

Parish:	Wimbotsham and Downham Market	
Proposal:	Outline Major Application: To include up to 240 dwellings (use class C3), access onto Lynn Road, open space, sustainable drainage systems and associated ancillary works	
Location:	Land North East of Bridle Lane Downham Market Norfolk	
Applicant:	Albanwise Ltd	
Case No:	16/00610/OM (Outline Application - Major Development)	
Case Officer:	Mr K Wilkinson	Date for Determination: 22 June 2016 Extension of Time Expiry Date: 11 May 2018

Reason for Referral to Planning Committee – The comments of both Wibotsham Parish Council and Downham Market Town Council are contrary to the officer recommendation

Neighbourhood Plan: No

Case Summary

The site is an irregular shaped parcel of land located to the north east of Downham Market, but lies mostly within the parish of Wimbotsham (boundary along bridleway BR13/Bridle Lane which runs generally east-west). It has approx. 140m frontage onto Lynn Road/B1507, lies north of Bridle Lane up to the concrete road (formerly part of RAF Downham Market and is a bridleway - BR14) which runs broadly parallel to the A10/by-pass; there is a narrowing parcel to the south of Bridle Lane which abuts Parsley Way and almost adjoins Elderflower Way – the existing peripheral residential estate development constituting the present edge of the urban area of the town. There is agricultural land to the north (with New Road beyond), east and west of the southern 'leg' and also on the opposite side of Lynn Road.

The site comprises 9.2ha of an allocation site of 16.2ha for Downham Market under Policy F1.3 of the Site Allocations and Development Management Policies Plan 2016, with the policy requiring at least 250 dwellings and associated facilities.

The current application is in outline form with all matters reserved apart from access (off Lynn Road/B1507). Originally the application was submitted for up to 285 dwellings including land to the north and outside the allocated site. The application has been revised to reduce the number of dwellings to up to 240 dwellings and the site area mostly complies with the defined allocated site boundary, except for a small section around a proposed drainage feature in the north-west corner plus inclusion of bridleway BR14.

Key Issues

Principle of Development
Form and character
Highways issues

Residential Amenity
Flood Risk and Sustainable drainage
Archaeology
Ecology
Minerals
Section 106 matters
Any other matters requiring consideration prior to the determination of the application
Crime and Disorder

Recommendation

A. **APPROVE** subject to conditions and the satisfactory completion of the Section 106 Agreement;

B. In the event that the Section 106 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, public open space and play facilities (including allotments), SUDS design and maintenance, education contribution, Habitat Mitigation fees and Travel Plan.

THE APPLICATION

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The site comprises 9.2ha of an allocation site of 16.2ha for Downham Market under Policy F1.3 of the Site Allocations and Development Management Policies Plan 2016, with the policy requiring at least 250 dwellings and associated facilities.

The current application is in outline form with all matters reserved apart from access (off Lynn Road/B1507). Originally the application was submitted for up to 285 dwellings including land to the north and outside the allocated site. The application has been revised to reduce the number of dwellings to up to 240 dwellings and the site area mostly complies with the defined allocated site boundary, except for a small section around a proposed drainage feature in the north-west corner plus inclusion of bridleway BR14.

The application is accompanied by the following supplementary documents: Design & Access Statement, Statement of Community Involvement, Transport Assessment, Travel Plan, Ecological Assessment, Geo-environmental Desk Study, Heritage Statement, Flood Risk Assessment, Utilities Statement, Minerals Statement & Rebuttal to Minerals Planning Authority Objection, Air Quality Assessment and Drainage Strategy.

An indicative Masterplan and a Development Framework Plan (DFP) have been submitted. These demonstrate how the site might be developed and indicate a vehicular access in the

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form of a 32m three armed roundabout on Lynn Road/B1507. Improved pedestrian links along Lynn Road, retention and enhancement of existing bridleways, including linkage to Hillcrest Primary School (via Landseer Drive), are proposed as part of this overall scheme. The DFP shows how the overall allocation site may be served off this current site, plus additional land to the south-east and A10 beyond should there be a future demand. The allocated site contains a significant constraint in the form of two Anglian Water mains which run broadly from SE to NW diagonally across it. The DFP illustrates this as part of a green space network, combined with the two bridleways, to include public open space, play areas, allotments and SuDS features. This would also correspond with a line of oak trees along Bridle Lane which are protected under a Tree Preservation Order (2/TPO/00529).

The Design & Access Statement indicates that mainly two storey dwellings would be provided with a mix of semi-detached, terraced and detached units. Scale is indicated to be a range of up to 2, 2.5 and potentially 3 storey buildings, but the majority of units would be 2 storey, and three storeys used only for landmark/feature buildings. Affordable housing would be provided at 20% with a 70/30 social rented/shared ownership split. The exact mix and design would be submitted at the reserved matters stage.

An EIA Screening Opinion has previously been undertaken which concludes that the proposal is not EIA development.

The site is not CIL liable, as it is classed as an exempt strategic site within the charging schedule.

SUPPORTING CASE

The agent raises the following comments in support of the application:

“...the application presented fully accords with the Council’s development plan and the allocation requirements of Policy F1.3. It is funding and delivering the essential highway infrastructure for the whole allocation area as well as providing wider off site structural landscape enhancements. It will ensure that development is undertaken in a comprehensive manner, that impacts are mitigated and that benefits for the community are maximised.

We hope the Council will support this carefully considered and policy compliant scheme.

1. Indicative masterplan:

We have listened to concerns regarding the scale of development and amended both the illustrative masterplan and red line plan to reduce the overall site area. This was consulted on in Autumn 2017. The revised illustrative plan now accommodates all built development within the area allocated in the Site Allocations Plan (F1.3). The only land outside of the allocated area is that required to manage surface water and drainage from the site. The topographical low point dictates the location of the proposed pond and storage feature and avoids unnecessary engineering operations. The extent required is modest.

The site area is reduced from 10.9ha to 9.2ha. The number of units applied for has reduced from up to 285 homes to up to 240 homes and is now below the minimum requirement of 250 homes for this allocation. The gross density remains modest at 26 dwellings per hectare.

