadland smaller sites in the NPA: 2,000 dwellings, to be made in accordance with the settlement hierarchy and local environmental and servicing considerations.

6.8 Policy 10:

Identifies location for major new or expanded communities in the Norwich Policy Area. Of particular relevance is the identification of the Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle. It states that this location will deliver an urban extension on both sides of the Northern Distributor road. However, there is scope for partial delivery, the precise extent of which will be assessed through the Area Action Plan. It also states that the new community will take the form of inter-related new villages and gives details of what these will include, such as community facilities, schools, employment, greenspaces, transport improvements etc.

6.9 Policy 21:

When considering development proposals in their part of the Norwich Policy Area Broadland District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Development Management Development Plan DPD (2015) relevant policies:

6.10 The policies set out within the Development Management DPD do not repeat but seek to further the 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:

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:

New development will be accommodated within settlement limits defined on the proposals 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 EN1:

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.

6.15 Policy EN2:

In order to protect the character of the area, this policy requires development proposals to have regard to the Landscape Character Assessment SPD and consider such things as gaps between settlements, the nocturnal character of the area and so forth.

6.16 Policy CSU5:

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

6.17 Policy TS1:

Land required for the improvement of the transport network will be safeguarded.

6.18 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.

Growth Triangle Area Action Plan (2016) (GTAAP):

6.19 Policy GT1:

This Policy relates to the form of the development. It sets down ways in which development proposals should be master planned and relate to other development around them. It states that mixed use developments should incorporate in the region of 1m² of employment, retail or community floor space for each 30m² of residential development.

6.20 Policy GT2:

Makes specific reference to areas of green open space that are to be retained to preserve the landscape setting of particular element of the Growth Triangle. It identifies that biodiversity and habitat connectivity will be achieved through the delivery of specified GI corridors. It also identifies that informal and formal open space and recreational facilities should be appropriately provided within development.

6.21 Policy GT3:

New orbital road links across the Growth Triangle will be provided by development and indicative routes for potential links between Salhouse Road and Plumstead Road are identified. Seeks a new cycleway to be provided between Broadland Business Park and Norwich Airport Industrial Estate. Seeks improvements to support Bus Rapid Transit along Salhouse/Gurney Road. Requires permeable and legible street layouts which: support walking and cycling and encourage low traffic speeds; are consistent with Public Transport Orientated Development; and, that provide connections to the Norwich Cycle Network.

6.22 Policy GT6:

This is the policy specifically relevant to the site south of Plumstead Road East. Of particular relevance to this application is that it requires local transport improvements as necessary to offset the impact of the development. These include the creation of a road layout that creates a direct vehicular connection between Peachman Way and Plumstead Road East as well as an internal road network with in the development is suitable for the passage of buses and is cycle friendly.

It also states that no development will be permitted until a phasing plan indicating the orderly sequence of development has been approved.

6.23 Policy GT8

This is the Policy specifically relevant to the site north of Plumstead Road East. It allocates a site of approximately 2 ha for residential development north of Plumstead Road, to include residential development, including 33% affordable housing; a road layout that takes account of the possible completion of a direct vehicular connection between Salhouse Road and Cranley Road; and, recreational open space in accordance with the Council's adopted policies.

Great and Little Plumstead Neighbourhood Plan:

6.24 Policy 1:

New development will respect and retain the integrity of Great Plumstead, Little Plumstead and Thorpe End Garden Village as distinct settlements, protecting their character as individual villages and, in particular, it is important that coalescence is avoided between Thorpe End Garden Village and development related to the surrounding settlements, ensuring that Thorpe End Garden Village retains the appearance and character of a separate "garden village".

6.25 Policy 2:

New development should deliver high quality design and should:

- demonstrate how they will integrate into and enhance the existing villages and communities;
- be of an appropriate scale and density to the wider Parish context;
- respect and be sensitive to the local character and natural assets of the surrounding area, taking every opportunity through design and materials to reinforce a strong sense of place through individuality and local distinctiveness;
- provide a mix of housing types to meet local needs to include one and two bedroom dwellings for first time buyers and local residents seeking to downsize;
- provide roads that meet the requirements of the Highway Authority;
- provide a garage for each dwelling of a minimum size as set out in the Broadlands Parking Standards SPD with garages within dwelling house curtilages being the preferred option;
- provide, where feasible and practical, car parking for each new dwelling based on the standards highlighted in the plan;

- provide adequate external storage space for refuse, composting and recycling; and
- encourage the provision of at least 5% of land as self-build plots on developments of 20 or more dwellings.

6.26 Policy 3:

All new development should maximise opportunities to walk and cycle between Great Plumstead, Little Plumstead and Thorpe End Garden Village.

6.27 Policy 4:

New development proposals, where appropriate, will be expected to quantify the level of traffic they are likely to generate and its accumulative effect with other developments in the Parish and surrounding parishes. They will also be expected to assess the potential impact of this traffic on road safety, pedestrians, cyclists, parking and congestion within the Parish and including measures to mitigate any negative impacts.

6.28 Policy 5:

Where green infrastructure is provided as part of development it should aim to improve biodiversity and connections with existing green spaces in and around the villages.

6.29 Policy 6:

Where new developments provide elements of green infrastructure (such as open space, natural green space, recreational areas, allotments, community woodland and orchards) the developer will be required to demonstrate an effective and sustainable management programme for them by having:

- (a) an effective transition to the Local Authority ownership; or
- (b) an effective transition to the Parish Council ownership with suitable funding grant to cover projected future upkeep costs for at least the next twenty years; or
- (c) management by an established management company with a viable business case and operating model to cover projected costs for at least the next 20 years, this will be legally underwritten through the provision of a bond by the developer.

7 LOCATION AND DESCRIPTION OF SITE

- 7.1 The site lies on the north-eastern edge of Thorpe St Andrew and is adjacent the western boundary of the settlement of Thorpe End Garden Village (Gt & Lt Plumstead). The extent of the proposed works within the application site is outside of but close to the outer edge of the [Thorpe End Garden Village Conservation Area](#).
- 7.2 The site straddles both sides of Plumstead Road East at this point. The land to the north [GT8 allocation in GTAAP] is currently a paddock with post and wire fence and soft verge with some trees fronting Plumstead Road East. The western boundary adjoins woodland and the north eastern boundary is an agricultural access track with properties on Heath Road beyond this. There is an existing access into the site at the extreme eastern end, close to the junctions of Heath Road and Green Lane North with Plumstead Road East.
- 7.3 The land to the south [GT6 allocation in GTAAP] is currently in agricultural use, utilised for livestock grazing and contains a belt of mixed specie trees along the road frontage. A footway exists along the frontage between Green Lane North and Dussindale Drive.
- 7.4 The proposal includes formalising a footpath link between Dussindale Drive and Pound Lane to the west where an existing unmade path runs parallel to Plumstead Road East at the edge of the woodland known as Browns Plantation.
- 7.5 The application site encompasses a 2.56 ha area, which includes the area where the works to provide the junction, access roads, shared use paths and drainage works will be undertaken.

