

Parish:	Docking	
Proposal:	Construction of 77 dwellings and ancillary buildings	
Location:	Former Granaries Site Station Road Docking Norfolk	
Applicant:	Avada Ltd	
Case No:	16/00654/FM (Full Application - Major Development)	
Case Officer:	Mrs K Lawty	Date for Determination: 19 July 2016 Extension of Time Expiry Date: 1 December 2016

Reason for Referral to Planning Committee – Deferred from earlier Committee meeting.

Background

Members may recall this application which was deferred from September’s Committee meeting in order to allow the applicant to give further consideration to the layout of the affordable housing units, and that County Highways could be re-consulted on the proposed realignment of the junction.

Since this time the applicant has submitted revisions to the layout of the affordable housing. They remain within the first phase of the development towards the front of the site, but are now sited in different blocks, with other market housing between. They remain close to the proposed play area and existing village facilities. This is explained more fully in the body of this report below.

Revised access arrangements have been proposed and a re-consultation exercise has been undertaken. The Highways Authority response is reported in the body of this report.

Case Summary

This application seeks full planning permission for the construction of 77 dwellings and ancillary buildings on the former Granaries site at Station Road, Docking. 15 of these dwellings will be affordable units.

The former use as a seed processing and storage business closed in the 1990’s with part of the site subsequently used as offices and storage and the rear section as offices and warehouse. Since then the site has been cleared of the former large, four storey industrial scale buildings towards the front of the site and only foundations remain.

The rear section of the site contains commercial buildings and their curtilage which have been partly demolished although the shells of the buildings remain.

The site adjoins the Railway Inn and barn which is in the Docking Conservation Area to the south. Open countryside is to the north and residential properties are to the east. West of the site is a two storey office building and warehouse.

The majority of the site is located within the village settlement of Docking and within the development boundary. The western part of the site containing the office building and the land further west is, however, outside of the adopted village settlement boundary and classed as countryside.

The site is immediately adjacent to the Conservation Area with the Conservation Area boundary abutting the southern and south eastern part of the site.

Key Issues

Principle of development;
Design character and appearance;
Impact on wider landscape;
Impact upon nearby Conservation Area;
Highway issues;
Affordable housing;
Loss of employment land;
Residential amenity; and
Other material considerations

Recommendation

A) APPROVE subject to conditions and completion of a suitable Section 106 Agreement within 4 months of the date of resolution to approve

B) REFUSE in the event that a suitable Legal Agreement to secure an affordable housing contribution, County Contributions, Open Space, local area of play, SUDS management and maintenance and Habitats Tariff within 4 months of the date of resolution to approve.

THE APPLICATION

The site lies mostly within the settlement boundary but also incorporates land which is designated as Countryside according to Local Plan Proposals Maps for Docking.

Docking is classified as a Key Rural Service Centre according to Policy CS02 of the Local Development Framework Core Strategy.

The application site lies on the western side of Station Road, Docking and is approximately 3.7 hectares in area. The land has a slight fall from west to east.

The site is at the northern end of the village and there is existing development to the north east, east and south east. To the north, west and south west are open agricultural fields.

The site is not used and has been vacant for several years. To parts of the site there are established hedgerows and tree planting.

The application proposes 77 dwellings, with 15 units (20%) shown to be affordable units of a split of 11 for rent and 4 for shared ownership.

The residential units are shown to be a mix of property types of semi-detached and terraced cottages, detached dwellings, barn style units and apartments. The proposed layout incorporates a mixture of cul-de-sac, courtyard and linear development.

Vehicular access is proposed via a single access point from Station Road at the north eastern end of the site. Off-site highways works will be required to realign the access into the site.

The proposal will require a S106 legal agreement to be signed in connection with the delivery of affordable housing, open space, SUDS drainage, local area of play and county contributions for education, fire service and library provision and habitats tariff.

SUPPORTING CASE

The application has been supported with a Design and Access Statement; Flood Risk Assessment, Contamination Report, Ecological Appraisal, Heritage Statement, Air Quality Statement, Mineral Assessment and Arboricultural Assessment and Report.

The Design and Access Statement sets out the background and details of the proposal and summarises:

‘There are 4 key reasons for our proposals to be supported by the Local Authority and members.

We submit they are:-

(a) The application site has a long history of being at the heart of the village. In recent years it has become an eyesore and contributed nothing to the community. The proposals if approved will transform this derelict site into a beautiful corner of the village with traditional Norfolk homes. It also delivers 15 new affordable homes and will help to sustain remaining local community services and local businesses.

(b) Previous applications in 2012 and 2014 have established the principle of significant house building on the site and identified the key planning issues. We believe we have or can address all of these. The Avada proposal is therefore an appropriate and productive use of this land.

(c) Nationally and locally there is a severe shortage of house building. Local villages like Thornham, Brancaster and The Burnhams have an acute shortage of property that has resulted in very high prices. This sizeable development will reduce pressure on property in these sensitive surrounding villages.

(d) Architectural quality. The proposals contain high quality designs that blend with the best of traditional North Norfolk Architecture. This is not an estate, rather an organic extension to Docking.'

The **Flood Risk Assessment** summarises that mitigation measures put in place will result in low risk to residents. The surface water runoff will discharge into a drainage system, designed to contain up to and including the 1 in 100 year rainfall event including climate change.

To prevent pollution to the underlying geology and groundwater an appropriate level of water treatment stages have been incorporated into the design. To reduce the risk of flooding due to the failure of the surface water drainage system over its lifespan, a maintenance scheme for the drainage should be adhered to, as detailed within the report.

No existing development adjacent or downstream of the site will be at increased risk of flooding due to the effects of the proposed development.

The Contamination Report confirms that the proposed development is to be situated on land formerly occupied by the Great Eastern Railway (GER), a Granary, a large warehouse building and an office.

Minor contamination was identified in a number of trial pits across the site. A relatively simple remediation strategy involving shallow soil sampling following complete decommissioning and demolition of the remaining site structures will indicate the presence of any residual contamination and confirm whether a simple cover system will be sufficient to safeguard future site users... a remediation strategy should be produced to ensure remediation of the land is undertaken.'

