

## AGENDA ITEM NO: 8/2(a)

<b>Parish:</b>	<b>Bircham</b>	
<b>Proposal:</b>	<b>Outline Application: construction of 10 dwellings</b>	
<b>Location:</b>	<b>Land S of 16 Lynn Road Great Bircham Norfolk</b>	
<b>Applicant:</b>	<b>The Sandringham Estate</b>	
<b>Case No:</b>	<b>16/00888/O (Outline Application)</b>	
<b>Case Officer:</b>	<b>Mrs K Lawty</b>	<b>Date for Determination:</b> <b>21 July 2016</b> <b>Extension of Time Expiry Date:</b> <b>8 September 2017</b>

**Reason for Referral to Planning Committee** – The Officer recommendation is at variance with the views of Norfolk County Highways.

### Case Summary

The application seeks outline planning permission for the construction of 10 no. dwellings. Only access, layout and scale are to be considered at this stage with appearance and landscaping reserved for later consideration. Originally the application was submitted for 11 no. dwellings but this was reduced to 10 no. dwellings in December 2016.

The application site lies on the western side of Lynn Road (B1153), Great Bircham at the southern end of the village. It currently comprises 0.6 hectares of scrub land, used occasionally for grazing. Existing residential properties and gardens lie to the north with further scrub land to the west and south of the site.

The site is the allocation for Great Bircham / Bircham Tofts under Policy G42.1 of the Site Allocations and Development Management Policies Plan 2016, with the policy requiring at least 10 dwellings.

### Key Issues

The key issues identified in the consideration of this application are as follows:

Principle of development;  
Form and character;  
Neighbour amenity;  
Highway safety;  
S106 matters;  
Trees;  
Other considerations; and  
Crime and disorder

### Recommendation

**A) APPROVE** subject to conditions and the satisfactory completion of the S106 Agreement;

**B)** In the event that the S106 Agreement is not completed within 4 months of the date of this Committee meeting, the application shall be **REFUSED** due to the failure to secure affordable housing and SUDS design and maintenance.

## **THE APPLICATION**

The application seeks outline planning permission for the construction of 10 no. dwellings. Only access, layout and scale are to be considered at this stage with appearance and landscaping reserved for later consideration.

A revised site plan was received on 9th December 2016 in order to amend the number of proposed houses from 11 units to 10 units. A further revised plan was received on 20th December 2016 in order to address NCC Highways concerns.

The application site lies on the western side of Lynn Road (B1153), Great Bircham at the southern end of the village. It currently comprises 0.6 hectares of scrub land, used occasionally for grazing. Existing residential properties and gardens lie to the north with further scrub land to the west and south of the site.

The site is allocated for residential development of at least 10 dwellings under Policy G42.1 of the Site Allocations and Development Management Policies Plan (2016).

## **SUPPORTING CASE**

A Design and Access Statement (DAS) and Sustainable Drainage Statement (SDS) have been submitted in support of the application.

In terms of layout and scale the DAS advises that the houses are laid out in a 'staggered terrace' extending away from the main road served by a new access road/drive from the B1153 along the northern side of the site. Garages and car ports are positioned to break up the plot into two loosely defined yards. The two-storey houses with single storey outbuildings will be of a similar scale to others in the street. The orientation of the houses is varied to break up the massing, give privacy between neighbours, to tuck parked cars away from frontages, widen the gardens and bring the houses closer to the South boundary and the open woodland to the South and Southwest.

Two long car-ports opening onto wider gravelled areas have the appearance of traditional rural cart lodges opening onto yards and provide shelter and containment to the clusters of buildings reflecting the historic groups or farm buildings and cottages that make up the southern end of the village.

Like Diamond Jubilee Cottages, a small development by the Sandringham Estate completed in December 2014 which lies 200 yards to the North-east, the design of the houses would use traditional Norfolk materials of red brick and red clay pantiles and local details such as the dentilled brickwork to the gables that feature on mid-19th century houses nearby and the rough brick-on-bed arches over the windows.