8 PLANNING HISTORY

- 8.1 [20090886](#): Development of sustainable urban expansion comprising 600 dwellings, link road, 14.6 ha of employment land for B1, B2 or B8 purposes, local centre (including 1,035m² of A1 retail/community hall), site for railway halt and associated open space (outline). Approved 28 June 2013. (Policy GT6 GTAAP)
- 8.2 [20160498](#): (1) Proposed residential development of a minimum 803 dwellings with access roads and associated infrastructure (2) Site for a new primary school (3) Land for a Bus Rapid Transit (BRT) scheme (4) Section of orbital link road (5) Retained areas of woodland and creation of open space (Outline). Resolution to approve at Planning Committee 11 January 2017 subject to satisfactory completion of a S106 Agreement and condition. (Policy GT7 GTAAP)

- 8.3 [20160499](#): Part of a proposed orbital link road south of Salhouse Road to facilitate a link to Plumstead Road. Not yet determined. (Policy GT7 GTAAP)
- 8.4 [20170104](#): Erection of up to 380 residential dwellings (including Affordable Housing) 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. Not yet determined. (Policy GT7 GTAAP)
- 8.5 [20170414](#): Details for conditions 3 (Implementation Phasing Plan), 5 (Link Road Scheme), 8 (Site Survey) and 26 (Surface Water Drainage Scheme) of Planning Permission 20090886. Not yet determined – see item elsewhere on agenda. (Policy GT6 GTAAP)
- 8.6 [20170421](#): Variation/removal of conditions 4, 5, 6, 10, 15, 16, 17, 18, 22, 23, 25, 26, 27 & 28 of Planning Permission 20090886. Not yet determined – see item elsewhere on agenda. (Policy GT6 GTAAP)

9 APPRAISAL

The policy situation

- 9.1 The adopted Joint Core Strategy (JCS), through Policy 10, identifies locations for major new or expanded communities in the Norwich Policy Area. One of the areas identified within this policy is the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, in which at least 7,000 dwellings (rising to a total of at least 10,000 dwellings after 2026) are proposed. This application site is located in this area.
- 9.2 The adopted Growth Triangle Area Action Plan (GTAAP) takes a lead from the JCS and expands upon Policy 10: allocating specific sites for different development and setting out policy that seeks to enable and co-ordinate sustainable, strategic scale development and in transport terms to improve connectivity between new and existing development. Specifically relevant to this proposal is Policy GT3: Transport (new orbital road links); allocations through Policies GT6: Brook Farm; GT8: Land north of Plumstead Road and outline planning permission 20090886.

The existing situation

- 9.3 The land to the south of Plumstead Road East has been subject to a previous planning application 20090886 which introduced an offline, three arm roundabout for the Brook Farm / Laurel Farm Development [GT6] and formed part of the proposals for a new link road between Plumstead Road East and Broadland Business Park. The positioning and geometry of this consented

junction prevents a fourth arm being added to the roundabout that would satisfy the required design standards.

Co-ordinated opportunities

- 9.4 In order to provide a fourth arm and provide an access road to the land north of Plumstead Road East (GT8), the applicant is proposing to redesign the previously submitted roundabout and relocate the roundabout to the north on Plumstead Road East.
- 9.5 The access road to the north from this new roundabout would provide access to the adjacent land to the north (GT8) and then form part of a potential link road through to Salhouse Road as identified in Policy GT3.
- 9.6 Depending upon the progression of GT6 (the Brook Farm / Laurel Farm site) the proposal could be developed in two stages. Firstly, if development on GT8 commenced ahead of development on GT6 (it must be pointed out that no planning application for development of the GT8 residential allocation has been submitted yet) then it would be served initially by a priority T-junction and access spur as indicated in 1.5 above. Stage two, serving GT6 and GT8 would provide the four arm roundabout as indicated in 1.4 above. It is most unlikely that the development would be carried out in two separate stages as described; however, the option to develop GT8 ahead of GT6 needs to be allowed for in order not to frustrate the potential for early delivery of this site.

Highways

- 9.7 As set out in the representations of the Highway Authority in 3.3 above they recommend no objections to the proposal subject to conditions. It is acknowledged that representations received both in connection with this proposal and those under consideration as part of applications 20170414 and 20170421 (which appear elsewhere on the agenda) raise concerns and objections on highway matters and many favour relocating the roundabout junction to incorporate Dussindale Drive with a 5 arm roundabout.
- 9.8 By way of exploring an alternative roundabout proposal, a 5-arm roundabout scheme was prepared by Norfolk County Council but it was evident that it could not avoid an area of land with a ransom strip. Furthermore, the proposed junction extended into a small piece of residential curtilage serving the dwelling at the northern end of Dussindale Drive. These two land ownership issues present a fundamental problem in their own right. In addition, Lothbury would have to agree to amend its proposals for the northern section of the link road through the GT6 Brook Farm / Laurel Farm scheme to tie in with the new 5-arm roundabout.
- 9.9 It is considered that the benefit offered by a 5-arm roundabout is minimal – pedestrians (travelling from Thorpe End to Pound Lane) will still have to cross

two arms of the junction instead of a single arm of the current proposed roundabout and then, subsequently, the existing road layout at Dussindale Drive. Officers do not consider one scenario to be much better than the other.

- 9.10 Taking into account the inherent problems and cost of acquiring land from third parties and overcoming a ransom strip and also having regard to the limited benefits of the 5-arm roundabout, officers cannot foresee a situation in which public sector resources can be dedicated to securing this type of junction.
- 9.11 In summary therefore, the proposal as submitted, is considered acceptable in highways terms. It has been designed to a suitable standard to accommodate the predicted traffic flows and provides a co-ordinated opportunity to deliver strategic growth and a key part of the Growth Triangle inner orbital link road.

Other matters

- 9.12 Regard has been given to Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act; section 12 of the NPPF, in particular paragraphs 131 and 132; and Section 12 of the NPPG. In relation to this the comments of the Historic Environment Officer in 3.7 above are relevant. These conclude that there will be limited impact on the setting of the Thorpe End Garden Village Conservation Area, which is considered acceptable. In this respect and given the impacts associated with the existing consented 3 arm roundabout, it is considered that the proposed development will lead to less than substantial harm to the setting of the Conservation Area and this has to be balanced with the public benefits of the proposal in terms of the points raised in 9.11 above.
- 9.13 In terms of drainage, the site is within Flood zone 1 where development is acceptable subject to demonstrating that this will not increase flood risk elsewhere. A surface water drainage strategy has been prepared to demonstrate that the proposed works can be drained in accordance with the CIRA C753 SuDs Manual (2015) and will comprise of a staged infiltration system on land likely to be provided on the south side of Plumstead Road East. This document is awaiting formal consultation with the Lead Local Flood Authority. It is not anticipated that this will raise any significant issues that cannot be dealt with by way of condition(s).
- 9.14 In terms of trees, there will be some tree loss with the priority T-junction and access spur option and/or the 4 arm roundabout option. This is unavoidable and the roundabout option requires the removal of trees and vegetation to the south of Plumstead Road East as previously identified for removal as part of the consented 3 arm roundabout. An arboricultural impact assessment (AIA) has been undertaken to assess the trees in the area, the extent of root protection areas and the level of mitigation that will be required due to tree loss. This document is awaiting formal consultation with the District Council's

Conservation Officer (Arboriculture and Landscape) and Norfolk County Council Green Infrastructure Officer with regards to ecology. It is not anticipated that this will raise any significant issues that cannot be dealt with by way of condition(s) and or informative(s).