The **Ecological Appraisal** refers:

A local data search using the Norfolk Biodiversity Information Service returned local records of a variety of bat species, hedgehogs, badgers, brown hares as well as a variety of birds. The 2015 site inspection confirmed that site remains dominated by buildings and concrete surfaces, with common/disturbed habitats, introduced shrubbery, small stands of conifers and broad-leaved trees, and some specie-poor boundary hedgerows. The warehouse and USC House have been partially dismantled since the 2014 surveys, and continue to have very low bat roost potential.

The potential impacts to local bat populations from the development are predicted as no more than minor negative displacement. A limited measure of nesting bird habitat loss is expected to be permanent, but still result in no more than a minor negative effect on local (common) bird populations. There are no known records of reptiles from the vicinity, and the recent highly managed/ impacted history of the site further

makes as reptile presence doubtful; therefore a neutral or minor negative impact on local reptile populations is expected. The proposed development does not conflict with any Habitats of Principal Importance. Hedgehogs (a Species of Principle Importance) are a reasonable possibility within the site, and merit mitigation measures to avoid potential injury or mortality.

Biodiversity enhancement options are limited by the nature of the site and the particulars of the proposed development. The provisioning of a modest number of artificial bat roosts and bird nest boxes is suggested.

The **Heritage Statement** refers:

'The former Granaries site is located at the northern edge of the built up area of Docking, alongside the former North Norfolk railway line from Heacham to Wells and Sheringham.

Docking is an attractive village about 4 miles inland from the coastal villages of Thornham and Brancaster. From the southeast corner to the most northerly point, the village is almost 1.5 miles long and covers an area of 9.9 square miles. Despite its size, the current population is around 1200.

In the 1950s the former railway station yard buildings had been expanded and then built over, and until 2006-07 the main site contained a multi-floored concrete warehouse structure, a 4- storey 1960s office block, and a number of warehouses clad in steel sheeting. The last phase of this complex was the erection of a 15m high steel-framed warehouse on the southwest end of the site, and later a 2-storey office block on the northwest corner. These two buildings were subsequently sold into a separate ownership and remained in use after the demolition of all other structures. Several years ago they were closed down and placed into the hands of receivers.

For several decades this site was the vibrant employment centre of Docking. Changes to the UK industrial base and the remote geographical location placed the viability of this location under increasing strain. The 2008-2012 recession, and the punishing impact of empty property business rates finished its role as a centre of employment.

The 7.5-acre site is on the fringe of beautiful open countryside. The site is not within the Conservation Area but can be seen from within it. The closest part of the Conservation Area runs along part of the southern boundary of the adjoining the former granary site to the east.

The **Air Quality Statement** concludes that the site benefits from a good level of air quality due to its geographical location. With the mitigating design measures it is to be enhanced further:

- Sensitive spatial planning with open spaces
- Considerable planting scheme, 100+ trees & planting
- Inclusion of eco-home technologies, & Electric Vehicle Rapid (EVR) Charge points
- Benefits from reduced HDV traffic movements, better than historical use

A site of already high air quality will be further enhanced by the development, making it a very healthy address.

The **Mineral Assessment** concluded that the majority of silt likely to be excavated during redevelopment cannot be readily reused without significant processing or stabilisation. Consequently the soils encountered during the investigation are not considered an economically viable resource.

The **Arboricultural Impact Assessment** confirms that the removal of certain low amenity trees and hedging to the boundary will need to be required as a result of this development proposal. Some existing boundary hedging will need to be reduced in height. Certain works will need to take place within root protection areas of existing trees and protective measures will need to be taken.

PLANNING HISTORY

14/01329/DISC_A: - DISCHARGE OF CONDITION 9 ATTACHED TO PLANNING PERMISSION 14/01329/F: Demolition of offices and warehouse and construction of 8 houses using existing access roadway - USC House

14/01329/F: Application Permitted: 05/02/15 - Demolition of offices and warehouse and construction of 8 houses using existing access roadway - USC House

12/01567/OM: Application Permitted: 06/11/13 - Outline Application for the Development of up to 32 Residential Dwellings & 300m² B1 Office units with some matters reserved – Station Road

09/01906/EXOM: Application Permitted: 09/02/10 - EXTENSION OF TIME FOR THE IMPLEMENTATION OF A PLANNING PERMISSION, REFERENCE 06/01814/OM: Construction of 25 dwellings - The Granary

09/01050/RMM: Non-determined Invalid now returned: 20/01/10 - Reserved Matters Application: - Construction of 25 dwellings - The Granary House

09/02210/CU: Application Permitted: 26/02/10 - Change of use of part of ground floor from offices to general practitioners surgery for a temporary period during refurbishment of existing surgery - USC House

06/01814/OM: Application Permitted: 16/11/06 - Outline Applications: Construction of 25 dwellings - The Granaries

06/01316/OM: Application Withdrawn: 15/08/06 - Outline permission: Construction of twenty-five new dwellinghouses - The Granaries

05/02153/OM: Application Withdrawn: 17/07/06 - Outline Application: Construction of 26 dwellings including 5 affordable units - The Granaries

05/01031/OM: Application Withdrawn: 27/09/05 - Outline Application: residential development - The Granaries

04/00922/O: Application Refused: 04/10/04 - Site for construction of country club hotel with health and leisure facilities after demolition of existing seed storage and sales buildings - The Granary

2/95/1357/F: Application Permitted: 16/11/95 - Construction of lean-to extension to store vehicles and lawnmowers - Hilleshog (UK) Limited

RESPONSE TO CONSULTATION

Parish Council: Original plans - OBJECT –

1. Access - Concerns for road layout and re-routing of the Choseley Road access; width of road will cause difficulties for large farm vehicles etc., do not agree with County Highway's requirement to change junction and come off Choseley Road for access point;
2. Density – 77 properties in 7.5 acres is far too great; the Council welcomed earlier schemes for 40 dwellings that would tidy up the site;
3. Infrastructure – the village will not cope with influx of residents and children; impact on school and other services, no public transport so road traffic would increase;
4. Water pressure – the village has a history of very poor water pressure; would need new mains installed to cope with increase in usage;
5. Conservation area - other development has been refused due to impact on the Conservation Area;
6. Affordable housing – position of units not shown clearly on plans.