The revised masterplan (February 2018) now includes the roundabout access agreed with County Highways. In addition, the off-site landscape buffer along New Road to the north of the site has been extended (see further comments on the framework plan below).

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2. Indicative Development Framework Plan:

As required by Policy F1.3 we have prepared an Indicative Development Framework Plan. The Indicative Development Framework Plan demonstrates the significant benefits arising from the approach proposed, which include:

- Access and highways: The current application will deliver the main road access on to Lynn Road as required by policy F1.3, point b. This will avoid impact on existing residents in Rosemary Way. The proposed roundabout significantly exceeds the minimum access requirement which is for a priority right junction. This investment of £750k will serve the whole allocation, and not just the application site, as well as controlling traffic speeds along Lynn Road.

The internal road arrangement and main spine road allows for access to other land to the east and south as required by Policy F1.3, should this be proposed by the Council in the future. It also safeguards the opportunity to create a new strategic A10 link. This might enable more effective bus penetration for new and existing residents and a flexible traffic management strategy and reduced use of Lynn Road through Wimbotsham in the future.

- Enhanced footpath links: The two bridleways which run through the centre of the site and adjacent to the eastern boundary will be enhanced through new surface treatment and will be set in attractive landscaped corridors to help to improve pedestrian and cycle links to key facilities such as schools. In addition, the applicant is willing to make a financial contribution to enhancing the footpath to the south of the site linking to Hillcrest Primary School and will improve footways on Lynn Road as part of the site access works.

- Open Space and Green Infrastructure: Extensive areas of new open spaces, including play areas, amenity green space and structural landscaping, particularly along rights of way and the boundary of the site will enhance local green infrastructure. The application masterplan allows for 2.77ha of green space. This is double the Council's policy requirement of 1.34ha. New allotments will also be incorporated in to the design and can be controlled by condition.

- Landscape Buffer: To create an effective landscape setting and buffer the masterplan incorporates the following features:

- The right of way along the eastern boundary of the application site will be incorporated within a generous landscaping corridor. All homes will be designed to be outward looking, improving security and avoiding unattractive rear boundaries (and associated domestic paraphernalia) when viewed from the A10;
- Drainage features and a wildlife area are proposed in the north-western corner of the site to create a soft green entrance to the town;
- The northern site boundary will be demarked by new hedge planting rather than close board fencing and can be controlled by condition; and
- The existing hedgerows along Lynn Road, New Road and part of the A10 are to be reinforced with additional hedge and tree planting. This takes advantage of existing features and the higher topography to strengthen the wider landscape framework and visually contain the development when viewed from the north. This is all achievable on land in the applicant's control and can be controlled by condition.

Benefits and infrastructure of the scheme can be secured through s106 contributions or secured by conditions including:

- The provision of allotments (750m² of allotments- provided at standard of 250m² per plot per 200 people). This can be controlled via a planning condition.

- Affordable Housing: 20% of all homes to be affordable housing (to be included in the s106).
- Education (Primary and Early Years): Financial contributions will be made through the s106 to assist Norfolk County Council Education in upgrading primary and early years school facilities in the Town where there is currently an identified need. This will be based on a formula approach and contributions could be around £855k.
- Upgrading the footpath to the south-east corner of the site linking to Hillcrest Primary School. This can be controlled via a condition on our client's land and through a financial contribution for land outside our client's control.
- A financial contribution towards enhancing the footpath along Lynn Road in the proximity of the garage to improve conditions for pedestrians. A new footpath will be provided on the eastern side of Lynn Road as part of the site access works.
- A financial contribution towards implementing a speed limit reduction along Lynn Road north of the proposed roundabout of approximately £10k. The provision of the roundabout on Lynn Road can be controlled via a planning condition.
- A financial contribution of £18k towards upgrading library facilities.
- The implementation of a travel plan to encourage the use of non-car modes of transport."

PLANNING HISTORY

None relevant

RESPONSE TO CONSULTATION

Wimbotsham Parish Council: (Initial submission) OBJECT raising the following concerns:

Site Specific Issues:

1. The site has been identified as one which contains good quality minerals. Consideration should be given to extraction prior to any development being considered. This would also have potential to lower the land levels, so lessen the impact of any future development.
2. Development would give rise to unacceptable visual impact from the surrounding countryside and village of Wimbotsham, be highly visible from both long and short distant views east – west including from across the fens to the west from where the land rises to the site, which is located on a natural high point to the north of Broomhill.
3. The site would also be highly visible when approaching from the north east via Wimbotsham and on approach to Broomhill from the north. The site is on high ground so this would increase the overall impact.

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4. The site intrudes into the natural agricultural separation space between the village of Wimbotsham & town of Downham Market, thus would significantly erode the distinctiveness of the two communities, their built and social environment.
5. Unacceptable and damaging visual impact from light pollution, including Street Lighting particularly those around the proposed junction, would impact on the open space beyond, the site being elevated, open and visible from considerable distance, including across the fen and from Wimbotsham village. Further the site would provide significant light pollution to the village of Wimbotsham and create urbanisation and depletion of the natural separation between village and town. Suggest that a Lighting Strategy is considered.
6. Potential development of any additional schooling should be included within the land allocation of the 'Site Allocations and Development Management Plan' rather than on adjacent land outside of this area. Development outside of this land would encroach further on important open space between Downham Market and Wimbotsham.
7. The proposed site and access would have a significant impact on the Wimbotsham Conservation Area. Other sites to the east and south-east of Downham Market would have lesser impact.
8. The proposal of three-storey town houses on the site, and particularly the highest part of the development would increase the visual impact of the development and be out of character with traditional buildings of the area.
9. There should be substantial landscaping belt on all sides of the development to provide screening, minimise visual impact and provide wildlife habitat. A minimum 10 metre landscaping belt is requested and be included as part of a comprehensive landscaping scheme as an integral part of the Outline planning application.
10. A light pollution assessment should also be included as part of the Outline planning application. Including the impact of street and vehicle lights around the junction.
11. A Noise Impact assessment of the proposed junction should be included in the Outline application, as it is considered that the noise created from vehicle movements at the proposed junction will have a significant impact on the village and its surroundings, particularly as the location is at an elevated location.
12. Insufficient consideration has been given to enhancement of local facilities within Wimbotsham Village, e.g. the Village Hall and the Recreation Ground, which are geographically the closest to the proposed development.
13. There has been no consultation with respect to the community facilities within the village.
14. The site being within Wimbotsham Parish will impact on the village school as the children will be in the catchment of this school.
15. There is concern over the proximity of the proposed access to Low Road and consideration should be given to alternative access more closely related to the town and the A10, such as via Bridle Lane, directly to Broomhill or to the Bexwell Road / A10 junction.
16. New development sites should have suitable safe access to main highways and not impact local roads. Other sites to the east of Downham Market and southeast of