The elevational treatment will be similar to Diamond Jubilee Cottages but with two-storey painted timber bay windows to seven of the houses, serving staircases in houses 1 and 2 and for the other five, giving wide views from the principal rooms onto the woodland to the South. The bays would act as the one distinguishing mark of the group providing a unifying

feature to the whole development. Approaching from the South, the staircase bay to House 1 would act as a subtle single "marker" on entering the village (see sketch on drawing 15.401.1), whilst when leaving the village, two staircase bays on houses 1 and 2 would be seen in juxtaposition. The bay windows would be finished with lead flat roofs with a simple cornice.

The DAS continues by confirming that the houses will be served by individual separate general waste and recycling wheelie bins housed on or adjacent to each property with one or two waste collection points on the adopted section of the access road.

To the East of the site, the gardens will be bounded by soft red brick garden walls approximately 1.3m high. The South and West boundaries of the site will be planted with a mixed field hedge of native species. Gaps in the hedge boundaries to the north will be infilled where required. New trees will be planted in the centre of the site as indicated. Existing trees will be removed/retained as indicated on the site plan. Shared access roads will be in tarmacadam and finished with a topdressing of tar and pea shingle.

Access to the site is via a new adopted road from the B1153, giving onto shared unadopted road/drives. The site lies within easy walking distance of all local amenities including shop, pub, church and playing fields. A pedestrian footpath along the adopted road will provide access into the site on foot.

An adopted road to highway standards will provide access for emergency services and refuse lorries to within 70m of all properties. Shared unadopted drive areas serve houses 1, 3-6 and 7-10 with unit 2 having access directly from the adopted roadway.

## PLANNING HISTORY

2/03/1022/O: Application Refused: 19/06/03 - Site for construction of 2 houses - Land south of 16 Lynn Road Great Bircham

## RESPONSE TO CONSULTATION

**Parish Council:** Revised scheme - Bircham Parish Council has **NO OBJECTION** in principle to the development of 10 dwellings in this site with the following observations:

On the grounds of both pedestrian safety and community cohesion the Parish Council supports Norfolk County Council's view that a proper footpath should extend as far as possible into the village. The Parish Council does not feel that a trod is suitable in this instance.

Those same reasons apply to the Council's wish to see the speed limit extended much further back along the main road as the figures provided with the application state the traffic speeds are towards the upper limit. The Council would then like to see an additional (Solar Panel) flashing sign sited with the new speed limit sign.

**Highways Authority: OBJECT** - a lack of suitable pedestrian provision linking the site with the existing provision to the north in the village centre.

Summary of original comments:

Advice in the NPPF supports the need for safe and suitable access...for all people, and also encourages the importance of being able to make everyday journeys without reliance on a

motor car. Whilst it is acknowledged this is an allocated site the limited services precludes any realistic opportunity of encouraging a modal shift away from the private car towards walking, cycling and public transport and as such this is not a location where further estate sized development beyond this allocation should be supported.

What services there are in Great Bircham are located to the north of the site. There is no pedestrian provision linking the site to the village centre/services and nothing proposed in mitigation. If this application were approved all pedestrians wanting to access village services would be reliant on walking within the carriageway. It is accepted similar movements are already generated by the existing dwellings. Whilst these may already occur, this development in its current form would result in increased pedestrian movements within the carriageway, to the detriment of highway safety.

Comments in relation to revised proposal:

This development is poorly located on the edge of the village in a position which lacks continuous pedestrian facilities to link the site with the village centre. It remains our view that unless the developer is willing to fund appropriate mitigation measures then the application should be refused in the interest of highway safety. It is our recommendation that revised plans should be submitted and we strongly advise this be sought so that all parties are aware what scale of off-site works are proposed / can be achieved. Off-site highway works can be secured via condition. If your authority were minded to approve the application as it stands, contrary to our recommendation, other conditions are likely to relate to the permanent closure of existing access to No 15 Lynn Road, provision of visibility splays, parking & turning laid out and CTMP to be submitted agreed & implemented.