The developer is welcomed to the village but the density is too great. The plans for 40 properties were more acceptable.

Amended plans - DOCKING PARISH COUNCIL have considered the above application at the old Granaries and wish to approve the revised plans.

They would like to make the following observation; they do not see the need for three storey properties as these are out of character with the rest of the village.

Highways Authority: NO OBJECTION - conditionally

Environmental Health & Housing - Environmental Quality: NO OBJECTION – re: Contamination – seek conditions; re: Groundwater – seek advice from the Environment Agency; re: Air Quality – request condition re: Construction Environmental Management Plan

Environmental Health & Housing - CSNN: NO OBJECTION - conditionally

Historic Environment Service: No comments

Historic England: NO OBJECTION, but recommend conditions re: quality

Norfolk County Council – Minerals and Waste: NO OBJECTION

Public Open Space Officer – NO OBJECTION but made comments

Environment Agency – NO OBJECTION - conditionally

Anglian Water: NO OBJECTION – re: Wastewater Treatment – there is capacity at Heacham Recycling Centre; re: Foul Sewerage Network - there is capacity; re: Surface Water Disposal – no comments as does not relate to Anglian Water operated assets

Lead Local Flood Authority – No comments

Water management Alliance – No comments as not in their district

Housing Enabling Officer – NO OBJECTION – conditionally

Architectural Liaison/Crime Prevention Officer – NO OBJECTION but made comments

REPRESENTATIONS

Six pieces of correspondence received referring to the original scheme following:-

- Interested to know if any consideration had been given to supporting people with physical disabilities of any age group that are in need of supported housing with adapted layout throughout home and for wheelchair usage included
- I note that Mr Johnstone in his reply to The Parish Council that he says there is a light use of traffic at Northend. Well this is not correct. As I have lived here for 26 years at North End and this road has a heavy use of traffic for a country lane.
- Concern about parking spaces on Choseley Road in highway safety terms
- It has to be agreed that such a proposal deserves qualified support, the site has been an eyesore for many years and any attempt to improve it is long overdue.
- However, this is not a reason to grant a developer carte-blanche with their proposals. In view of the outstanding number of second homes in the village (Out of 20 properties within just 50 metres of this address, 9 are second homes) and bearing in mind the number of building proposals in the pipeline, it needs to be asked how many more can the village accept.
- Village amenities are in danger of being overstretched; particularly the water supply, previous comments relating to traffic etc. are also valid.
- I would suggest the submission as received should be refused and returned for a major rethink, the proposals are too ambitious and need considerable reduction.
- A further comment about the site itself, I would ask if the developer is really aware of the existing condition of the site. A previous developer of the site

apparently went bankrupt, only achieving very limited clearance after producing much noise and dust over a long time.

- It may be the developer is underfunded to the extent that he will need the income from the sale of such a quantity of houses to cover the costs of site clearance.
- If so, that is his concern, he should be sufficiently funded to be able to cover such costs before making the application.
- the amount of properties proposed to be built is too many at 77, particularly when a similar sized site at Langham has only 24 properties.
- The development itself would impact directly on my property for many reasons. The proposed parking spaces for properties 1 and 2 would be virtually opposite my front door and appear to be accessed off Choseley road itself, this I believe poses a safety problem as the vehicles from these spaces would then have to reverse from these spaces onto Choseley Road itself.
- There is no public transport to the village, so therefore there would also be an increase in traffic volumes in the local area, that being Choseley Road, and the village itself.
- This development is too large for the size of the village with an already overcrowded school, doctors and increase in traffic as no buses are available
- The change of the direction of the road to go through the new development would cause a great deal of traffic difficulties as there is a large amount of agricultural vehicles and commercials use this road throughout the year,
- I end up with traffic on my property even though at the moment they can use the entrance to the old site as a pull in without this being there it is going to be impossible for traffic to pass and will probably end up in my driveway and garden.
- I have put up with various demolition firms over the years trying to clear this site which is probably contaminated land.

Two additional representations received referring to the following:-

- Concern regarding the two parking spaces for property one, backing straight out on to the Choseley Road.
- With two parking spaces for property three and four on the Choseley Road will this result in a road full of cars?
- Will the proposed road be widened far enough past my property to stop my drive way becoming the passing place for cars?
- The decision should be based on the particular circumstances for the area, not what may have been acceptable elsewhere. The Parish Council knows the circumstances for Docking; its recommendations should be accepted.

NATIONAL GUIDANCE

National Planning Policy Framework – sets out the Government’s planning policies for England and how these are expected to be applied.

National Planning Practice Guidance - Provides National Planning Practice Guidance, in support of and in addition to the NPPF

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS09 - Housing Distribution

CS10 - The Economy

CS11 - Transport

CS12 - Environmental Assets

CS13 - Community and Culture

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PRESUBMISSION DOCUMENT

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM16 – Provision of Recreational Open Space for Residential Developments

DM17 - Parking Provision in New Development

PLANNING CONSIDERATIONS

This application proposal raises the following issues:-

- Principle of development;
- Design character and appearance;
- Impact on wider landscape;
- Impact upon nearby Conservation Area;
- Highway issues;
- Affordable housing;
- Loss of employment land;
- Residential amenity; and
- Other material considerations

Principle of development

The site is located partly within the settlement boundary of Docking but beyond the Conservation Area boundary. The northern part of the site containing the office building is however outside of the adopted village settlement boundary. This was because the office block was built during the former Local Plan preparation period in 1993.

The most recent village boundary shows the settlement boundary extended to incorporate the office building. The proposed boundary therefore includes both the warehouse and the office building but not the land to the rear (west). The boundary follows the rear elevation of both buildings. The western part of this application site is therefore outside of the identified village boundary area.

In the adopted Core Strategy Docking is a Key Rural Service Centre where limited growth of a scale and nature appropriate to secure the sustainability of each settlement will be supported within the development limits. In principle, therefore, within the settlement new development will be permitted provided it has regard for and is in harmony with the building characteristics of the locality and preserves or enhances the Conservation Area.