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Downham Market offer better opportunities for access, to the town and the A10, with opportunity for cycle/footway provision and reduction of car use.

17. There has been limited community involvement from the developers with the residents of Wimbotsham within the village. With no formal consultation relating to the proposals.
18. The Core Strategy sets out the vision and development strategy for the borough up to 2026. There are 6 main elements detailed, one of which is to 'Protect and enhance the heritage, cultural and environmental assets and seek to avoid possible areas of flooding'. National Planning Policy Framework Section 11 states 'The planning system should contribute to and enhance the natural and local environment'. This development does not appear to be in accordance with this policy or the Core Strategy as it does not protect or enhance the environment and should be refused on this basis as other sites should be considered with lesser impact.
19. The site does not have widespread community support. In response to the earlier consultation Wimbotsham Parish Council submitted a copy of our Parish Plan which emphasises that open countryside separates Wimbotsham from Downham Market and that following a questionnaire a high level of respondents agreed that these fields which separate the village should be protected. This shows that the village majority does not support these proposals.

Wider Issues:

20. Parking within Downham Market is already overstretched and there is inadequate parking at the train station. This development would add to this pressure.
21. There is no provision for the increase in infrastructure, e.g. Doctors and Dentists.
22. There is no provision for the increase in drainage required.

Summary:

To summarise, it is considered that the proposal will give rise to an unacceptable level of visual impact, noise and light pollution, eroding the natural open space between Broomhill & Wimbotsham and therefore will not serve to contribute to and enhance the natural and local environment. There are more or equally sustainable sites available within the developers' control to the south east of the site which would have lesser impact and not project north beyond the existing built environment of Broomhill.

(Amended scheme) No response to consultation received at time of compiling this report.

Downham Market Town Council: (Initial submission) **REFUSE** with the following comments:

"...Members reflected that whilst the outline plan looks promising councillors were concerned that the development spans parish boundaries and clarification is required as to the legality because the proposal is not wholly within the Downham Market parish and the majority is situated within the parish of Wimbotsham. This is a contradiction which has an impact upon the Community Infrastructure Levy (CIL), which is currently being challenged by Downham Market Town Council. Furthermore the site only has a single access/egress which is considered insufficient for this size of proposed development. It is also felt that a roundabout type junction should be provided on the B1507 road for road safety purposes. Because of the above and the fact that the development is currently outside the agreed development boundary, members recommended refusal."

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(Amended scheme) No response to consultation received at time of compiling this report, but are expected and will be reported in late correspondence.

Local Highway Authority (NCC): NO OBJECTION subject to conditions regarding street lighting, detailed plans of roads etc., construction traffic management plan, wheel cleaning, offsite highways improvement works including roundabout & footpath linkages, emergency access provision, Traffic Regulation Order promotion on Lynn Road, Interim Travel Plan production and implementation.

NCC Public Rights of Way Officer: NO OBJECTION. I would require further detail on issues relating to the impact on the existing rights of way network and enhancements that would be required to relevant routes in order to meet the requirements of increased footfall.

NCC Minerals and Waste: OBJECTION – on the grounds of mineral resource safeguarding. The site may contain a viable mineral resource of silica sand and carstone. If no intrusive site investigation and assessment is undertaken, it is the Mineral Planning Authority's view that very significant weight should be given to the national importance of the safeguarded silica sand resources, the potential that these resources will be constrained, and the policy approach set out in NPPF paragraph 144, and Norfolk Minerals and Waste Core Strategy Policy CS16.

NCC – LLFA: NO OBJECTION subject to condition relating to run-off rate.

NCC – Planning Obligations: The following infrastructure would need to be funded through Section 106 agreement: early education places, primary school places, library provision, public rights of way contribution and travel plan. Fire hydrants would need to be secured via condition.

Historic Environment Service: NO OBJECTION subject to conditions regarding a programme of archaeological investigation and mitigatory work.

Natural England: NO OBJECTION subject to mitigation – contribution of £50 per dwelling to the Council's monitoring and mitigation strategy to contribute to monitoring and/or small scale mitigation on designated sites. Standing advice should be used for advice on protected species.

Anglian Water: NO OBJECTION subject to condition relating to foul water drainage details.

Environment Agency: NO OBJECTION

Stoke Ferry IDB: NO OBJECTION

Housing Strategy Officer: NO OBJECTION subject to the provision of 20% affordable housing equating to 48 units split 34 for affordable rent and 14 for shared ownership to be secured by S106 agreement. Provide comments on the suggested mix.

Central Services – CSNN: NO OBJECTION subject to conditions regarding foul and surface water drainage, lighting and construction management plan

Environment & Planning – Environmental Quality: NO OBJECTION subject to conditions regarding contamination investigation and remediation.

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Environment & Planning – Planning Policy Team: NO OBJECTION on the following grounds:

- Downham Market has clearly been identified as a sustainable settlement for growth by the Core Strategy adopted in 2011
- The Site Allocations and Development Management Policies Plan makes allocations accordingly.
- The current planning application is for one of the Strategic Site Allocations within the Borough Council's Local Plan.
- The Local Plan and the Site Specific Policy F1.3 offer flexibility in terms of the numbers which could come forward on the site, by expressing the number of dwellings as 'at least'. This is to ensure that the housing need is met and a five year housing and supply is maintained
- Careful consideration needs to be given to the impacts that delivering extra dwelling numbers on the site could potentially have upon the local and wider natural and built environment.
- Therefore it is vital that proposals are not only consistent with the Policy F1.3, but also others within the Local Plan, in particular:
 - CS08 Sustainable Development and
 - DM15 – Environment, Design and Amenity
 - As well as having regard to national policy (NPPF).