- 9.15 Having regard to all matters raised, the proposal is on balance considered acceptable. In conclusion and as has been stated above, the principle of the roundabout has already been accepted through the Outline planning permission 20090886. The new alignment of the roundabout is a significant improvement as it allows for the better flow of traffic through it and, importantly, allows for an access to be created to the north. This connection is a key part of the Growth Triangle inner orbital link road and provides access to the residential allocation GT8.
-

RECOMMENDATION: Delegate Authority to the Head of Planning to **APPROVE** subject to no new material issues arising from consultation on the drainage strategy, AIA and ecology (that cannot be dealt with by condition(s) and or informative(s)) and 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 was granted.
- (2) The development hereby permitted shall not be carried out otherwise in accordance with the plans and documents listed below.
- (3) Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.
- (4) No works shall commence on site until the details of wheel cleaning facilities for construction vehicles have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. For the duration of the construction period all traffic associated with the construction of the development permitted will use the approved wheel cleaning facilities.
- (5) (A) Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing by the Local Planning Authority until a detailed scheme for the off-site highway improvement works as indicated on drawings numbers PKA005_MP_002 and PKA005_MP_003 (or only as indicated on drawing number PKA005_MP_003 if this is commenced first) have

been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

- (B) Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A (Priority Junction - drawing number PKA005_MP_002) of this condition shall, if this junction arrangement is implemented, be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.
- (C) Prior to the occupation of the first dwelling/unit in relation to the Brook Farm development (20090886, GT6 GTAAP) or prior to the connection to the north of the development site for the link through to Salhouse Road the off-site highway improvement works referred to in Part A of this condition (Roundabout - drawing number PKA005_MP_003) shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.
- (6) Prior to the development hereby permitted being made available for public use, a Traffic Regulation Order to extend the existing 30mph speed limit from Green Lane North 255m west to a point 25m west of Dussindale Drive as indicated on drawing number PKA005_MP_005 shall have been secured by the Highway Authority.
- (7) *Any drainage related conditions required*
- (8) *Any tree related conditions required*
- (9) *Any ecology related conditions required*

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 adequate off-street parking during construction in the interests of highway safety in accordance with policies GC4 and TS3 of the Development Management DPD 2015.

- (4) To prevent extraneous material being deposited on the highway in accordance with policies GC4 and TS3 of the Development Management DPD 2015.
- (5) 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 and to ensure that the highway network is adequate to cater for the development proposed in accordance with policies EN3 and TS3 of the Development Management DPD 2015.
- (6) In the interest of highway safety in accordance with Policies GC4 and TS3 of the Development Management DPD 2015.
- (7) *Any drainage related reasons required*
- (8) *Any tree related reasons required*
- (9) *Any ecology related reasons required*

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 required) –*

This development is at a location where European Protected Species are known to occur. The development may require a licence to derogate from the provisions of The Conservation (Natural habitats) regulations. This licence enables developers to undertake work which would otherwise be illegal, Natural England issue a licence for this work and you are advised to contact Natural England in the first instance: General and licensing enquiries tel 0845 601 4523 or email: wildlife@naturalengland.org.uk

- (3) *(If required) –*

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 applicant is advised to consult Natural England, Dragonfly House, 2 Gilders House, Norwich, NR3 1UB enquiries.east@naturalengland.org.uk

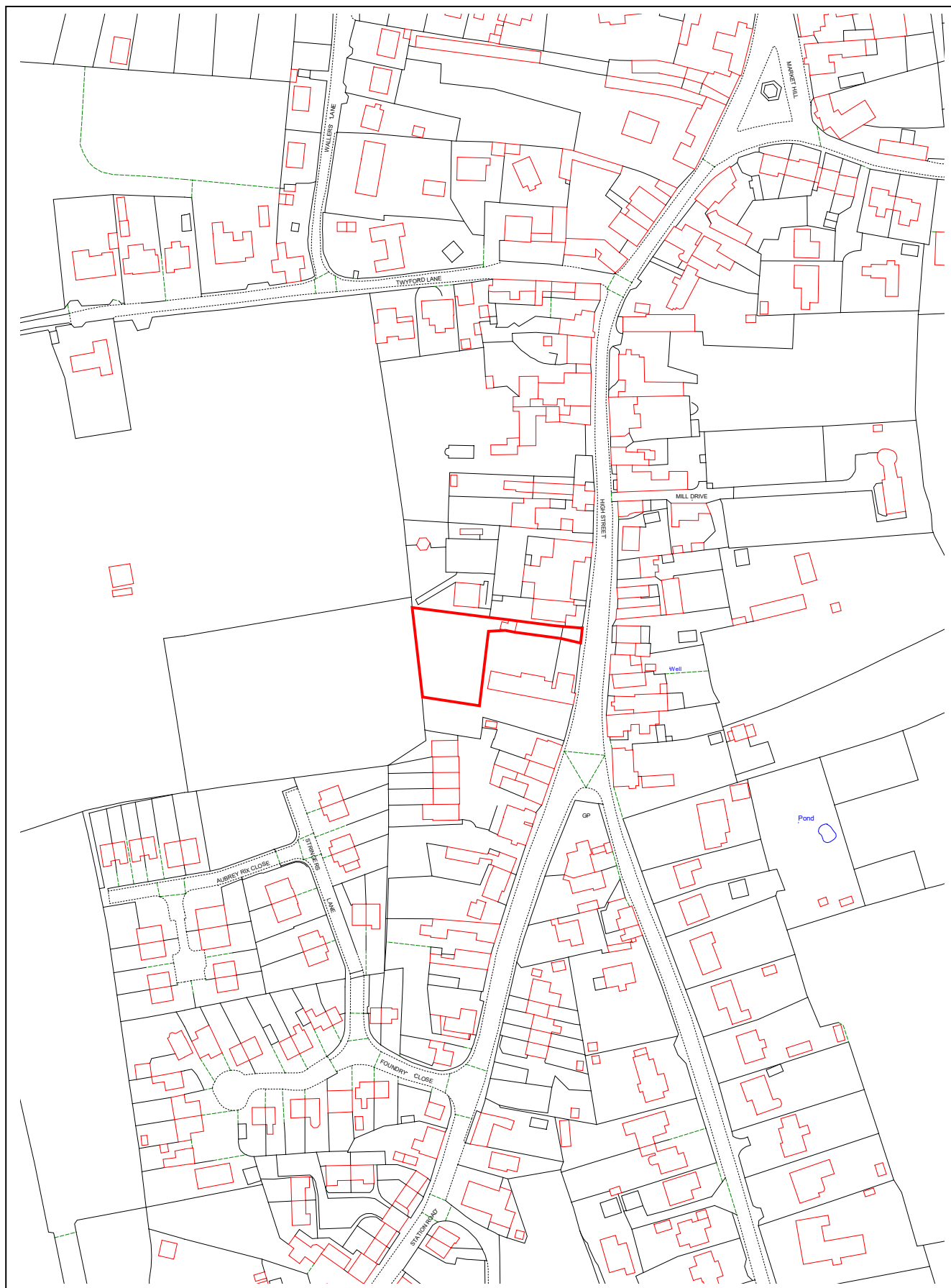
(4) *(If required)* –

It is an offence to disturb, harm or kill breeding birds in the UK under the Wildlife and Countryside Act 1981. The removal of the vegetation should take place outside of the breeding season (March – September). In the event that this is not possible, the vegetation to be removed should be inspected by a suitably qualified ornithologist and if any nests are found a 10 metre exclusion zone should be established until such time as the nest has been fledged.