There have been several planning applications for development on this site or part of it over recent years. There are extant permissions for residential use and business units, amounting to a total of 40 dwellings & 300m² B1 Office units across the site (lpa ref: 12/01567/OM & 14/01329/F).

Nationally, the NPPF seeks a high standard of design, and design that takes the opportunity to improve an area. Some of the key objectives referred to are for development which responds to their local context and creates or reinforces local distinctiveness, are visually attractive as a result of good architecture and appropriate landscaping.

Government Guidance also seeks quality design in housing, and states that Local Planning Authorities should encourage applicants to bring forward sustainable and environmentally friendly development. It also states that design should be well integrated with, and complement neighbouring buildings and the local area more generally in terms of scale, density, layout and access. Design should promote local distinctiveness.

The site is clearly a brownfield site. One of the 12 core principles of the NPPF is to encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value. Another of the 12 core principles is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

At first glance a significant proportion of the site is found to be outside the adopted and emerging settlement boundary (1.7ha or 40% of the application site). However the majority of this additional land (approx. 1 ha) is shown to provide meadowland, surface water drainage ponds and planting. It is intended to use this as additional

informal recreation land for residents of the development. The remaining element is shown to be used for housing and equates to approximately 0.7ha.

Of the whole 3.7ha application site, therefore, 2.7ha is proposed for housing and 1ha is for drainage/meadowland. Of the housing element 2ha is shown to be within the settlement boundary and 0.7ha outside. The proposed layout shows that units 33 – 50, i.e. the 18 units referred to as ‘farmhouse apartments and stables’, would be on land outside of the settlement boundary.

Whilst the 18 dwellings would technically be outside the settlement boundary they would be sited on land which currently forms the formal curtilage of the existing office buildings. Currently an established hedgerow surrounds this land which, over recent years, has been grassed and mown and had a manicured appearance. It is only the proposed meadowland with drainage that is currently in use for agricultural purposes.

The applicant has justified the inclusion of this curtilage land for residential development.

They claim that the land has historically formed part of the commercial buildings and includes soakaways and septic tanks associated with the buildings. A fuel tank and toilet block are also within this area. The land is not accessible for any other purpose and leaving it out of the application site would leave it open to creeping development in future years through unattractive garden structures or property extensions.

Not only would the additional 18 dwellings on this part of the site contribute significantly to making the scheme financially feasible to help fund the high quality architecture and expense of materials, the applicant adds that they would deliver 4 additional affordable homes into the proposal.

Despite the previous planning consents, the site has lain dormant over recent years, largely due to land ownership issues and legal issues. Now that the land is in single ownership the barriers to development have been removed and the applicant states that by presenting the fully integrated, comprehensive scheme proposed this provides the best basis for the construction phase to be soundly bankable and more likely to be developed.

When the application was submitted the Council did not have a five-year supply of deliverable housing sites. This is no longer the case and the boundaries and housing policies are now considered to be up to date.

In this case, however, the applicant has submitted information to justify the inclusion of the western part of the site for residential development. The use of the land furthest to the west would be for drainage and recreational open space and this could be controlled through planning condition to ensure it remains open. The parcel of land for the 18 farmhouse apartments/ residential units is technically outside the village boundary but is within the curtilage of the office buildings and contained by established hedging. Whilst the mass of the built form would increase and would therefore affect the wider character of the countryside, the benefits of the housing

and additional affordable housing units would outweigh any harm when assessed against the policies of the NPPF and adopted LDF/local plan.

In this case it is considered that the principle of development is acceptable across the majority of the site, including the curtilage of the brownfield site of the office buildings. The development of the far western 2.5 acre parcel of land currently in agricultural use for 'soft' drainage and meadow use in connection with the residential development is considered appropriate in this case.

Design, character and appearance

The draft layout plan shows a single access road linking through from Choseley Road to the wider part of the site to the west. The layout shows a mixture of detached, semi-detached and terraced properties across the site.

The design focusses on traditional rural characteristics, including courtyard layouts and barn-style elements. Small enclaves of houses are shown with open viewpoints through the site to retain a feeling of openness. The applicant has explained that the proposed layout would take reference from existing built form within the village, as well as promoting local materials.

The applicant explains that the dwellings have been designed around 5 different categories; semi-detached and terraced cottages, detached dwellings, apartments within a large farmhouse, terraced houses within a stable block arrangement and replica Norfolk barns. These are to reflect the typical historic zones seen in many villages and have been designed so that the design and characteristics of the scheme change as you travel through the site.

At the front of the site are the traditional cottage style properties in laid out in traditional short terraces in keeping with the other rows of cottages along Station Road. Towards the back (west) of the site are larger, barn style courtyard units and residential units set in a traditional stable block courtyard layout.

The scheme incorporates an even mix of housing types and styles. 25 No. x 2 bedroom dwellings are proposed, along with 28 No. x 3 bedroom dwellings and 24 No. x 4+ bedroom properties.

The overall density of the site equates to approximately 21 dwellings per hectare when taking into account the whole site, including the large area of meadowland at the western part of the site. If the density of the built area only is calculated (i.e. the meadowland omitted) then this shows 28.6 dwellings per hectare.

In density terms this is higher than surrounding development to the east of the site, where there are semi-detached properties on spacious plots, but comparable with some of the rows of terraced cottages found to the south of the site along Station Road and other older style properties found in the centre of the village. Parish Council and third party concerns regarding density and amount of development are not shared in this case.

In terms of design, the proposed buildings are shown to be constructed of high quality, locally found building materials and incorporate typical design elements and details found across the Borough. Principal elevations are of brick and flint with secondary elevations of brick. These are punctuated with tertiary elements of render, reconstituted stone, chalk and painted boarding.

Dwellings styles include architectural features such as arches, tumbling- in courses, brick chimneys and box windows. Roofs to most buildings are shown to be pantiles, although a mix of colouration will add interest and contrast. Slates are shown to ancillary buildings including the Stable Block.