After careful consideration it is considered that the proposal is consistent with these policies, including making the best use of land on a Borough Council Strategic Local Plan Allocation.

- The amended scheme shows a reduction in dwellings from 285 to 240; this provides large areas of open / green space and a landscape buffer between Downham Market and the bypass. The gross density is much lower than other recent estate style developments in the Town.
- The Borough Council is currently seeking further allocations through the Local Plan review. This proposal is for a site that has already been through the local plan process and has been found to be 'sound'. Therefore it could be considered unreasonable to refuse, given that:
- The proposed development, including the uplift in dwelling numbers, is considered consistent with the policy aspirations and strategic direction of growth set by the Local Plan.

Greenspace Officer: NO OBJECTION subject to the provision of 56m² of open space per dwelling split 70% for amenity/outdoor sport/allotments and 30% as suitably equipped children's play space. This amounts to 1.34ha of open space/splay space for the site of which 0.4ha shall be equipped. Details of security of attenuation pond will be required together with management of landscaped areas and 'enhanced northern buffer'

Arboricultural Officer: NO OBJECTION in principle but some of the trees on the boundary with Bridle Lane are covered by a current Tree Preservation Order (TPO) numbered; 2/TPO/00529 and I will need to see a full tree survey, including arboricultural implications assessment and arboricultural method statement, to the current BS 5837, should this reach the full application stage.

Norfolk Constabulary - ALO: NO OBJECTION. Recommends 'Secure by Design' principles to be adopted.

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REPRESENTATIONS

Originally submitted scheme – 285 dwellings – **34** letters of **objection** regarding the following (summarised):

- Loss of productive farmland;
- Lack of infrastructure for development and the village and Town overall – school places, nurseries, play areas, surgery, dentist, pharmacies etc.
- School should be provided;
- Increased traffic on Lynn Road as only one point of access – impact on Wimbotsham and junction with A10;
- Impact upon ecology;
- Potential expansion of further residential development;
- Density is too great;
- Impact upon character and appearance of countryside;
- Erosion of gap between edge of town and Wimbotsham;
- Light pollution; and
- Loss of mineral supply.

Amended scheme – 240 dwellings – **8** letters **objecting** on same grounds outlined above and in addition:

- Density still too great – overall site capacity significantly higher than 250 expected in Policy F1.3;
- Woods to south-west to be retained?
- Bridleways should be retained and crossed appropriately by new roads etc.

1 item of **support** received raising the following:

- On the basis that it will provide housing for first-time buyers; and
- Increased population will allow businesses to expand and bring a more prosperous economy.

1 item being **neutral** - neither supporting nor objecting - but raising the following comments:

- S.106 money will be used to improve facilities; and
- Request that Bridle Lane has improvement works to surfacing.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS04 - Downham Market

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS09 - Housing Distribution

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CS11 - Transport

CS12 - Environmental Assets

CS14 - Infrastructure Provision

Policy F1.3 - Land North East of Downham Market

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM16 – Provision of Recreational Open Space for Residential Developments

NEIGHBOURHOOD PLAN POLICIES

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

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

OTHER GUIDANCE

Downham Market Town Design Statement

PLANNING CONSIDERATIONS

The main issues for consideration are as follows:

Principle of Development
Form and character
Highways issues
Residential Amenity
Flood Risk and Sustainable drainage
Archaeology
Ecology
Minerals
Section 106 matters

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Any other matters requiring consideration prior to the determination of the application
Crime and Disorder

Principle of Development

Downham Market is a main Town of the Borough as identified by Policy CS02 of the Core Strategy 2011. The site is allocated for housing along with additional land under Policy F1.3 of the Site Allocations and Development Management Policies Plan 2016. The land is not previously developed land and is therefore a greenfield site.

Policy F1.3 of the Site Allocations and Development Management Policies Plan 2016 requires “a high quality, well landscaped development of “at least” 250 dwellings and associated facilities” which would include local highway improvements, landscaping, protection of TPO trees, affordable housing, allotments and path improvements, improved infrastructure, education and strategic infrastructure contributions, outdoor amenity and play space, protection of public rights of way and SuDS.

As referred to above, the current proposal was originally submitted for up to 285 dwellings on a site area that exceeded the site allocation map. However the applicant was advised to reduce numbers and to comply with the allocated site boundaries. The proposal now broadly complies with the allocation area and the numbers have now been reduced accordingly to up to 240 dwellings. This equates to a gross density of 26 dwellings per hectare (38 dph net) which is the same densities as Landseer Drive (Wilcon Homes) and the first phase of the Herb Estate (Stamford Homes) and indeed lower than second phase of the Herb Estate at 28 dph gross. For comparison this density equates to that used on the Crow Hall Estate to the south of the town.

Whilst the numbers are more than that previously expected for this overall site allocation, the remaining land to the south west comprises 7ha which contains a substantial area of woodland (approx. 2ha) which is to be retained. That area would have to be considered on its own merits, but would not be prejudiced by this current proposal.

Members will be aware that advice from the Inspector during the Local Plan Hearings was that any allocation should specify a minimum number of houses, and “at least” was subsequently added to allocation wording within the Plan. This is extremely important to maintain a 5 year housing land supply and to prevent inappropriate development in less sustainable locations. In this case, assessment of acceptability is on a site by site basis as indicated below.

The density proposed for this application site is acceptable in your officer’s opinion to make the most efficient use of land without compromising form and character. Whilst the Masterplan submitted is indicative only, it is considered that up to 240 dwellings could be achieved with varying dwelling types. However, this would ultimately be determined at Reserved Matters stage and could be less numbers (condition attached so that it not more).

