

Updates for DEVELOPMENT MANAGEMENT COMMITTEE
– 1 September 2021

Item	Updates	Page No
Item 1	<p>2021/0307</p> <p>One additional representation has been received. This has set out detailed comments including concern with the following:</p> <ul style="list-style-type: none"> – Initial consent was for a pub and a hotel, why was the pub allowed to be built without the much needed hotel. – Unclear is key planning issues were discussed at the pre-application meetings – No reference to access from the Morrisons roundabout. – Bus station is a poor reflection on Diss, however it is a shame that there isn't a connection to it. – Why was there no discussion about cycle routes and provision for cycle storage? – Why do so many of the dwellings face north? Why are they single aspect with no cross ventilation? Why do so many of the units have no open private space? Why are the internal corridors so long and narrow and artificially lit? – Given these homes are for retirees and a population which will in most instances become more infirm, why is there no provision for mobility scooters close to the apartments? Why are they parked in a cluster at one end of the car park? – Why are there no footpaths alongside the road on the west side of the site? Are residents to be expected to walk in the road when collecting their order from the Fair Green Fish & Chip shop? Who owns and who will be responsible for the maintenance of the road and its lighting? – Is a site adjacent to a pub car park and overlooking an electricity sub-station a suitable place for retirees? – Diss needs better from the applicants and the SNC planning department. Let's try to improve design standards and not simply fall back on old layouts because they're cheap and simpler to implement 	Pages 16-32
Item 2	<p>Additional reason for refusal proposed based on appeal decision (attached) for adjacent site. Wording as follows:</p> <p>Accessibility of the Site: <i>By virtue of the works associated with this application, the unit will create a greater transport and traffic movements as an independent dwelling as opposed to an annex ancillary to a dwelling. The application site is approximately 930m outside of the development</i></p>	

	<p><i>boundary that has been defined for Forncett St. Mary. Given the nature of the highway network in the area and in light of the approximately 2.5km distance to Long Stratton and the frequency of the bus service, it is considered likely that residents will rely on the private car to access a wider range of services and facilities. The location of the site is not considered to encourage sustainable patterns of transport movements and the development will not minimise the need to travel or minimise greenhouse gas emissions. The application is therefore contrary to Policies 1 and 6 of the Joint Core Strategy and Policy DM3.10 of the South Norfolk Local Plan Development Management Policies Document 2015.</i></p>	
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