The Parish Council state that they do not see the need for three storey properties as these are out of character with the rest of the village. However, no full height three storey properties are proposed. The majority of the properties on the site are two storey. There are two parts of the site where two and a half storey height buildings are proposed, using the loft space for additional accommodation with dormer windows to the roof. However, it is considered these add interest to the collection of buildings without being overly prominent in their setting or the wider landscape.

A landscaping scheme is shown but the applicant has confirmed that a more detailed landscape plan will be submitted at the next stage and this can be secured through planning condition. The scheme includes on-site parking for each dwelling and visitors and courtyard parking spaces are a key feature within the layout. Ensuring these parking courts are laid out to a high specification with good quality paving and planting to soften the parking area is essential to the success of the scheme. Details of the parking areas can be submitted through the landscaping conditions.

In summary, the density of the scheme is found to be acceptable for this site and the use of traditional building elements and building materials to create a high quality scheme is welcomed. Details and samples of materials can be submitted and agreed through planning condition.

Impact on wider landscape

The site is on the edge of the village and surrounded by open countryside on three sides. The majority of the existing site is confined by established tree and hedgerow planting. This main part of the site is where the residential development is proposed.

The site includes a proposed 2.5 acre meadow area at the far western part of the site which is currently open, farmed agricultural land. Plans for the proposed use for this part of the site shows it to be kept open with ponds, walkways through and meadow land.

When compared to the large mass of the buildings on the site historically, the scale of the development is much more appropriate in visual amenity terms. There are some large scale, barn style buildings proposed towards the western part of the site, but these are not as significant in scale as the large industrial and commercial buildings previously on the site.

The applicant has provided street scenes of the proposed scheme to show how the development will fit into the site. A streetscene has been provided to show the whole of the length of the northern boundary of the site, which is the side most visible from the open countryside to the north.

The landscape to the north is of rolling open arable land and this means long views of the site are restricted to certain viewpoints only. The village of Choseley is approximately 6.5km to the north of the site and this is also the boundary of the AONB. Due to the topography the site is not visible from such distance and there are banks of trees which form a landscape feature which obscures longer views towards the site.

Only from a distance of a mile or so out of the village can the large buildings currently remaining on the site be seen across the fields. These buildings are approximately 11m and 15m high so the proposed development would not be as tall as the highest existing building.

Given the presence of boundary planting, the nature of the topography of the surrounding countryside, the heights of the proposed scheme and the historic use of the site there are no significant concerns regarding the impact of the proposal upon the wider landscape character in this case.

Impact upon nearby Conservation Area

The Conservation Area boundary runs along the southern boundary of part of the neighbouring Granaries site. This application site is therefore not within the Conservation Area but it can be seen from it.

In policy terms the NPPF requires that in determining planning applications, the desirability of sustaining and enhancing the significance of heritage assets is considered as well as the desirability of new development making a positive contribution to local character and distinctiveness. Policy CS12 of the Core Strategy states that the historic and built environment plays a crucial role in delivering environmental quality and well-being. Therefore the Council will preserve and where appropriate enhance its qualities and characteristics. Proposed policy DM15 reiterates these intentions.

In addition to national and local planning policy the local planning authority has statutory duties relating to 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."

The existing, remaining buildings on site are of significant proportion and dimension and can be seen from some distance away. They are visible across the fields to the north along Choseley Road. The buildings appear greater in scale since the larger granary buildings to the east have been demolished. There is no opposition to the loss of these buildings on the site in terms of impact on the wider environment and the heritage assets of the village.

The proposal shows a feature building of 2.5 storeys at the rear (west) of the site but otherwise 2 storeys are generally proposed. Street scenes have been provided to show the key views from the north, south and eastern boundaries plus an internal view along the access road. The scale of the proposed dwellings is more in keeping with the existing surrounding residential properties to the northern part of the village.

A Heritage Statement has been provided with the planning application.

The Conservation Officer and the Conservation Area Advisory Panel have both considered the proposed development on earlier planning applications due to its impact upon the adjoining Conservation Area and have given feedback at the pre-application stage. The layout and design has been amended to take into account their earlier comments.

The Conservation Officer acknowledged the changes to the layout and raises no objection, subject to the imposition of planning conditions relating to materials and joinery.

In general terms it is accepted that use of the site for residential purposes would have considerably less mass and be less conspicuous in their setting than the buildings already on the site and the overall impact upon the character of the Conservation Area would be less than the current buildings.

Affordable Housing

The scheme proposes to provide 20% affordable housing in accordance with Policy CS09. This equates to 15 units with 11 units for social rent and 4 units for shared ownership.

Since the last meeting the applicant has submitted amended plans which show the revised siting of the affordable units. These are shown coloured blue on the site layout plan (Drawing No. 2 Rev 6B) and are unit nos. 8 & 9, 60- 64, 70-77. Units 70-77 form a group of 8 in two blocks of terraced properties, whilst units 8 & 9 are on the northern side of the access road and units 60 - 64 are in two separate blocks but form a group of 5 units.

The affordable housing will remain towards the front part of the site within the first phase of development. This part of the site is closest to the entrance to the site and to the facilities of the village e.g. the school, doctor's surgery, village hall, public house etc. In practical terms this means the affordable units will be delivered in the first phase, which will be beneficial to the village.

The Housing Enabling Officer raises no objection to this amended proposal subject to the adequate provision of affordable housing contribution being secured through a legal agreement. The proposed phasing, with all affordable units being provided by the halfway point in the development is acceptable.

The Housing Enabling Officer expects the units to be provided in groups of not more than 8 to ensure they are well integrated into the overall development. The amended plans now show this to be the case.

With regard to the revisions to the siting of the affordable housing the applicant explains the amendments thus:

1. The 15 units are split up into multiple groups and peppered within market housing. This has an adverse commercial impact on the development based on market led factors. We are however constrained to make this amendment.
2. The 15 units maintain the benefit of being closest to the village services and school
3. They also maintain the benefit of being close to the open space and play area
4. They are all within the first phase of 39 houses to be delivered. Moving them into phase 2 would make it impossible to deliver them until the end of the project
5. Much of phase 2 has 'common parts' and will have a Management Company. This will attract financial charges and therefore be unsuitable for housing associations.