**Environmental Health & Housing – Environmental Quality: NO OBJECTION.**

**Environmental Health & Housing – CSNN: NO OBJECTION** subject to the imposition of conditions relating to foul and surface water drainage details and a detailed construction management plan.

**Housing Enabling Officer:** I have re-examined this case in the light of the proposed changes.

On a site of 10 no units, with a GIA of 1,000m<sup>2</sup> or fewer, in a designated protected area such as Great Bircham, no on site affordable housing is required. We would require a condition limiting the site to 1,000m<sup>2</sup> or fewer, and given how close to the threshold the proposals are, we would recommend verification of unit sizes is undertaken to avoid delays and changes at a later date.

Instead a commuted sum is paid for offsite affordable housing. This is calculated to be £120,000 for this site, i.e. 10 units times 20% affordable housing contribution = 2 units, times £60,000 per affordable housing unit gives £120,000.

In the event that the developer wished to provide 2no onsite units, this would also be acceptable; in this instance please contact me to discuss site mix etc.

**Arboricultural Officer: NO OBJECTION**, subject to the development being conditioned in accordance with the update arboricultural report and plans.

**Policy Team: NO OBJECTION** provided it complies with the policy clauses contained within Policy G42.1, those within the Local Plan (CS & SADMP) as well as national policies.

## REPRESENTATIONS

8 letters of objection have been received from 6 local residents. Their expressed concerns can be summarised as follows:

- The proposed development will drastically change the character, outlook and ambience of the area irrevocably from that of semi-rural to one of semi suburban.
- Five of the houses are small two bedroom properties with very small gardens. These will be ideal for weekend occupation, second homes. We do not want or need more second homes in Great Bircham which already has a preponderance of empty properties and will do nothing for the community.
- Access to the site is from a particularly fast stretch of road and will be dangerous for people turning into the site when travelling from the south.
- The 30mph signs as you enter the village should be relocated.
- In addition a digital speed indicator sign should be erected on the road between the 30 signs and the new access turning.
- It is noted that the large Sweet Chestnut tree (marked as deciduous on the plan) is to be retained and this should be protected at all cost as it is not blighted by Horse Chestnut leaf blotch which affects the majority of these trees in the village.
- A very large mature Oak at the rear of plot 10 very close to the rear garden hedge should be given a retained status and protected at all costs.
- It should also be a requirement that for every tree removed a replacement 'standard' sized native tree is planted.
- It is vitally important that light pollution from the development is kept to a minimum with no street lights permitted and any external lights provided on the houses restricted to short time switches.
- The typical elevation drawing shows large white painted timber clad bay windows to the front elevations of the houses. This is not in keeping with the local vernacular of brick and flint.
- To provide safe access for dog walkers and other pedestrians to Dersingham Lane, the new path running south from the site should be extended along the southern boundary of the development, following the line of the old sunken track as shown on the 1:2500 location plan, to the lane. This path should be designated a permanent right of way.
- The location of this development defies common sense. It is not "in-filling" otherwise a roadside development of say 4 houses would be proposed. It is penetrating into the rural "hinterland" which thus far has been sacrosanct. There are many other in-filling sites in this village with proper access and services nearby.
- "Affordable housing" already exists in Great Bircham as delivered by Sandringham.
- The scheme will increase motor car use and resultant carbon emissions. This is inconsistent with policies to reduce carbon emissions. The development could be located in a less remote location that has better public transport links, schooling and shop.
- The plan shows a roadway running directly alongside our garden fence. The roadway could be located instead on the other side of the development away from any existing properties. There could be just a walking pathway running alongside our garden. This would avoid motor traffic right next to us. Visitor car parks could also be located away from existing properties.
- The rural aspect as viewed on entering the village from the south will be replaced by a somewhat cramped mini housing estate where the properties facing the B1153 fail to dovetail in with the existing cottages.
- No paths where speed limit sign ends.
- Large development too close to pond and wooded wildlife habitat.
- Noise and disruption of a large building site.