- (5) 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.

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



Application No: 20210134

The Old Pharmacy, 3 High Street, Foulsham, Dereham, NR20 5RT

**Scale:
1:1250**

**Date:
25-May-21**



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Application No: [20210134](#)
Parish: **FOULSHAM**

Applicant's Name: Mr and Mrs Richard Mathers
Site Address: The Old Pharmacy, 3 High Street,
Foulsham, Dereham, NR20 5RT
Proposal: Subdivision of curtilage and erection of dwelling and garage

Reason for reporting to committee

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

Recommendation summary:

Approve subject to conditions.

1 Proposal and site context

- 1.1 The application is seeking planning permission to sub-divide the residential curtilage of The Old Pharmacy to allow for the erection of a detached chalet style dwelling and double garage.

The Old Pharmacy is located along the High Street in the Foulsham conservation area. The proposed site is to the rear of The Old Pharmacy and will utilise a large percentage of the existing rear garden.

- 1.2 The initial submission of the current application follows a previously withdrawn application, reference 20202079, which was seeking a similar proposal albeit involving an alternative access to the proposed site through a narrow road between numbers 73 and 61 Station Road and across a private courtyard associated with numbers 63-67 Station Road.

This access arrangement was not considered acceptable on both highway safety grounds and from a planning perspective due to the impact it would have on existing residential amenity as a result of the increased vehicular use of the courtyard.

- 1.3 The current application has been revised introducing an access directly off the High Street, to the north of The Old Pharmacy. It will partially utilise existing off road parking space associated with the main dwelling and run adjacent to the boundary with Foulsham Primary School.

2 Relevant planning history

- 2.1 890199: (1) Two Storey Extension (2) Double Garage (3) Replacement Boundary Wall. Approved 12/05/1989.

890200: Part Demolition Of Boundary Fence/Wall (Conservation Area Consent). LB Approval 12/05/1989.

20081326: Conversion & Extension of Outbuildings to Form Residential Annexe. Appeal Allowed 26/06/2009.

20202079: Subdivision of curtilage and erection of dwelling and garage. Withdrawn 21/12/2020.

3 Planning Policies

3.1 National Planning Policy Framework (NPPF)

NPPF 02 : Achieving sustainable development

NPPF 04 : Decision-making

NPPF 05 : Delivering a sufficient supply of homes

NPPF 09 : Promoting sustainable transport

NPPF 11 : Making effective use of land

NPPF 12 : Achieving well-designed places

NPPF 16 : Conserving and enhancing the historic environment

3.2 Joint Core Strategy (JCS)

Policy 2 : Promoting good design

Policy 4 : Housing delivery

Policy 15 : Service Villages

3.3 Development Management Development Plan Document (DM DPD) 2015

Policy GC1 Presumption in favour of sustainable development

Policy GC2 Location of new development

Policy GC4 Design

Policy EN2 Landscape

Policy TS3 Highway Safety

Policy TS4 Parking guidelines

3.4 Supplementary Planning Documents (SPD)

Landscape Character Assessment

Parking Standards SPD

3 Planning Policies

3.5 **Statutory duties relating to Listed Buildings, setting of Listed Buildings and Conservation Areas:**

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

4 Consultations

4.1 Foulsham Parish Council (PC): 5 No objection 2 Objections

- Summary of response:
- No objection – slight concern regarding interface between proposed access to new property and news houses adjacent
- Cannot support – don't feel it is right to allow entrance exit over private land.
- How will the build connect to services i.e. sewage, water supply, surface water?
- The exit is down a narrow lane and comes out at a difficult junction.
- I believe the entrance needs to be moved to reduce congestion.
- The suggestion the land owner has used the lane to his land regularly is in question.
- Concerns remain the same: primarily access, additional stress on already congested area.
- Visual impact will be unacceptable in a conservation village.
- I have read the Arboricultural Impact Assessment and Conservation Area Assessment and am satisfied these aspects will not be adversely impacted

Summary of further response from PC following amendments to the scheme:

1 – no objection
2 – objection
4 – no response

- I fail to see how this addresses the issues raised.
- The area is very busy with school traffic.
- Construction vehicles/cranes trying to access either entrance is going to cause problems.
- As with the first application, the construction is not in keeping with the village as a conservation area.

4 Consultations

- I feel the point regarding a good bus service is misleading - there is not a good service.

4.2 Councillor G Peck – District Councillor

I confirm that I wish to call in this application in should you be minded to approve. The application is not in keeping with the surrounding properties in this conservation area.

4.3 Highway Authority (HA)

Summary of response:

This present application is a resubmission, with amendments, to that seen as 20202079.

In regard to Highway matters nothing has changed; as was previously explained to the applicant's agent. This proposal suggests a further dwelling onto a site which is presently used as garden land (Section 6 of Application form states Existing Use to be 'Private Garden') to the existing single host dwelling.

That existing dwelling may well have two vehicular access points, this is not disputed, and the existing occupiers of the The Old Pharmacy may divide their vehicular access/egress between the two access points as they choose, but the critical point is that these two access serve only a single dwelling. The Proposal will provide a further dwelling which will double the present traffic use of the site, with the dedicated access to the new dwelling being severely sub-standard.

I have mentioned previously to the applicant's agent the possibility of an alternative access being used to serve the proposed development but this has not been acted upon.

The Highway objection to this proposal accordingly remains as before.

- The access is unsatisfactory to serve the proposed development by reason of its inadequate width and the proposal would therefore lead to the parking/manoeuvring of vehicles on the highway to the detriment of highway safety. Contrary to Development Plan Policies.
- Inadequate visibility splays are provided at the junction of the access with the County highway and this would cause danger and inconvenience to users of the adjoining public highway. Contrary to Development Plan Policies.

4 Consultations

Full details can be found on the Council's website.

Summary of further comments received from HA following revisions to the scheme

I am pleased to note that the application has been amended as recommended to provide vehicular access to the site direct from High Street (C227).

The applicant would appear to be in control of sufficient land to ensure that access visibility is acceptable and therefore taking this into account I would not now wish to raise objection to the granting of permission.

Should your Authority be minded to approve the application I would be grateful for the inclusion of the following condition(s) and informative note on any consent notice issued;

- Access in accordance with highway specification TRAD 1
- Visibility splays (variation)
- Access gates/means of obstruction
- Means of access limited to specified road
- On-site parking and turning

Informative 2 – Vehicular works required

Full details can be found on the Council's website.

4.4 Other Representations

Summary of representations received from the following addresses:

Numbers 61, 63, 65, 67, 69 and 71 Station Road, Foulsham
The Old Post Officer, 1 High Street, Foulsham

- Road access; adequacy of parking/turning/loading; traffic generation
- Noise and disturbance – increased traffic in the courtyard generating more noise, disturbance, pollution affecting residents' quality of life.
- Impact on Conversation Area – the proposed modern development close to The Old Pharmacy a building of 'significant interest'.
- It will detract from the aims and spirit of the Foulsham Conservation Area.
- It will not preserve or enhance the special character of this part of the village.
- Ecology – the proposal will seriously disturb wildlife in the area around The Old Pharmacy which is used by birds, bats and hedgehogs.