It is considered that the amendment layout now accords with the policy requirements of the Housing Enabling Officer and also addresses the concerns of the previous Planning Committee meeting.

Highways issues

At the last meeting Members raised concerns regarding the safety of the access in view of the large agricultural vehicles using the road/access at Choseley Road/Station Road. These concerns echoed those of the Parish Council and local residents about realigning the carriageway.

The plans relating to the realignment of Choseley Road and Station Road have been amended several times in response to highway safety issues. The plans considered at the Planning Committee were revisions to the originally submitted plans, made by the applicant in response to comments received from the Highways Authority. However, although acceptable in highway safety terms, these revisions were not viewed favourably by the Parish Council, local residents or by the Planning Committee.

Accordingly additional revisions have been submitted to reflect the comments from the previous meeting to show a straighter road alignment than previously proposed. This arrangement has been designed to maintain the historic configuration of Choseley Road and Station Road, so that Choseley Road will no longer be diverted onto the new development road prior to joining Station Road.

Measurements have been included on the plans which show that larger road vehicles, including agricultural machinery, can safely negotiate these manoeuvres

through the revised road alignment. Drawing No. 2.6B shows a road width of between 6.1m and 6.7m alongside the frontage of Choseley Road.

The amended scheme has been reviewed by the Highways Authority, Parish Council and local residents. The Highways Authority raise no objection on highway safety grounds, subject to conditions relating to off-site highway works, the need to enter into a Non-Adoption Agreement (NAA) regarding the maintenance of the site roads, the extending of the 30mph speed limit to cover the site frontage along Choseley Road, the need for a Construction Traffic Management Plan and other standard conditions.

The Parish Council have considered the changes and confirm they wish to approve the revised plans.

It is considered this revised layout overcomes the earlier concerns raised by Members of the Planning Committee and that this should now be supported.

Loss of employment use

The site is previously developed (brownfield) employment land.

The site has been now disused for a significant number of years. The office and warehouse buildings have been on the market for many years. Land ownership issues have prevented a comprehensive scheme from being submitted on the site.

Policy CS10 states that the council will seek to retain land or premises currently or last used for employment purposes unless it can be demonstrated that continued use of the continued use of the site for employment purposes is no longer viable, taking into account the site's characteristics, quality of buildings, and existing or potential market demand; or use of the site for employment purposes gives rise to unacceptable environmental or accessibility problems particularly for sustainable modes of transport; or an alternative use or mix of uses offers greater potential benefits to the community in meeting local business and employment needs, or in delivering the Council's regeneration agenda.

However, also relevant is Paragraph 22 of the NPPF which refers that 'Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.'

The proposal shows that the whole of the employment land would be developed for residential purposes only. Given the history and the marketing of the site which demonstrated there is no interest for the commercial premises, it is considered that the proposed redevelopment for residential purposes would accord with the provisions of both national and local planning policy.

Residential amenity

The site currently has only land within agricultural use to the north and west. The nearest residential properties are along Brancaster Road or Choseley Road to the east.

In terms of use, the residential use of the site is compatible with surrounding development and has previously been supported. It will not likely raise any significant disamenity issues.

The proposed layout shows the orientation of each dwelling and its relationship with others within and adjoining the site. Consideration has been given to matters of overlooking, loss of light and the overbearing nature of the proposed development. Given the distances between the proposed development and the existing, it is not considered there will be a significantly detrimental impact upon the amenity of the occupants in terms of overlooking, being overshadowed or the dwellings being over bearing, as a result of this proposal.

Similarly there are no amenity concerns regarding the relationships between future occupants of the proposed residential scheme.

Nature conservation

The application has been supported by an updated Ecological Appraisal. This Appraisal found no important habitats and no evidence of the use of the site by protected species. Consequently there were no mitigation measures proposed other than precautionary ones.

The site is eligible to pay the Habitat Mitigation Levy of £50 per dwelling. The applicant has provided wording for this to be included in the S106 agreement.

Flood risk

The site is within a low risk flood zone 1. A Flood Risk Assessment has been submitted with the planning application which identifies no significant flood risk issues.

SuDs

The proposal includes sustainable drainage as part of the layout and this accords with policy. Provision should be made through a S106 for the management and maintenance of the SuDs.

Contamination

A Contamination Report was submitted with the application. However, the Environmental Health Officer requests additional information regarding contamination to be supplied by way of planning condition.

Air quality

The NPPF states that the planning system should prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.

An Air Quality Assessment has been provided. The submitted statement considers potential impacts on air quality as a result of traffic from the development and indicates that the development is not likely to have an unacceptable impact. Based on the information provided the Environmental Quality Team raise no objection regarding air quality. The proposal includes one of the best practice measures from the EPUK/IAQM Planning for air quality guidance (Electric Vehicle Rapid EVR charging points). The Environmental Quality Team recommends that these be included in design and a condition is recommended.

Secured by Design

The National Planning Policy Framework requires that: "Planning policies and decisions should aim to ensure that developments: create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; ..."

Norfolk Constabulary raises no objection to the scheme, adding that the proposed development has excellent natural surveillance from the dwellings onto the public areas and mostly all of the parking. They make suggestions for improvements but no planning condition is required in this instance.

Landscaping

The site is a key site in terms of impact upon the wider landscape given that it is on the edge of the village. Appropriate landscaping and a soft boundary is key to the successful assimilation of any built form on the edge of the settlement.

There are no protected trees on the site.

An Arboricultural Assessment has been provided which identifies which trees and hedging are to be removed through the proposed development. This raises no significant issues.

A general landscape plan has been submitted with this application to demonstrate that the proposal will not have a harmful effect upon the wider, rural landscape. However, a detailed and comprehensive landscape scheme will be provided and considered by way of planning condition.

Open Space

Core Strategy Policy CS13 and Policies DM 16 and 22 refer to open space provision and to the well-being and enhancing of quality of life through good design. The need to be within walking distance of open space is one of the criteria that new development should offer to increase people's quality of life. Core Strategy Policy

CS13 also refers to the promotion of healthy and active lifestyles and the enhancement of leisure and recreation facilities including children's playgrounds.