- There are more suitable sites in the village for this size development.
- The proposal does not satisfy the sustainability requirements of the NPPF.
- Consideration of endangered species such as bats should be taken into account and appropriate measures taken to protect them.
- The 30 MPH zone should be extended at least 150 metres to the south with a further 'buffer zone' at 40mph to the south of the extended 30MPH zone to reduce traffic speed along this straight section of road before the village is reached.
- The inadequate flashing warning sign currently located just before the hotel should be replaced with a speed indicator sign 50 metres to the south of the current 30MPH signs.
- The totally inadequate 'slow' sign currently painted on the road should be replaced with a bold 30 sign as is provided to the other two main road entrances into the village.
- I note a new footpath is proposed across the frontage of my house 19 Lynn Road. If this path will replace my existing grass verge with hard paving I object to this 'urbanisation' to my house.
- The road drainage is inadequate along the edge of the road across 16 to 20 Lynn Road. The gutter is frequently full of standing water, in particular the road gully located at the corner of number 20. The proposed development will only make matters worse unless the whole length of drainage is attended to.
- The double garage to house 10 is now to be a carport. I would like this to have a solid side to the east elevation.

## **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

**CS11** - Transport

**CS12** - Environmental Assets

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016**

**DM1** – Presumption in Favour of Sustainable Development

**DM2** – Development Boundaries

**DM15** – Environment, Design and Amenity

**DM17** - Parking Provision in New Development

## **PLANNING CONSIDERATIONS**

The key issues identified in the consideration of this application are as follows:

- Principle of development;
- Form and character;
- Neighbour amenity;
- Highway safety;
- S106 matters;
- Trees;
- Other considerations; and
- Crime and disorder

### **Principle of Development**

The site is allocated for housing under Policy G42.1 of the Site Allocations and Development Management Policies Plan 2016. The land is not previously developed and is therefore a greenfield site.

Policy G42.1 states:

“Land amounting to 0.58 hectares, as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with adopted Core Strategy Policies and all of the following:

1. Provision of safe access onto Lynn Road;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Implementation of mitigation measures identified in the Ecological Appraisal undertaken by Wild Frontier Ecology (April 2012); and
4. Provision of affordable housing in line with the current standards.

In relation to this, although Norfolk County Highways maintain an objection due to the extent of the proposed footway provision, it has been demonstrated that safe access onto Lynn Road can be provided. A sustainable drainage statement has been submitted in support of the application and in this case a commuted sum is payable for offsite affordable housing provision, both of which can be secured by a Section 106 legal agreement.

It is therefore considered that the principle of the proposed development is acceptable.

### **Form and Character**

Although the application site comprises Greenfield land, it immediately abuts the development boundary and is bounded by existing residential development along Lynn Road (B1153) to the north. The site itself mainly comprises of scrub land and there are no significant landscape features other than woodland approximately 30 metres south of the site.

The site description and justification for Policy G42.1 of the SADMP states that the majority of views of the site are limited to the near distance from adjacent properties; however there are wider views when entering the village from the south. New development will be partially screened by existing vegetation and hedgerows to the south of the site which will help to reduce the visual impact on the wider countryside.

Policy G42.1 of the SADMP requires the site to be developed for at least 10 dwellings and given its size and shape, with a relatively narrow frontage compared to its depth; it is considered there are relatively limited options in terms of layout.