In terms of other factors of the policy, the proposal generally conforms to Policy F1.3. The site is relatively constraint free, in other words sustainable and has ultimately been found ‘sound’.

Form and character

The existing residential development abutting the site is a mixture of styles and sizes (predominantly two storey) and also contains a commercial garage/petrol filling station/convenience store on Lynn Road. The periphery of the site to the rear of Lynn Road

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and north of Bridle Lane is reasonably well established hedges and trees. There is open land to the north with no boundary definition and the concrete road/bridleway BR14 to the east with once again open fields to the A10. The land slopes down gently from east to west and north to south, with slight undulation, to a low point in the north-western corner alongside Lynn Road where the SuDS feature is proposed.

Peripheral planting is therefore an important feature in order to assimilate the development into its setting, as emphasised in Policy F1.3.

To create an effective landscape setting and buffer the masterplan incorporates the following features:

- The bridleway (BR14) along the eastern boundary of the application site will be incorporated within a generous landscaping corridor. All homes will be designed to be outward looking, improving security and avoiding unattractive rear boundaries (and associated domestic paraphernalia) when viewed from the A10;
- Drainage features and a wildlife area are proposed in the north-western corner of the site to create a soft green entrance to the town;
- The northern boundary of the site will be defined by new hedge planting, rather than close board fencing, and can be controlled by condition; and
- The existing hedgerows peripheral to the site along Lynn Road, New Road and part of the A10 are to be reinforced with additional hedge and tree planting. This takes advantage of existing features and the higher topography to strengthen the wider landscape framework and visually contain the development when viewed from the north. [Officer note: This is all achievable on land in the applicant's control and planting details and provision can be controlled by condition.]

A substantial area of green space is shown on the Masterplan adjoining the existing development, so the transition between the existing and proposed housing should be easily achieved.

From a form and character perspective, given the existing setting, it is not considered that the development would adversely affect the visual amenity of the locality in accordance with Policy CS08 of the Core Strategy 2011 and Policy DM15 of the Site Allocations and Development Management Policies Plan 2016. However, the detailed design stage will demonstrate whether up to 240 dwellings is achievable given the constraints of the site and policy requirements.

Highways issues

The means of access is to be considered as part of this application. The illustrative Masterplan indicates that site would be served by a proposed 3 arm roundabout on Lynn Road/B1507; details of which have been agreed in principle with the Local Highway Authority together with extending the existing 30mph speed limit further northwards towards Wimbotsham.

As stated above, an indicative Masterplan and a Development Framework Plan (DFP) have been submitted. These demonstrate how the site might be developed and indicate improved pedestrian links along Lynn Road, retention and enhancement of existing bridleways, including linkage to Hillcrest Primary School (via Landseer Drive), which are proposed as part of this overall scheme. The DFP shows that vehicular access may be created and secured up to the common boundary of the adjoining allocated land to the south west (to be

controlled via condition). Plus additional land to the south-east and A10 beyond could also be accommodated should there be a future demand.

The Local Highway Authority raises no objection to the access details subject to conditions. The Public Rights of Way Officer also raises no objection to the scheme. Crossing points on Bridle Lane and any pedestrian linkages to bridleway BR14 will need to be considered at the reserved matters stage.

The LHA request that the development is phased with the roundabout and pedestrian improvement works on Lynn Road completed prior to occupation of any dwellings and no more than 100 dwellings developed prior to an emergency access being implemented (in the event that the roundabout becomes blocked).

Conditions are also sought relating to Construction Traffic Management Plan, wheel washing facility, street lighting, road/footways/drainage details and travel plan. These have been reviewed and combined as necessary and referred to in the recommendation below. The Travel Plan requirements will be covered in the Section 106 agreement.

Residential Amenity

Appearance, layout, scale and landscaping would be considered at the Reserved Matters stage. Notwithstanding this, careful consideration would need to be given to privacy and separation distances between existing and proposed dwellings given the range of different heights of dwellings surrounding the site. This may ultimately affect the type of dwelling proposed in particular circumstances. However, given that there are no flood risk restrictions on the type of dwelling, the applicant can develop a range of design solutions to protect the residential amenities of surrounding residents. The proposal is likely to accord with Policy CS08 of the Core Strategy 2011 and Policy DM15 of the Site Allocations and Development Management Policies Plan 2016.

Flood Risk and Sustainable Drainage

The applicant has provided a Flood Risk Assessment and Drainage and Utilities Statement as part of the application.

With regard to flood risk, the site is located in Flood Zone 1 of the Environment Agency's flood risk mapping. The site is therefore in an area with the lowest probability of flooding. The NPPF and NPPG direct that development should be steered towards Flood Zone 1 and thus the site is compliant with national policy.

The applicant proposes a surface water drainage strategy that incorporates Sustainable Drainage Strategies, which is in accordance with the national expectation that LPAs give priority to the use of SuDS in determining planning applications (para 103 of the NPPF).

Norfolk County Council are the Lead Local Flood Authority (LLFA) as the statutory consultee on such matters. They consider that surface water drainage issues can be conditioned; the IDB concur. However, at this stage, the site layout is not being agreed and the finalised drainage strategy would need to be designed and agreed via the Reserved Matters application; associated management/maintenance plans would be secured via Section 106 agreement at this stage. The proposal would accord with the NPPF and the provisions of Policy CS08 of the Core Strategy 2011.

Archaeology

The application site lies on a peripheral part of the former RAF Downham Market, and there may be subterranean remnants of a prehistoric or Romano British enclosure or boundary ditches associated with the medieval field system. With the exception of archaeological implications, there are no significant impacts upon other designated or non-designated heritage assets.

The County Council's Historic Environment Service raises no objection, subject to conditions regarding archaeological investigation and mitigation in accordance with the NPPF and Policy CS12 of the Core Strategy 2011. The applicants are aware of this requirement and are content to comply with these provisions.

Ecology

The site is mainly worked agricultural land and is of low ecological value. Existing features - trees and hedges along Bridle Lane, are to be retained and enhanced as part of this proposal. The application is accompanied by an ecology assessment which identifies that there are no implications or impacts upon protected species within the site area. Badgers are known to be in the broader locality but not evident within the application site.