The layout plan shows a large 2.5 acre meadow for informal recreation purposes at the western end of the site. Provision has also been made for a formal play space of 650 sqm towards the eastern end of the site.

The Greenspace Officer raises no objection to the proposal adding that the large open space to rear of site is not overlooked and obscured by hedges, the drainage ponds will not be adopted by the council, or considered towards open space provision and that the play area would be expected to be equipped.

The play space will be able to accommodate play equipment and the management and maintenance of this public open space can be controlled through the S106 agreement.

Other material considerations

The Planning Obligations Team at Norfolk County Council has been consulted. There are requirements for contributions towards schools, fire hydrants and library provision. These elements would need to be secured through the S106 legal agreement.

The Community Safety and Neighbourhood Nuisance Officer has raised no objection to the proposal and recommend that a planning condition be imposed regarding a construction management plan.

Parish Council and third party objections not covered above:

Comment has been made regarding supported housing for people with physical disabilities in need of an adapted layout within their home. However, internal layouts and facilities are dealt with through building control measures and other legislation outside the planning acts.

Third party comments regarding the visual improvements to this part of the village are noted.

Concern regarding the impact of the proposed number of dwellings on the facilities, services and water pressure are noted. However, no objections have been received from statutory consultees regarding the proposal.

Concern has been raised about the ownership of dwellings being holiday homes. Whilst the use of a dwellinghouse is defined under the terms of the GDPO, the type of occupation and tenancy is not a planning matter which can be controlled by planning condition.

Comments regarding covenants or restrictions on development on the land are noted, but the previous limitations on the development proceeding appear to have been met through the single ownership of the site which has been secured by the

applicant. Covenants are separate to planning permission and one does not override the other.

Comment about funding the project are noted, but it is recognised that the site has constraints e.g. contamination which will be costly to resolve. If the scheme is not financially viable it will not proceed and the site will be left undeveloped and an eyesore.

The implications for the local road network have been considered by the Highways Authority, who raises no objection to the additional traffic.

CONCLUSION

The site is within the Key Rural Service Centre where limited growth of a scale and nature appropriate to secure the sustainability of each settlement will be supported within the development limits. Planning permission has previously been approved for 40 dwellings across the site with some enterprise units.

This proposal would increase the number of units to 77 with no employment use. In this case it is considered that the principle of development for residential use for the majority of the site has already been established. The extra units proposed are considered to be acceptable. The loss of the employment use in this case is accepted given the history of the site and the marketing of the existing units.

This current proposal incorporates additional land to the west of the former site. This additional parcel of land is outside the boundary and on balance the applicant has provided adequate justification in support of the release of this extra land in accordance with requirements of the NPPF.

The use of the land furthest to the west would be for drainage and recreational open space and this could be controlled through planning condition to ensure it remains open. The parcel of land for the 18 farmhouse apartments/ residential units is technically outside the village boundary but is within the curtilage of the office buildings and contained by established hedging. Whilst the mass of the built form would increase and would therefore affect the wider character of the countryside, the benefits of the housing and additional affordable housing units and the improvements to the visual appearance of this part of the village would outweigh any harm when assessed against the policies of the NPPF and adopted LDF/local plan.

The applicant has demonstrated through an appropriate layout and house design that the proposed development could be achieved without harm to the character of the village or the nearby Conservation Area.

The proposal incorporates 15 affordable housing units which have now been pepper-potted within the front part of the site. This means they are some of the closest units to the facilities within the village and will be delivered as an early phase in the development. The Housing Enabling Officer raises no objection to the amended layout.

Subject to planning conditions the proposed development is acceptable with regard to highway safety, flood risk, amenity, landscaping, contamination, SuDs, open space provision, affordable housing and nature conservation issues.

The matters of affordable housing financial contribution, County contributions, open space maintenance and Suds maintenance provision will need to be secured through the signing of a S106 Agreement.

The proposal accords with the general principles of the NPPF and Local Plan/LDF Policies. The proposal also complies with the emerging development management policies. Accordingly, subject to the signing of a Section 106 Agreement to secure the above and the following conditions it is recommended that the application be supported.

RECOMMENDATION:

A) APPROVE subject to conditions and completion of a suitable Section 106 Agreement within 4 months of the date of resolution to approve:

1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

2 Condition The development hereby permitted shall be carried out in accordance with the following approved plans:

- Drawing No. 1 Rev 1, Existing Site Plan & Location Plan
- Drawing No. 2.5B Rev 3, Proposed Site Plan, Drainage & Levels and Landscaping
- Drawing No. 2.6B Rev 3, Proposed Site Plan - Drainage Scheme
- Drawing No. 2.7 Rev -, Stopping Up Plan
- Drawing No. 3 Rev 1, Units 1-4 (Cottages)
- Drawing No. 4 Rev -, Units 5-7 (Cottages)
- Drawing No. 5 Rev -, Units 8-12 (Cottages)
- Drawing No. 6 Rev 1, Units 13 & 14 (Cottages)
- Drawing No. 7 Rev 1, Unit 15 (Cottages)
- Drawing No. 8 Rev 1, Units 16 & 17 (Cottages)
- Drawing No. 9 Rev -, Units 18-20 (Cottages)
- Drawing No. 10 Rev 1, Units 21 & 22 (Barns)
- Drawing No. 11 Rev 1, Units 23-32 (Barns) Elevations
- Drawing No. 12 Rev 1, Units 23- 32 (Barns) Ground Floor Plan
- Drawing No. 12a Rev -, Units 23-32 (Barns) Roof Plan
- Drawing No. 13 Rev 1, Units 23-32 (Barns) First Floor Plan
- Drawing No. 14 Rev 1, Units 23- 32 (Stables) Elevations
- Drawing No. 15 Rev 1, Units 34-44 (Stables) Floor Plans
- Drawing No. 15a Rev -, Units 34-44 (Stables) Roof Plan