Layout and scale are to be considered at this stage and a revised site plan was received in January 2017. Being adjacent to established housing at the southern end of the settlement, the 2 no. proposed frontage units would form a continuation of existing development on the western side of Lynn Road (B1153). Further into the site the proposed houses are laid out in a “staggered terrace” with a small terrace of 4 no. units and 3 no. detached dwellings beyond. All properties would be two-storey with single storey outbuildings of a similar scale to those already in the locality.

Although appearance is proposed to be reserved for later consideration, submitted drawing no. 15.402.1 gives an example of ‘typical elevations’ which would use traditional Norfolk materials of red brick and red clay pantiles and local details such as dentilled brickwork.

Overall it is considered that the revised site plan demonstrates that 10 no. dwellings in the layout proposed can satisfactorily be accommodated on the site without detriment to the form and character of the locality or wider countryside.

### **Neighbour Amenity**

Although the application seeks outline planning permission, layout and scale are to be considered at this stage. Appearance of the individual dwellings is reserved for later consideration.

The revised site plan demonstrates that 10 no. dwellings of the type, scale and size proposed can be satisfactorily accommodated on the site without compromising the amenities of neighbouring residential properties. The flank boundary of No.15 Lynn Road immediately adjoins the site but it is considered that satisfactory separation distance is proposed between this property and the proposed access road in order to prevent any significant harm to the amenities of occupiers.

In order to protect existing residents from noise, dust or vibrations during the construction phase, the Council’s CSNN team have requested a condition is imposed requiring submission and approval of a detailed construction management plan. Norfolk County Highways have also requested the imposition of a condition relating to the management of construction traffic.

### **Highway Safety**

Norfolk County Highways object to the application on the grounds that the proposal fails to include suitable pedestrian provision linking the site with the existing provision to the north in the village centre.

Various revisions have been made to the submitted scheme in order to address the concerns originally raised by Norfolk County Highways. This has included proposing a footpath north along the Lynn Road (B1153) beyond the most dangerous narrowing, where there is currently hedge up to the carriageway on both sides of the road. The proposed



footpath would run through to a grassed triangular area beyond which there are grassed verges to the north as far as the public house and village stores.

However, whilst NCC Highways have acknowledged the proposed footway set out on revised site plan 15.401.3 will provide some benefit, they have confirmed that their recommendation remains unchanged that this development is poorly located on the edge of the village in a position which lacks continuous pedestrian facilities to link the site with the village centre. As a result, they maintain that the application should be refused in the interest of highway safety.

The limited services that are in Great Bircham are indeed located to the north of the site where there is currently no pedestrian provision linking to the village centre. However, the site is allocated for housing development within the SADMP (Policy G42.1) therefore the location has been set, with no previous objection from NCC Highways. Furthermore, it is your officer's opinion that the proposed footpath link put forward by the applicant would offer safe pedestrian passage to a part of the village that is open and where visibility of vehicles and pedestrians is much improved. Running an engineered footpath across these 'green' areas would also change the character of this part of the village.

Extending the proposed footpath further than currently shown on the revised plan is considered by the applicant's agent to go beyond the scope of this application. It would also have a significant aesthetic impact on the character of the rural green to the north of the site that is unrelated to the proposal. Officer's would concur with this view and consider that the extent of footway proposed by the applicant is an acceptable compromise in this case.

The Parish Council and local objectors to the scheme have advised they would like to see the 30mph speed limit extended much further back along the main road with additional signage but this is considered to be outside the remit of this application.

### **S106 Matters**

On a site of 10 no. units, with a GIA of 1,000m<sup>2</sup> or fewer, in a designated protected area such as Great Bircham, no on site affordable housing is required to be provided. Instead a commuted sum is payable for off-site affordable housing provision. This is calculated to be £120,000 for this site, i.e. 10 units times 20% affordable housing contribution = 2 units, times £60,000 per affordable housing unit gives £120,000. A S.106 Agreement is in the process of being prepared in order to secure the affordable housing commuted sum. A condition is also required to be imposed on any consent limiting the site to 1,000m<sup>2</sup> or fewer.