4 Consultations

- As with the previous application, this involves using the alleyway and courtyard that serves the terraced housing 67-71 Station Road – it's too narrow for heavy construction traffic.
- Noise and disturbance would be a severe detriment to wellbeing.
- Construction traffic exiting the site onto Station Road would pose a safety risk to pedestrians and other road users.
- Potential damage caused due to lorries and machinery passing through the forecourt.
- The paving was laid for cars not heavy vehicles.
- Sewage from all the houses runs into one large manhole in the middle of the forecourt. Any damage to this would put us all out of action.
- How will vehicles collecting rubbish, delivering oil and post access the site?
- The Design and Access Statement (4.1.1) claims they have 'full and entirely unconstrained use of this access'.
- The rights do not include service vehicles, construction or any HGV vehicle.
- There is no indication how they propose to run services to this new property.
- The Rights defined don't include digging up our forecourt to run services to Station Road.
- Access remains a key issue and I support the comments submitted by the highways department.
- Usage – applicant claims the access has been used regularly. It has only been used daily since the last planning application (15/11/2020 – 02/01/2021).
- A house built with a double garage and four bedrooms, whose sole entrance is through our courtyard, will increase the number of vehicles entering and exiting the site by a considerable amount.
- Inconsistent access plans.
- Misleading access statement.
- Sideways visibility when entering or exiting is extremely restricted both at the intersection with the footpath and with the main highway.
- This access is very narrow between the building walls.
- The use of the forecourt as a through road would be substantially disruptive to the lives of those residents whose homes directly abut the forecourt.
- The forecourt isn't designed to take heavy traffic.
- The statement that the proposal will " Minimise the need to travel and give priority to low impact modes of travel" is highly questionable.
- The application maintains there is a viable local public transport system; the availability of which in Foulsham is infrequent and extremely unreliable.

4 Consultations

Summary of further comments received following revisions to the scheme:

- We remain strongly opposed to the amended planning application.
- We are concerned that the applicant has been encouraged to resubmit a proposal by the highways/planning officer to build within a conservation area.
- Such development is entirely at odds with the aims and intentions of the Foulsham conservation area.
- It will set a precedent and encourage others to build within the conservation area, thereby destroying the unique character at the heart of the village.
- We are surprised the highways officer has suggested access to the proposed property adjacent to Foulsham Primary School as this endangers pedestrians, especially children, and will add traffic to an already congested High Street.

Full details can be found on the Council's website.

5 Assessment

Key Considerations

- 5.1
- The principle of development.
 - The impact of the development on highway safety.
 - The impact on character and appearance of the conservation area.
 - The impact on trees and local ecology.
 - The impact on residential amenity.

Principle

- 5.2 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. This point is reinforced by the NPPF, which itself is a material consideration as is the Planning Practice Guidance.
- 5.3 Policy GC2 of the DM DPD states that new development will be accommodated within defined settlement limits. Outside of these limits, development that does not result in any significant adverse impact will be permitted where it accords with a specific allocation and/or policy of the development plan.
- 5.4 The application site is located within the Foulsham settlement limit and therefore the principle of development is considered acceptable as it accords with both Policy GC1 and GC2 of the DM DPD.

5 Assessment

Highway Safety

- 5.5 The initial submission of the current application was seeking to retain access to the site via a narrow road between numbers 61 and 73 Station Road and through the private courtyard serving numbers 63-67 Station Road as was the case with the previously withdrawn scheme (20202079).
- 5.6 The Highway Authority (HA) maintained their objection to this and accordingly the scheme was amended with plans received on 05 March 2021 showing the access to the new dwelling to the north of The Old Pharmacy moved so that it is adjacent to Foulsham Primary School with direct access onto the High Street (C227).
- 5.7 The HA has considered these and confirmed that it would appear the applicant has control of sufficient land to ensure that access visibility is acceptable and therefore taking this into account the HA raise no further objection to the granting of permission subject to a number of conditions being imposed on any granting of planning permission, as noted above.

Character and appearance of the Conservation Area

- 5.8 The application site is located behind the built frontage of The Old Pharmacy situated on the High Street. The site can be approached from either the north through the High Street, or from the south via Station Road.
- 5.9 The site is also situated in the Foulsham Conservation Area. The street scene along Station Road is varied in terms of property styles and ages. The High Street is considered the heart of the village which is closely built up along both sides. There are a number of listed buildings located in the vicinity. The closest of which to the application site is Mill House along the High Street and Jasmine Cottage along Station Road. However, both buildings are more than 60 metres from the application site and obscured from view due to the presence of other buildings.
- 5.10 It is acknowledged the District Councillor has called the application to committee on the grounds that it is not in keeping with the conservation area, an opinion that is echoed by the Parish Council and some local residents.
- 5.11 In giving due consideration to the impacts of the development upon the character and appearance of the conservation area, input from the Council's Heritage Officer has been sought. In their opinion the development is not considered detrimental to the character and appearance of the conservation area. The site is located to the rear of The Old Pharmacy, which is not a listed building and described as a substantial nineteenth century house. The garden area to the west, which forms the application site, is screened by a modern brick wall of approximately 1.8 metres high visible from the street scene.

5 Assessment

- 5.12 Whilst the proposal is contemporary in design, based on the information provided in terms of street views and the impact the dwelling will have on the character of the area, it is concluded that since the dwelling will be to the rear of The Old Pharmacy, with only fleeting glimpses of the roof of the new dwelling being seen above the existing modern wall when approaching from the north, it is unlikely to have a significantly detrimental impact on the character of the conservation area. Additionally, in terms of the approach from the south, due to the road frontage being substantially built-up with existing dwellings, is it unlikely that significant views of the dwelling will be available from the wider street scene. Furthermore, the overall height of the new dwelling is approximately 6.8 metres, which is lower than The Old Pharmacy building and Foulsham Primary School.
- 5.13 It is therefore concluded, that on balance, the proposed dwelling will not be significantly visible to the wider conversation area and therefore it is unlikely to have a significantly detrimental impact on the character and appearance of the area.

Tress and local ecology

- 5.14 To facilitate the proposal, a number of trees and some hedging is proposed to be removed. Having considered the details of the Amended Arboricultural Impact Assessment submitted following revisions to the access arrangements, it would appear the trees to be removed are Category C or U. These have limited visual amenity in terms of the street scene and wider conservation area. What is important are a number of trees located along the road frontage that do have significant visual amenity value will not be removed.
- 5.15 Having discussed the proposal with the Conservation Officer regarding the proposed tree removal it is noted that whilst it is unfortunate that a large proportion will be removed, many are fruit trees within the existing rear garden of The Old Pharmacy together with Leylandii hedging along the western boundary. There are some more specific trees to be removed however some of these are in poor condition.
- 5.16 Overall, given the category of trees to be removed and the fact the site is not significantly visible from the street scene, the Conservation officer was satisfied with the arboricultural details provided. However, he has requested additional landscaping detail be provided in terms of replacement planting of specimen trees and additional hedging to compensate for the loss. Suitable details can be secured via a suitably worded condition.
- 5.17 It is acknowledged that comments have been received regarding the loss of trees and the potential impact on local ecology. However, the site does not form part of a larger woodland area and many of the trees to be removed

5 Assessment

are relatively small fruit trees together with a substantially overgrown Leylandii hedge. It is therefore not considered the site would be used significantly for foraging or roosting of bats. The site is also not designated as having any protected species present or located in close proximity to area where protected species have been recorded but is recorded as a built up area on the Defra Magic mapping service. On this basis there are no ecology related concerns.