Natural England (NE) has no comments on the application other than it is considered that there would be no impact on the Ouse Washes SAC, SPA or Ramsar Sites. However, NE has advised that its standing advice should be used to assess the impact on protected species.

A precautionary 3 month pre-commencement badger survey as recommended within the ecology assessment may be secured via condition.

The usual Habitat Mitigation fee (£50 per dwelling) would need to be secured via Section 106 agreement.

Minerals

The Local Minerals & Waste Authority (NCC) raise objection to this proposal on the grounds of mineral resource safeguarding. They state that the site may contain a viable mineral resource of silica sand and carstone. If no intrusive site investigation and assessment is undertaken, it is the Mineral Planning Authority's (MPA) view that very significant weight should be given to the national importance of the safeguarded silica sand resources, the potential that these resources will be constrained, and the policy approach set out in NPPF paragraph 144, and Norfolk Minerals and Waste Core Strategy Policy CS16.

In response to the initial objection from the MPA, the agents produced a rebuttal which concluded: "...in practical terms the proposed development site is unlikely to be worked for silica sand. There is insufficient volume of resource to justify the very significant investment of the necessary processing plant, and exporting the sand to Leziate (12 miles away) would be uneconomical and environmentally questionable, when there are extensive resources of known quality already being worked at Leziate. As such...silica sand extraction on a commercial scale would not be viable nor would it be practical..."

However the MPA retain their stance on the matter.

Whilst a material consideration, the weight attached to the views of the MPA are not considered to be so significant as to outweigh the benefits of developing this land for

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residential purposes. The Minerals & Waste Core Strategy dates back to 2011, and therefore pre-dates the SADMPP 2016 by some considerable time. The Planning & Compensation Act 2004 Section 38 (5) states that where there is a policy conflict of this nature, “the conflict must be resolved in favour of the policy contained in the last document to become part of the Development Plan.”

Section 106 matters

Heads of Terms have been provided by the Applicants confirming that the development would meet the requirements for the costs of relevant infrastructure, facilities and resources reasonably related to and directly arising from development. Given that the site is not CIL liable, affordable housing, SuDS design and maintenance and open space/play equipment design and maintenance, travel plan, footpath linkage contribution (BR14 to Landseer Drive), education (specifically required through Policy F1.3) and library contributions, plus Habitat Mitigation fees will need to be secured via S106 agreement.

The site amounts to 9.2ha and thus exceeds the affordable housing threshold set down in Policy CS09 of the Core Strategy 2011. The applicant seeks consent for up to 240 dwellings which means that 48 dwellings would need to be provided, split 70/30 between affordable rent (34 units) and shared ownership (14) dwellings. The Applicants have agreed to provide affordable housing and the matter will be covered within the S106 agreement. Should numbers be reduced, this would be covered by the usual standard formula for outline applications.

With regard to open space, 1.34ha of open space would be required to serve the 240 dwellings proposed, split between 70% amenity space and 30% equipped play areas (0.4ha) in accordance with Policy F1.3 (pro rata) and Policy DM16 of the Site Allocations and Development Management Policies Plan 2016. The developer has however provided a master plan which indicates an overall area of 2.77ha of green infrastructure proposed, which contains the low-lying attenuation feature with an additional 1.97ha devoted to incidental space/SuDS. The exact details of the open space provision (including allotments) would be secured by the Section 106 Agreement along with maintenance arrangements.

The detailed design of SuDS would be required to be submitted at Reserved Matters stage with the management and maintenance of SuDS features to be secured via the S106 Agreement in the form of a SuDS Management Plan.

Education and library contributions will also be covered in the Section 106 agreement.

Norfolk Fire Service require 1 hydrant (on a minimum 90mm main) per 50 dwellings and therefore 5 hydrants can be secured via condition.

All contributions are considered reasonable, necessary and directly related to the development, and therefore are in accordance with CIL Regulation 122 (2010), Policy CS14 of the Core Strategy (2011) and Policy F1.3 of the SADMPP (2016).

Any other matters requiring consideration prior to the determination of the application

With regard to foul drainage, Anglian Water raised no objection subject to a condition regarding the submission of a foul water drainage strategy. There is adequate capacity in their system to take the increase expected by the proposed development.

Environmental Quality raises no objection subject to condition regarding potential contaminated land relating to a landfill site off Bridle Lane plus a construction management plan (relating to air quality).

CSNN raise no objection subject to conditions regarding foul and surface water drainage, lighting, dust suppression and construction management plan.

The main issues raised by the Wimbotsham Parish & Downham Market Town Councils and Third Parties have been addressed within the main body of the report. With regard to other comments:

- Should be required to provide a primary school – the site is an allocation of the development plan and the provision of a primary school is not required. NCC Planning Obligations state that additional primary school places are required for both Nelson Academy and Hillcrest Primary School but this will be addressed through the Section 106 agreement.
- Any future developments proposed and the capacity of the Town will be addressed via the Local Plan Review currently under way.

Crime and Disorder

The application raises no issues regarding crime and disorder. Norfolk Constabulary recommends 'Secure by Design' principles, which will be addressed as part of the Reserved Matters application.

CONCLUSION

This application involves part of an overall site that is allocated for development under Policy F1.3 of the Site Allocations and Development Management Policies Plan (SADMPP) 2016. Whilst the proposed development is for more dwellings than initially expected/sought, it is clear that allocation numbers are minimum numbers and it is considered that the site can accommodate (subject to design and appropriate layout) up to 240 dwellings without material harm to the visual amenity of the locality or neighbour amenity. The proposal would not prejudice the development of the remainder of the overall site allocation under Policy F1.3 of the SADMPP. The Local Highway Authority considers that the location and specifications of the roundabout and access details are fully acceptable.

The site is sustainable and has been found 'sound'; and at the numbers proposed helps the Council maintain its 5 year housing land supply, without compromising the character and quality of the locality. All other matters can be adequately conditioned or secured via the S106 Agreement. For these reasons, the proposal is considered acceptable in accordance with the NPPF, NPPG, Policies CS01, CS02, CS04, CS06, CS08, CS09, CS11, CS12 and CS14 of the Core Strategy 2011 and Policies DM1, DM2, DM15 and DM16 of the Site Allocations and Development Management Policies Plan 2016.