With regard to SUDS drainage (point 2 of Policy G42.1) the application has been supported by a Sustainable Drainage Statement. This states 'It is proposed that all the above surface water is drained by means of gullies on site to soakaways on the adjoining land to the south so that all water from the site continues to be discharged locally to the groundwater by infiltration. The proposed 'soakaway land' does not form part of the application site but is in the Applicant's ownership and all necessary rights of drainage discharge and access for maintenance will be incorporated in the Planning Approval by means of a Section 106 agreement.'

The Environmental Health department have no objection to this and it will be a requirement that this is incorporated into the Sec 106 agreement.

## **Trees**

The site is adjacent to a well treed area. A Tree Survey and Arboricultural Impact Assessment have been submitted by the applicant. The Arboricultural Officer raises no objection, subject to the imposition of appropriate conditions.

## **Other Considerations**

With regard to ecology (point 3 of Policy G42.1) the application has been supported by an Ecological Appraisal undertaken by Wild Frontier Ecology.

The impact summary within this document concludes that to assess fully the potential impacts of the development a presence/ absence survey of the development area for reptiles would be required due to the potential for foraging by grass snake and slow worm. In this case it is considered appropriate for this to be dealt with by condition, as should a presence be found, it is considered that appropriate mitigation can be incorporated into the development.

In regards to the other ecological aspects of the site, no significant negative impacts to other protected species are predicted for the development of this site as long as appropriate mitigation measures are in place. This involves precautionary methods of working as well as the retention of boundary hedges where possible.

The same report proposes the erection of bat and bird boxes and appropriate planting as compensation and enhancement for habitat.

It is recommended that the need for a reptile survey, the need to comply with the appropriate mitigation measures and the need for compensation and enhancement are covered by planning condition.

## **Crime and Disorder**

There are no crime and disorder issues raised by this proposal.

## **CONCLUSION**

The application site represents the housing allocation for Great Bircham / Bircham Tofts under Policy G42.1 of the adopted SADMP therefore the principle of development is considered acceptable. Furthermore, the revised site plan demonstrates that 10 no. dwellings in the layout proposed can satisfactorily be accommodated on the site without detriment to the form and character of the locality or the amenities of neighbouring properties.

Although Norfolk County Highways continue to object to the proposed scheme, it is your Officer's opinion that the extent of footway proposed by the applicant is an acceptable compromise in this case as it would offer safe pedestrian passage to a part of the village that is open and where visibility of vehicles and pedestrians is much improved.

An affordable housing commuted sum plus future management and maintenance of the SUDS will be secured by a S106 legal agreement and the implementation of ecological mitigation measures will be dealt with by condition.

The application proposal is therefore considered to comply with the requirements of Policies G42.1, DM1, DM2, DM15 and DM17 of the SADMP, Policies CS01, CS02, CS06, CS08,

CS09, CS11 and CS12 of the Core Strategy as well as the provisions of the NPPF and NPPG.

**RECOMMENDATION:**

**A) APPROVE** subject to conditions and the satisfactory completion of the S106 Agreement;

1 Condition Approval of the details of the appearance and landscaping of the site (hereinafter called ‘the reserved matters’) shall be obtained from the Local Planning Authority before any development is commenced.

1 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

2 Condition Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted to the Local Planning Authority in writing and shall be carried out as approved.

2 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

3 Condition Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

3 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

4 Condition The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the latest such matter to be approved.

4 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

5 Condition No development shall commence until full details of the foul and surface water drainage arrangements for the site have been submitted to and approved in writing by the Local Planning Authority. The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.

5 Reason To ensure that there is a satisfactory means of drainage in accordance with the NPPF.

This needs to be a pre-commencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.

6 Condition Prior to the commencement of the development hereby permitted a survey to identify the extent of any reptile populations on or adjacent to the development site shall be undertaken in accordance with a written survey proposal which shall have been submitted to and approved in writing by the Local Planning Authority prior to the survey taking place.