- Drawing No. 16 Rev 1, Units 45-50 (Farmhouse Apts) Elevations
- Drawing No. 17 Rev 1, Units 45-50 (Farmhouse Apts) Floor Plans
- Drawing No. 18 Rev 1, Units 51&57 (Cottages)
- Drawing No. 19 Rev -, Units 52&56 (Cottages)
- Drawing No. 20 Rev 1, Units 53&54 (Cottages)
- Drawing No. 21 Rev -, Unit 55 (Cottages)
- Drawing No. 22 Rev 1, Unit 58&59 (Cottages)
- Drawing No. 23 Rev 2, Unit 60&61 (Cottages)
- Drawing No. 24 Rev 2, Unit 62-65 (Cottages)
- Drawing No. 25 Rev 2, Unit 66-69 (Cottages)
- Drawing No. 26 Rev 1, Unit 79-73 (Cottages)
- Drawing No. 27 Rev 1, Unit 74-77 (Cottages)
- Drawing No. 28 Rev -, Garages & Service Buildings
- Drawing No. 29 Rev - , Street Scenes

2 Reason For the avoidance of doubt and in the interests of proper planning.

3 Condition No development shall take place on any external surface of the development hereby permitted until samples of the materials to be used in the construction of the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

3 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.

4 Condition No development over or above foundations shall take place on site until full details of the window style, reveal, cill and header treatment has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

4 Reason To ensure that the design and appearance of the development is appropriate in accordance with the principles of the NPPF.

5 Condition Prior to first occupation/use of the development hereby permitted, a plan shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, heights, design, materials and type of boundary treatment to be erected.

The boundary treatment shall be completed before the occupation/use hereby permitted is commenced or before the building(s) are occupied or in accordance with a timetable to be approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

5 Reason To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.

6 Condition Prior to the first use or occupation of the development hereby approved, full details of both hard and soft landscape works shall have been submitted to and

approved in writing by the Local Planning Authority. These details shall include finished levels or contours, hard surface materials, refuse or other storage units, street furniture, structures and other minor artefacts. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) schedules of plants noting species, plant sizes and proposed numbers and densities where appropriate.

6 Reason To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.

7 Condition All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.

7 Reason To ensure that the work is carried out within a reasonable period in accordance with the NPPF.

8 Condition No development or other operations shall commence on site until the existing trees and/or hedgerows to be retained have been protected in accordance with the details that have been submitted to within the Arboricultural Assessment. The scheme shall provide for the erection of fencing for the protection of any retained tree or hedge before any equipment, machinery, or materials are brought on to the site for the purposes of development or other operations. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. If the fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written approval of the Local Planning Authority.

8 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.

9 Condition A landscape management plan including long-term design objectives, management responsibilities, management and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of any part of the buildings or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

9 Reason To ensure that the landscaping is properly maintained in accordance with the NPPF.

10 Condition Prior to commencement of development a detailed construction management plan must be submitted to and approved by the Local Planning Authority; this must include proposed timescales and hours of construction phase. The scheme shall also specify the sound power levels of the equipment, their location, and proposed mitigation methods to protect residents from noise and dust. The scheme shall be implemented as approved.

10 Reason To ensure that the amenities of future occupants are safeguarded in accordance with the NPPF.

11 Condition Prior to the commencement of groundworks, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets,
 - woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

11 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.

12 Condition Prior to the commencement of groundworks, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken,

proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

12 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.

13 Condition The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of groundworks, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.

The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

13 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

14 Condition In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 12, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 13.

14 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

15 Condition Prior to the first occupation of the development hereby permitted details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

15 Reason To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

16 Condition Prior to the first occupation of the development hereby permitted the proposed access / on-site roads and footways / on-site car parking / turning shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

16 Reason To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety

17 Condition Prior to the commencement of any works on site a Construction Traffic Management Plan, to incorporate details of on-site parking for construction workers, access arrangements for delivery vehicles and temporary wheel washing facilities for the duration of the construction period shall be submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority.

17 Reason In the interests of maintaining highway efficiency and safety

18 Condition For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and unless otherwise approved in writing with the Local Planning Authority in consultation with the Highway Authority.

18 Reason In the interests of maintaining highway efficiency and safety

19 Condition No works shall commence on site until such time as a Stopping Up Order to remove all highway rights subsisting in the highway land coloured blue on the attached plan, drawing number 2.7, has been granted and all Highway rights over the blue land have been successfully removed.

19 Reason In the interests of maintaining highway efficiency and safety

20 Condition 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 drawing number Proposed Site Plan 2.5B3, including the re-alignment of Station Road and Choseley Road, pedestrian improvements and associated works have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

20 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.

21 Condition Prior to the commencement of works on-site the off-site highway improvement works referred to in Condition 20 shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

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

22 Condition No works shall commence on the site until the Traffic Regulation Order for extension of 30mph speed limit on Choseley Road has been promoted by the Highway Authority.

22 Reason In the interests of highway safety

23 Condition No development shall commence on any external surface of the development until a sample panel of the materials to be used for the external surfaces of the building(s) and/or extension(s) hereby permitted has been erected on the site for the inspection and written approval of the Local Planning Authority. The sample panel shall measure at least 1 metre x 1 metre using the proposed materials, mortar type, bond and pointing technique. The development shall be constructed in accordance with the approved details.

23 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.

24 Condition The development shall not be brought into use until a scheme for the provision of fire hydrants has been implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.

24 Reason In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF.

25 Condition Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no overhead electricity or telephone service lines shall be erected or placed above ground on the site without the granting of specific planning permission.

25 Reason In order that the Local Planning Authority may retain control of development which might be detrimental to the amenities of the locality if otherwise allowed by the mentioned Order.

26 Condition The development shall be carried out in accordance with the mitigation measures set out in the Ecological Appraisal Update produced by Wild Frontier

Ecology, dated September 2015, unless provided for in any other conditions attached to this planning permission.

26 Reason To ensure that the development takes place substantially in accordance with the principles and parameters contained with the Ecology Appraisal.

27 Condition Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

27 Reason To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

B) REFUSE in the event that a suitable Legal Agreement to secure an affordable housing contribution, County Contributions, Open Space, local area of play, SUDS management and maintenance and Habitats Tariff within 4 months of the date of resolution to approve.