RECOMMENDATION:

A: APPROVE subject to conditions and the satisfactory completion of the Section 106 Agreement;

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- 1 Condition: No development shall take place in any phase, other than works to complete the approved site access, until approval of the details of the layout, scale, appearance and landscaping for that phase (hereinafter called 'the reserved matters') is obtained from the Local Planning Authority.
- 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: The development shall comprise of no more than 240 dwellings.
- 5 Reason: To define the terms of the consent.
- 6 Condition: Prior to the commencement of any development a phasing plan shall be submitted to and agreed in writing with the Local Planning Authority. The development shall be implemented in accordance with the agreed phasing plan unless otherwise approved in writing by the Local Planning Authority.
- 6 Reason: In order to enable the phased development of the whole of this site.
- 7 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans:
 - 37106-LEA001c-Site boundary; and
 - 37106-LEA086 B - 3ARM.dwg Pricg02 March 2017 (roundabout).
- 7 Reason: For the avoidance of doubt and in the interests of proper planning.
- 8 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 drawings numbered 37106-LEA086 B - 3ARM.dwg Pricg02 March 2017 (roundabout) and 37106-LEA068.dwg Pricg02 July 2016 (proposed pedestrian amenity improvements) together with details for an emergency access, have been submitted to and approved in writing by the Local Planning Authority.

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- 8 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.

This also needs to be a pre-commencement condition as these fundamental details need to be properly designed at the front end of the process.

- 9 Condition: Prior to the first occupation of the development hereby permitted the off-site highway improvement works comprising a roundabout and pedestrian improvements referred to in Condition 8 shall be completed to the written satisfaction of the Local Planning Authority.
- 9 Reason: To ensure that the highway network is adequate to cater for the development proposed and accord with the provisions of the NPPF and Core strategy Policy CS11 of the LDF.
- 10 Condition: No works shall commence on the site until a Traffic Regulation Order to amend the speed limit in the vicinity of the proposed site access has been promoted by the Highway Authority.
- 10 Reason: In the interests of highway safety.
- 11 Condition: No more than 100 dwellings shall be occupied until the provision of an emergency access referred to in Condition 8 has been implemented to the written satisfaction of the Local Planning Authority.
- 11 Reason: In the interests of maintaining highway efficiency and safety.
- 12 Condition: No dwelling shall be occupied until 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. (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).
- 12 Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.
- 13 Condition: No development shall take place in any phase, until a detailed construction environmental management plan (CEMP) for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- proposed timescales and hours of construction.
 - onsite parking for construction workers.
 - a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway.
 - details of wheel cleaning facilities for construction vehicles.
 - sound power levels of the equipment, their location and proposed mitigation methods to protect residents from noise and dust.
 - the erection and maintenance of security hoarding.

The scheme shall be implemented in accordance with the details approved throughout the development of this overall estate or an amended scheme submitted to and approved in writing by the Local Planning Authority.

- 13 Reason: In the interests of maintaining highway efficiency and safety plus the amenities of existing and proposed residents, and to accord with the provisions of the NPPF and Policy DM15 of the SADMPP. This also needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
- 14 Condition: No dwelling shall be occupied until a Travel Plan is submitted to and approved by the Local Planning Authority. The Travel Plan shall be implemented prior to occupation of any dwelling and monitored in accordance with the details approved or an amended Travel Plan submitted to and approved in writing by the Local Planning Authority.
- 14 Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.
- 15 Condition: Any reserved matters application submitted under Condition 1 shall include roads and footpaths abutting site boundaries to facilitate development access to:
 - a. remaining land within allocation Policy F1.3 of the of the BCKLWN SADMP Plan 2016 to the south-west of the site and south of Bridle Lane; and
 - b. land adjacent to the eastern boundary of the site and to the west of the A10.
- 15 Reason: To ensure that the highway network is adequate to cater for the development of the overall allocated site, in the interests of highway safety in accordance with the NPPF and Policy CS11 of the Core Strategy 2011, plus Policy F1.3 of the SADMPP.
- 16 Condition: Any reserved matters application submitted under Condition 1, shall include details for the retention and enhancement of bridleways BR13 and BR14 within the site.
- 16 Reason: To ensure that the public rights of way are protected and maintained in the interests of creating a substantial footpath network within and around the development site; to accord with the provisions of the NPPF, and Policy CS11 of the LDF.
- 17 Condition: No dwelling shall be occupied until a scheme for the improvement of bridleway BR14 between the southern boundary of the site and the intersection with restricted byway RB15b on 'blue land' has been submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall include the timing of the improvements and shall be implemented in accordance with the details approved or an amended scheme submitted to and approved in writing by the Local Planning Authority.

- 17 Reason: To ensure that the public rights of way are protected, maintained and improved in the interests of creating a substantial footpath network within and around the development site; to accord with the provisions of the NPPF, and Policy CS11 of the LDF.
- 18 Condition: No development shall take place in any phase until a surface water drainage strategy for the overall development has been submitted and approved in

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writing by the Local Planning Authority. The Scheme will be in accordance with the principles of the submitted "Amec Foster Wheeler North East Downham Market Flood Risk Assessment and Outline Strategy Dated March 2017".

No development shall take place in any phase other than works to complete the approved access until detailed designs of the surface water drainage scheme for that phase incorporating the following measures has been submitted to and approved by the Local Planning Authority:

- a. Detailed infiltration testing in accordance with BRE Digest 365 along the length of any proposed infiltration / attenuation basin(s),
- b. Provision of onsite surface water flood storage and overland conveyance across the site, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 1 in 100 year return period, including allowances for climate change. A minimum storage volume of 10,000m³t in line with section 5 of the submitted FRA, unless otherwise proven to be reduced within a detailed scheme,
- c. Detailed designs, modelling calculations and plans of the of the drainage conveyance network in the:
 - 1 in 30 year critical rainfall event to show no above ground flooding on any part of the site.
 - *1 in 100 year critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any above ground flooding from the drainage network ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development.*
- d. The design of the flood storage basin and any other attenuation basin will incorporate an emergency spillway, the structures should also include appropriate freeboard allowances. Plans to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1 in 100 year return period. This will include surface water which may enter the site from elsewhere.
- e. Finished ground floor levels of properties are a minimum of 300mm above expected flood levels of all sources of flooding.
- f. Details of how all surface water management features will be designed in accordance with The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge.
- g. A maintenance and management plan detailing the activities required and details of who will adopt and maintain the surface water drainage infrastructure for the lifetime of the development.