5.18 On balance, as the site forms part of a residential garden to the rear of the existing dwelling and is barely visible from within the street scene, the dwelling as proposed is not unduly prominent from public views and as such would have limited significance in terms of the conservation area setting.

5.19 It is therefore concluded the development will not have a significantly detrimental impact on the character and appearance of the conservation area in terms of both landscape or ecology in this instance.

Neighbour amenity

5.20 The initial submission had not essentially changed from the previous application, reference 20202079, where concerns were noted regarding the impact the development would have on the immediate and long term amenity of existing residents primarily at numbers 61 and 73 Station Road and 63 -67 Station Road. This was due to the fact the development would significantly increase vehicular movements through the narrow access between numbers 61 and 73 off Station Road and across the small court yard leading to a detrimental impact on the living conditions of these residents which is contrary to Policy GC4 of the DM DPD.

5.21 The revisions to the scheme have altered the access point, as recommended by the Highway Authority, to the north of The Old Pharmacy partially utilising an area currently used by the owners of the dwelling for off road parking adjacent to Foulsham Primary School.

5.22 Due to the change of access, there are no other dwellings, other than The Old Pharmacy, that will be directly affected by the development in the long term. It is therefore concluded, based on the revised scheme, that neighbour amenity will not be unduly affected by the development in terms of additional vehicular movement and the associated noise and disturbance.

5.23 Additionally, the application site is considered of sufficient size to accommodate the proposed development without leading to a cramped or contrived arrangement. The orientation of the new dwelling is such that overlooking, overshadowing or loss of light will not be significant in relation to The Old Pharmacy or vice versa. Therefore, the private amenity of both

5 Assessment

dwellings will not be significantly compromised or lead to development that has a detrimental impact on the living conditions of either dwelling.

Other issues

- 5.24 Paragraph 68 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area. The Council has taken a proactive approach to this through the allocation of a range of small and medium sized sites and through defining Development Boundaries for over 80 settlements to facilitate suitable windfall development. Point (c) of NPPF para 68 states that local planning authorities should 'support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes'. Although this is a material consideration in the determination of the application, it can only be afforded limited weight, given the previous supply of housing on small sites within the district.
- 5.25 As part of my assessment I have considered and assessed the direct and indirect significant effects of the proposed development on the following factors:
- (a) population and human health;
 - (b) biodiversity, with particular attention to species and habitats protected under EU Directive
 - (c) land, soil, water, air and climate;
 - (d) material assets, cultural heritage and the landscape; and
- the interaction between the factors referred to in sub-paragraphs (a) to (d).
- 5.26 The operational effects of the proposed development have been considered where appropriate, and any significant effects arising from the vulnerability of the proposed development to major accidents or disasters that are relevant to that development.
- 5.27 These matters are reported in the relevant sections of this report.
- 5.28 Under Section 143 of the Localism Act the Council is required to consider the impact on local finances. This can be a material consideration but in the instance of this application the other material planning considerations detailed above are of greater significance.
- 5.29 The need to support the economy as part of the recovery from the COVID-19 pandemic is a material consideration. This application will provide employment during the construction phase of the project and this weighs in favour of the proposal although the proposal is acceptable in its own right.

Conclusion

5 Assessment

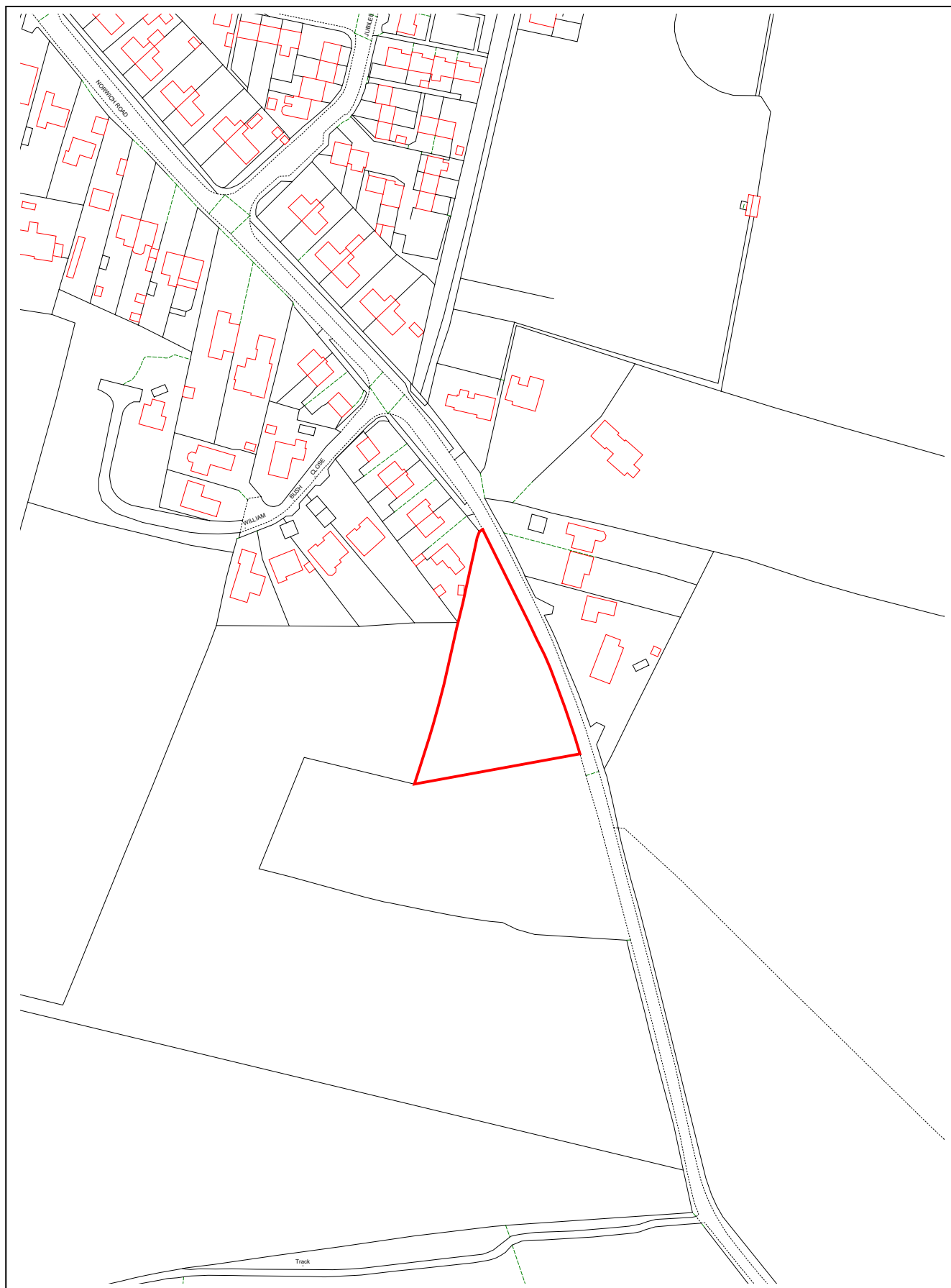
- 5.30 Based on the above assessment, the proposed sub-division of the application site to provide a development plot for one dwelling is considered acceptable as the site is within the settlement boundary of Foulsham and therefore accords with Policies GC1 and GC2 of the DM DPD.
- 5.31 The amended scheme to create a vehicular access off the main High Street adjacent to Foulsham Primary School is confirmed as satisfactory by the Highway Authority, who raise no further objections subject to conditions, as detailed above. The development therefore accords with Policies TS3 and TS4 of the DM DPD.
- 5.32 Whilst the site is located in the Foulsham conservation area and the proposal is for the erection of a modern chalet style dwelling, no objections have been raised by the Heritage Officer since the site is to the rear of The Old Pharmacy and barely visible from within the street scene, and therefore has limited significance in terms of the conservation area setting. Additionally, the development will be obscured from view due to the modern brick wall which runs north to south from The Old Pharmacy building to Foulsham Primary School. Fleeting glimpses of the proposed dwelling will be seen when approaching the site from the north, with limited views available on the approach from the south due to the existing built forms running along the road frontage. It is therefore concluded that the development would not have significant detrimental impact on the character and appearance of the area and complies with Policies GC4 and EN2 of the DM DPD.
- 5.33 In terms of the loss of trees to accommodate the development, these are categorised as either C or U value, which are not considered significant in relation to the visual amenity they provide. Trees of greater visual amenity will be retained, in particular those fronting the highway along Station Road and the High Street. Having discussed the proposal with the Conservation Officer, overall they are content with the detail provided, however he has requested additional landscaping is provided to replace some of the lost trees and hedging along the western boundary.