6 Reason To identify the extent of any reptile populations and potential mitigation in accordance with the NPPF and NPPG.

- 7 Condition The results of the survey required under Condition 6 above shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby permitted, including site clearance works. The results shall also provide for any mitigation / enhancement measures appropriate to the extent of any reptile populations recorded in order to minimise the impact of the development upon the reptiles both during construction and upon completion. A timetable for the implementation/completion/maintenance of the mitigation / enhancement works shall also be submitted with the results. The mitigation/enhancement works shall be completed and maintained in accordance with the agreed details and timetable other than with the prior written approval of the Local Planning Authority or where a different mitigation scheme or timetable scheme is required under any license issued by Natural England.
- 7 Reason To ensure that the impact of the development upon protected species is minimised in accordance with the NPPF and NPPG.
- 8 Condition Other than in relation to reptiles that are covered under separate conditions, the development hereby permitted shall be carried out in accordance with the recommendations contained in the Ecological Appraisal that accompanied the application (dated October 2011 undertaken by Wild Frontier Ecology). Full details of the proposed mitigation measures and compensation and enhancement proposals shall be submitted to and approved in writing by the local planning authority prior to the commencement of development and shall be completed and maintained in accordance with the agreed details and timetable, other than with the prior written approval of the local planning authority.
- 8 Reason To ensure that the impact of the development upon protected species is minimised in accordance with the NPPF and NPPG.
- 9 Condition Prior to commencement of development a detailed construction management plan must be submitted to and approved in writing 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.
- 9 Reason To ensure that the amenities of future occupants are safeguarded in accordance with the NPPF. This needs to be a pre-commencement given the need to ensure that potential noise and disturbance to neighbours is fully dealt with at the outset of development.
- 10 Condition Vehicular access to No15 Lynn Road to and egress from the adjoining highway shall be limited to the access shown on the approved drawing only. The existing access shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority, concurrently with the bringing into use of the new access.
- 10 Reason In the interests of highway safety.
- 11 Condition Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan (drawing no. 15.401.3). The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.

- 11 Reason In the interests of highway safety.
- 12 Condition Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and turning area(s) shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 12 Reason To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.
- 13 Condition Prior to the commencement of any works a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway shall be submitted to and approved in writing with the Local Planning Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.
- 13 Reason In the interests of maintaining highway efficiency and safety. This also needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
- 14 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 use only the Construction Traffic Access Route and no other local roads unless approved in writing with the Local Planning Authority.
- 14 Reason In the interests of maintaining highway efficiency and safety.
- 15 Condition Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site highway improvement works as indicated on Drawing(s) number 15.401.3 has been submitted to and approved in writing by the Local Planning Authority.
- 15 Reason In the interests of highway safety. This also needs to be a pre-commencement condition as this issue needs to start to be resolved at an early stage in the process.
- 16 Condition Prior to the first occupation of the development hereby permitted the off-site highway improvement works (new footway) referred to in condition 15 shall be completed to the written satisfaction of the Local Planning Authority.
- 16 Reason To ensure that the highway network is adequate to cater for the development proposed.
- 17 Condition The development hereby permitted shall be carried out in strict accordance with the submitted arboricultural impact assessment (by M.J. Tree Services, dated July 2016) and tree protection plan (drawing no. 15.401.1).
- 17 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF.
- 18 Condition The development hereby approved shall comprise of no more than 10 residential units.
- 18 Reason To define the terms of the permission.

- 19 Condition The Gross Internal Area of the development hereby permitted shall not exceed 1000m<sup>2</sup>.
- 19 Reason To define the terms of the permission in accordance with the national indicative thresholds as specified in the NPPG.

**B)** In the event that the S106 Agreement is not completed within 4 months of the date of this Committee meeting, the application shall be **REFUSED** due to the failure to secure affordable housing and SUDS design and maintenance.