The scheme shall be implemented in accordance with the details approved for that phase or an amended scheme submitted to and approved in writing by the Local Planning Authority, before any dwelling in the relevant phase of the development is occupied.

- 18 Reason: To prevent flooding in accordance with National Planning Policy Framework paragraph 103 and 109 by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the surface water drainage system operates as designed for the lifetime of the development.
- 19 Condition: No development shall take place in any phase, other than works to complete the approved site access, until full details of the foul water drainage arrangements for that phase have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied unless the approved foul water drainage arrangements for that dwelling have been fully implemented.
- 19 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.

- 20 Condition: No development shall take place in any phase, other than works to complete the approved site access, until a habitat management plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the details approved or an amended scheme submitted to and approved in writing by the Local Planning Authority.
- 20 Reason: In the interests of ecology on the site in accordance with the NPPF and Policy CS12 of the Core Strategy 2011.
- 21 Condition: No development shall commence in any phase until a Phase 2 Geo-environmental risk assessment has been undertaken for that phase to assess the nature and extent of any contamination on the site. In the event of contamination being found, a remediation report and validation statement for that phase shall be submitted to and approved in writing by the local planning authority. No development shall be undertaken in that phase until the remediation has been carried out in accordance with the approved details. If during construction of a particular phase, contamination not previously identified is found to be present then no further development shall be carried out in that phase until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved or in accordance with any amended scheme submitted to and approved in writing by the local planning authority.
- 21 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.
- 22 Condition: No dwelling shall be occupied unless details of the method of lighting and extent of illumination to the access roads, footpaths, parking, and circulation areas serving that dwelling have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the details

agreed or an amended scheme submitted to and approved in writing by the Local Planning Authority prior to occupation of the dwelling.

- 22 Reason: In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 23 Condition: No development shall take place in any phase, until a Written Scheme of Investigation for a programme of archaeological works for that phase has been submitted to and approved by the local planning authority in writing. The scheme shall include:
- An assessment of the significance of heritage assets present.
 - The programme and methodology of site investigation and recording.
 - The programme for post investigation assessment of recovered material.
 - Provision to be made for analysis of the site investigation and recording.
 - Provision to be made for publication and dissemination of the analysis and records of the site investigation.
 - Provision to be made for archive deposition of the analysis and records of the site investigation.
 - Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation.

No development shall take place, other than in accordance with the Written Scheme of Investigation.

- 23 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 24 Condition: No development shall take place, in any phase, until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 23 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured. The scheme shall be implemented in accordance with the details agreed or an amended scheme submitted to and approved in writing by the Local Planning Authority.
- 24 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 25 Condition: No development shall take place, other than works to complete the approved site access, until a tree survey and Arboricultural Implications Assessment have been submitted to and approved by the local planning authority in writing. The Method Statement should include the following:
- a plan indicating the location of, and allocating a reference number to, each existing tree on or immediately adjacent to the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75mm.
 - details of the species, diameter, approximate height and condition of each tree on or directly adjacent to the site.

The survey shall be carried out in accordance with BS:5837. The development shall be implemented in accordance with the agreed assessment.

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- 25 Reason: To ensure that the existing trees are properly surveyed and full consideration is made of the need to retain trees in the development of the site in accordance with the NPPF. This needs to be a pre-commencement condition given the potential for trees to be lost during development.
- 26 Condition: No development shall take place, other than works to complete the approved site access until the details and timing of boundary treatments along the northern and eastern edges of the development site has been submitted to and approved by the Local Planning Authority in writing. The scheme shall be implemented in accordance with the planting and timing details approved or an amended scheme submitted to and approved in writing by the Local Planning Authority.
- 26 Reason: To ensure that the development is properly landscaped, in the interests of the visual amenities of the locality in accordance with the NPPF and Policy F1.3 of the SADMPP.
- 27 Condition: No dwelling shall be occupied until a planting scheme for the enhancement of the existing hedgerows along Lynn Road, New Road and the A10 on 'blue land', the extent of which is shown on the indicative development framework plan 37106-LEA091g (March 2018) has been submitted to and approved in writing by the Local Planning Authority.
- 27 Reason: To ensure that the development is properly landscaped and screened, in the interests of the visual amenities of the locality in accordance with the NPPF and Policy F1.3 of the SADMPP.
- 28 Condition: The planting scheme referred to in Condition 27 shall be implemented as agreed prior to the construction of any dwellings. Any trees or plants that within a period of 5 years from the completion of the planting 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.
- 28 Reason: To ensure that the landscaped areas are established, in the interests of the visual amenities of the locality in accordance with the NPPF and Policy F1.3 of the SADMPP.
- 29 Condition: No more than 100 dwellings shall be occupied until a scheme for the provision of 750m² of allotments has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the details approved or an amended scheme submitted to and approved in writing by the Local Planning Authority.
- 29 Reason: To identify the extent of any bat populations in accordance with the NPPF and NPPG and Policy CS12 of the Core Strategy 2011.
- 30 Condition: A scheme for the provision of fire hydrants (on a minimum 90mm main) at 1 per 50 dwellings shall be submitted to and approved in writing by the Local Planning Authority and no dwelling shall be occupied unless the associated hydrant serving the dwelling has been implemented as agreed.
- 30 Reason: In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF.

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- B:** In the event that the Section 106 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, public open space and play facilities (including allotments), SUDS design and maintenance, education contribution, Habitat Mitigation fees and Travel Plan.