This application is liable for Community Infrastructure Levy (CIL)

Recommendation: Approve subject to the following conditions.

- Time limit
- In accordance with plans a documents
- Landscaping –already agreed
- Permanent hedging to southern boundary
- New Access
- Visibility
- Access gates
- Access limited to specified road
- Provision of on-site parking/turning

Contact Officer, Jane Fox
Telephone Number 01603 430643
and E-mail jane.fox@broadland.gov.uk



 <p>Broadland District Council ~ leading the way ~ broadland.gov.uk</p>	<p>Application No: 20210284</p> <p>Land abutting southside of Cawston on the West side of Norwich Road & immediately South of William Bush Close, Cawston</p>	<p>Scale: 1:1250</p> <p>Date: 25-May-21</p>	<p>N ↑</p>
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Application No: [20210284](#)
Parish: **CAWSTON**

Applicant's Name: Mr Tom Mayes
Site Address: Land abutting south side of Cawston, west of Norwich Road and immediately south of William Bush Close, Cawston
Proposal: 3 no detached single-storey three bedroomed dwellings (including self-build) with garages and gardens (Outline)

Reason for reporting to committee

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

Recommendation summary:

Refuse.

1 Proposal and site context

- 1.1 The site is a plot on the southern edge of Cawston consisting of grassland. It has an open boundary on its eastern side with Norwich Road and on the southern boundary as the site forms part of a larger field. The western boundary of the site is formed by a hedge. There are residential dwellings to the north and on the opposite side of Norwich Road to the east. To the south of the site both sides of Norwich Road is open countryside.
- 1.2 This application for the erection of three dwellings accessed from Norwich Road. They are proposed to be detached single storey properties and delivered as self-build. The application is an outline application with all matters reserved.

2 Relevant planning history

- 2.1 No relevant planning history.

3 Planning Policies

- 3.1 National Planning Policy Framework (NPPF)

NPPF 02 : Achieving sustainable development
NPPF 04 : Decision-making

3 Planning Policies

NPPF 05 : Delivering a sufficient supply of homes
NPPF 11 : Making effective use of land
NPPF 12 : Achieving well-designed places
NPPF 14 : Meeting the challenge of climate change, flooding and coastal change
NPPF 15 : Conserving and enhancing the natural environment
NPPF 16 : Conserving and enhancing the historic environment

3.2 Joint Core Strategy (JCS)

Policy 1 : Addressing climate change and protecting environmental assets
Policy 2 : Promoting good design
Policy 3: Energy and water
Policy 4 : Housing delivery
Policy 6 : Access and Transportation
Policy 15 : Service Villages
Policy 17 : Small rural communities and the countryside
Policy 20 : Implementation

3.3 Development Management Development Plan Document (DM DPD) 2015

Policy GC1: Presumption in favour of sustainable development
Policy GC2: Location of new development
Policy GC4: Design
Policy EN2: Landscape
Policy TS3: Highway safety
Policy TS4: Parking guidelines
Policy CSU5: Surface water drainage

3.4 Supplementary Planning Documents (SPD)

Landscape Character Assessment
Parking Standards SPD

Statutory duties relating to setting of Listed Buildings:

S16(2) and S66(1) Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission or listed building consent for development which affects a listed building or its setting, the local planning authority, or, as the case may be, the Secretary of State 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.

4 Consultations

4.1 Parish Council

Approve.

With the condition that the footway link is part of the development

4.2 District Member

To Committee if recommended for refusal.

This small scale, light touch development is just what is needed in our rural villages, providing much needed houses without altering the character of the village. There is a shortage of this type of property in Norfolk. This development will increase our housing stock in this area. The properties planned are sustainable and will have energy efficient features.

4.3 Anglian Water

No specific comments provided as less than 10 dwellings.

4.4 Natural England

No objection.

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

4.5 NCC Ecologist

An ecological survey has been undertaken and is broadly fit for purpose.

Welcome the applicant's commitment to provide 25% biodiversity net gain however details of how this will be delivered need to be provided.

4.6 NCC Lead Local Flood Authority

No comments as proposal is minor development.

4.7 NCC Highways

Conditional support.

Given the location and the potential footway link to the site there are no grounds for objection.

4 Consultations

4.8 NCC Minerals and Waste

Although underlain by a mineral Safeguarding Area (sand and gravel), as a result of the site area the proposal is exempt from the requirements of Policy CS16.

4.9 Other Representations

No other representations received.

5 Assessment

Key Considerations

- 5.1 The main issues for consideration are the principle of development, its visual impact, access and parking including its connectivity to the settlement, and the impact on neighbouring properties.

Principle

- 5.2 Policy GC2 of the DM DPD states that the settlement hierarchy seeks to focus residential development in settlements which are well linked and well related to existing development, services, facilities and employment opportunities. The policy does not permit new development outside of the settlement limits unless the proposal complies with a specific allocation and / or policy of the development plan.
- 5.3 The site falls adjacent to but outside of the settlement limit for Cawston, which in this location has been drawn to bound the existing development and exclude agricultural land which forms part of the open landscape to the south of the village.
- 5.4 There is no specific policy within the development plan that would allow for open market housing such as this outside of a settlement limit. As such the proposal does not comply with a specific policy of the development plan in relation to housing delivery. Furthermore, it should be noted that the 5 Year Housing Land Supply Statement of 1 April 2020 sets out that the Council can demonstrate a housing supply of 6.16 years meaning that full weight can be given to its planning policies for development proposals outside of the settlement limit.

Visual Impact

- 5.5 The planning application has been supported by a Landscape and Visual Appraisal. This notes that the site falls within the 'Cawston Tributary Farmlands' landscape character area which seeks to ensure that potential

5 Assessment

new small-scale development within villages is consistent with the existing settlement pattern, density and traditional form. The Appraisal assesses that the site is in a location where there is already a distinct perception of residential development as one enters the village when travelling northwards along Norwich Road and that views of the site, whilst pleasant, has little character of value or distinctiveness that makes it special in any way. The Appraisal therefore concludes that the development would have a limited impact on the countryside around it as the new development would be mainly visible from the site only, would extend no further south than the existing dwellings on the opposite side of Norwich Road, and being of a lower height than the existing buildings to north they would be visually more recessive and seen against a backdrop of existing development. It also recommends that new planting such as a hedge planting along those boundaries currently open will help soften the impact of the development.

5.6 It is accepted that the impact on the wider landscape is limited for the reasons identified in the applicant's Appraisal however there clearly will still be a level of visual harm that is inherent in the construction of buildings in a previously undeveloped site. Whilst the new development would be seen against the backdrop of existing development when travelling north along Norwich Road, it would infringe on open views towards Cawston Wood and Wood Farm as you leave the village when travelling south. Its loss would result in erosion of the countryside and whilst this level of erosion would be small in scale it is nonetheless an identified harm.

5.7 It should also be noted that this approach to Cawston contains views of the church tower and therefore the development could be considered to be within its setting. However there is considerable intervening existing development between the site and the church. Given this, and the fact that the development proposed is single storey, it is not considered that the proposal will have any adverse impact on the setting of the church. As such, the development does not conflict with the Council's duties under S66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Access and Parking

5.8 The precise point of access would be agreed at reserved matters stage but the indicative plan provided shows vehicular access to the site from a single access point off Norwich Road. The indicate plan then shows a small driveway from which the three dwellings are accessed. There is ample space to provide sufficient off-road parking. The plans also include a new section of footway to link the site to the existing footway along Norwich Road to the north of the site.

5.9 Norfolk County Council's Highways Officer that they have no objection to the proposal given its location and the proposed footway link. This is subject to conditions requiring the provision of the footway, a suitable

5 Assessment

access and visibility splays, and parking within the site. As such the proposal is considered to accord with policies TS3 and TS4 of the Local Plan.

- 5.10 In regard to connectivity to the settlement, as noted the site is to be connected to the existing footway along Norwich Road immediately to the north of the site. From there footways are provided into the heart of the settlement, although they do become more limited when approaching the historic part of the settlement. As such it is considered that the site would have as good connectivity to services within the settlement as any infill site within the adjoining part of the village that falls within the settlement limit.

Impact on Neighbouring Properties

- 5.11 The site immediately adjoins residential dwellings to the north. These are two storey properties, the closest of which has a blank two storey gable end fronting the site with well-established boundary planting.
- 5.12 Given the relief of the land and that the properties are single storey the development should not give rise to any overlooking concerns, whilst the size of the site is easily sufficient to allow dwellings to be sited so as to avoid any overbearing impact on neighbouring properties. As such it is not considered that the development would result in any unacceptable impact on neighbouring properties.

Other Issues

- 5.13 As the site consists of semi-improved grassland and is within the SSSI Impact Zone for Cawston and Marsham Heaths and Buxton Heath a Preliminary Ecological Appraisal was submitted with the application. This found that there were no protected species present at the site and recommended biodiversity enhancement measures which could be secured by condition. They also propose to provide a 25% biodiversity net gain which is welcomed by the Council's Ecologist although this would need to be demonstrated as to how it can be delivered.
- 5.14 Under paragraph 61 of the National Planning Policy Framework (2012) requires councils to plan for people wishing to build their own homes. This can be a material planning consideration for this application as self-build has been identified as the method of delivering the site. Whilst an indication of self-build has been given by the applicant it should also be noted that at this stage it cannot be certain that the method of delivering this site will be self-build. Notwithstanding this, even if this was secured via a legal agreement, in the instance the other material planning considerations detailed above are of greater significance.

5 Assessment

- 5.15 Paragraph 68 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area. The Council has taken a proactive approach to this through the allocation of a range small and medium sized sites and through defining Development Boundaries for over 80 settlements to facilitate suitable windfall development. Point (c) of NPPF para 68 states that local planning authorities should *'support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes'*. This is a material planning consideration. However, this site is not considered suitable for the reasons already set out and therefore is considered contrary to paragraph 68, which is not overriding in this instance. The Council is already delivering a number of windfall sites/small sites to align with paragraph 68 and therefore the need for additional small sites is not considered overriding in terms determining this application and would not outweigh the harm previously identified.
- 5.16 Consideration has been given to the need to assess the impacts of the coronavirus pandemic and the need to facilitate an economic recovery through the determination of planning applications. In this instance the permission of three dwellings would provide economic benefits from its construction and spending from future occupants. This is a benefit which is weighed against the other issues identified above.
- 5.17 Under Section 143 of the Localism Act the Council is required to consider the impact on local finances. This can be a material consideration but in the instance of this application the other material planning considerations detailed above are of greater significance.
- 5.18 This application is liable for Community Infrastructure Levy (CIL). This would be calculated at the reserved matters stage in the event planning permission was granted.

6 Conclusion

- 6.1 The proposed development is contrary to Policy GC2 of the Development Management DPD 2015 as the proposal is outside of the settlement limit and does not accord with any specific development management policy. There is also a visual harm from development of the site leading to an erosion of the countryside which whilst limited in terms of the impact on the wider landscape nonetheless constitutes a harm to be taken into account in the assessment of the application.
- 6.2 The applicant has noted that the development will provide additional housing with the economic and social benefits that brings and that the development will be delivered as self-build. There is also some benefit from

6 Conclusion

the provision of the extension of the footway link, albeit relatively minor beyond facilitating a pedestrian link to the development. However the Council is satisfied that it has a housing land supply that is in excess of five years and that is adequately meeting its requirements in regard to the provision of sites for self-build housing. As such it is not considered that the benefits of the scheme outweigh the visual harm of the development and the conflict with the development plan of allowing development outside the settlement limit.

Recommendation: Refuse.

Reasons for Refusal The proposal is contrary to Policy GC2 of the Development Management DPD 2015 as the site falls outside of the settlement limit for Cawston and Policy GC2 does not permit new development outside of the settlement limits unless the proposal complies with a specific allocation and / or policy of the development plan. The proposal does not comply with a specific allocation and does not comply with any housing policies in the development plan.

The proposal would result in visual harm from an erosion of the countryside contrary to policy EN2 of the Development Management DPD 2015 and Policy 2 of the Joint Core Strategy.

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Planning Appeals: 9 April 2021 to 20 May 2021

Appeal decisions received:

Ref	Site	Proposal	Decision maker	Officer recommendation	Appeal decision
20201296	50 Blackwell Avenue, Sprowston, NR7 8XN	Erection of two storey rear extension (appeal against condition)	Delegated	Full Approval	Allowed

Appeals lodged:

Ref	Site	Proposal	Decision maker	Officer recommendation
20201644	Aldersbrook, Woodbastwick Road, Blofield, NR13 4QH	Demolish Single Bungalow and erect Two New houses	Delegated	Outline Refusal