

Parish:	King's Lynn	
Proposal:	RESERVED MATTERS: Development for 94 dwellings	
Location:	The Nar Ouse Regeneration Area (NORA) Wisbech Road King's Lynn Norfolk	
Applicant:	Lovell Partnership Ltd	
Case No:	18/01750/RMM (Reserved Matters - Major Development)	
Case Officer:	Mrs H Morris	Date for Determination: 3 January 2019

Reason for Referral to Planning Committee – The applicant is the Borough Council and the proposal is for a major development.

Neighbourhood Plan: No

Case Summary

The application seeks reserved matters approval for 94 dwellings in relation to the outline consent for the Nar Ouse Regeneration Area (NORA) granted under application ref: 09/02010/F. The reserved matters are: access; appearance; scale; landscaping; and layout.

The application site covers an area of approximately 2.5 hectares that has previously been cleared for development under outline permissions dating back to 2002 and already has reserved matters approval for 126 residential units under application ref: 14/00997/RMM. To the north and west lies existing residential development developed under earlier NORA phases as well as more established dwellings on Kitchener Street, the River Nar lies to the east and Morston Drift to the south.

Key Issues

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

- Planning history;
- Form and character;
- Residential amenity;
- Highway safety;
- Affordable housing;
- Open space and landscaping;
- Flood risk and drainage;
- Other considerations; and
- Crime and disorder

Recommendation

APPROVE subject to conditions.

THE APPLICATION

The application seeks reserved matters approval for 94 dwellings in relation to the outline consent for the Nar Ouse Regeneration Area (NORA) granted under application ref: 09/02010/F. The reserved matters are: access; appearance; scale; landscaping; and layout.

The application site covers an area of approximately 2.5 hectares that has previously been cleared for development under outline permissions dating back to 2002 and already has reserved matters approval for 126 residential units under application ref: 14/00997/RMM. To the north and west lies existing residential development developed under earlier NORA phases as well as more established dwellings on Kitchener Street, the River Nar lies to the east and Morston Drift to the south.

The proposal is for 94 no. modular dwellings as follows:

Type A (2-bed unit) x 46
Type E (3-bed unit) x 48

All units are 2 storey with a ridge height of just less than 9.4 metres and are either semi-detached or in small terrace blocks of 3 or 4 units.

The main access is off Morston Drift with the development also connecting in to roads already constructed under previous NORA phases to the north and west. There is an existing public right of way (King's Lynn Public Footpath 26) alongside the River Nar that connects the site with existing development to the north and the existing bridge crossing the river at the southern end of the site.

All units are provided with 2 no. car parking spaces. An additional 16 no. visitor spaces are also to be provided.

SUPPORTING CASE

Context

The Borough Council of King's Lynn and West Norfolk has led the redevelopment of the Nar Ouse Regeneration Area (NORA) since its inception in 1998. NORA aims to deliver the comprehensive regeneration of an area of around 53 hectares of underused and derelict land extending from Boal Street to the A47 adjacent to South Lynn. The Council has worked in partnership with the East of England Development Agency (EEDA), English Partnerships (now the Homes England), Norfolk County Council and developers Morston Assets to deliver the NORA Millennium Community. Following the failure of Morston Assets the Council decided to step in and buy their land from the receiver to enable the project to be completed.

As part of the Millennium development and the NORA Outline Planning Permission the Council has already provided a new park (situated the other side of the river), cycle ways, footpaths and pedestrian bridges to link these entire asset together for the benefit of the housing developments. These also allow circular walks around the adjacent development. It has also provided a Community Hall located in the old school in an effort to link the new and the old areas of South Lynn together to help strengthen community cohesion. Provided a MUGA, football pitch and large area of play on the infilled Puny drain land adjacent to the new school, which was also facilitated by this project. The scheme has also improved access to this part of the town with the building of Nar Ouse Way and Morstons Drift.

In developing this application the Council started with the approved planning permission obtained by Morston Assets (application ref: 14/00997/RMM) and then talked to Norfolk County Highways, Homes England, the Borough Councils refuse, noise and nuisance, parks and playing fields sections and our advisors, to attempt to improve what is currently approved. From these discussions we believe that this application provides: -

- Larger well-designed houses.
- Houses that exceed current building regulations relating to noise.
- Provides private gardens for all (all with rear access).
- Provide better parking facilities than the current proposals.
- Provide a better built environment
- Links all the housing developments together with the aid of roads, footpaths and cycle ways.

Design Statement

The layout has evolved over a period of time using a mix of 2 and 3-bedroom modular dwellings of size 5.3 x 9.4m for the 2-bedroom units and 6.6 x 9.4m for the 3-bedroom units. At 82m² GIA the 2-bedroom dwelling and at 105m² GIA the 3-bedroom dwelling both exceed the governments Technical Housing Standards, creating high quality spaces for people to live.

The layout using the unit types above allows for combinations of 2, 3 and 4 dwelling formats in the 'traditional' street scene design, reflecting the neighbouring developments but having their own individual style using contemporary brick detailing and varied roofscapes to create an interesting and varied street scene using robust materials, to ensure the scheme maintains a high quality appearance in the future.

The dwellings are constructed, in association with Legal and General, using a fully volumetric modular manufacturing process where a high level of quality control is provided within a factory environment. This control has resulted in a higher standard of noise / acoustic reduction within the dwellings and between them. This system of manufacturing will provide good quality control with limited time loss during the construction period. The modular units will be delivered to site in two sections with brickwork and roof structures added after positioning in place.

The development provides a connection between Morston Drift and Sandpiper Way making a link within the local area however, the road design restricts the speed of the traffic with the introduction of a carriageway width reduction and reduced radii bends in specific locations as designed with the highways engineer. The road design and layout has been through consultation with Norfolk County Council Highways department and BCKLWN Waste and Refuse to ensure ease of access for all vehicles including refuse trucks.

The layout takes advantage of the Public Open Spaces created to the north and south of the scheme with a majority of the dwellings benefiting from the river views. These spaces also connect with the fully accessible river bank maintaining a link to the Right of Way footpath along the river. Rear gardens along the river frontage will benefit from views across the open river space.

A full landscaping scheme including hard and soft landscaping will connect the proposals with the already developed wider masterplan for NORA 4 including the already constructed park on the opposite bank of the River Nar and maintain a high level of finish with the surrounding developments with a good mix of materials. Some surface treatments have developed over the course of the planning process.

A scheme of high quality soft landscaping has been submitted, this reflects the quality of environment provided in the park and neighbouring development. Most of the car-parking is provided either on plot or within view of the associated dwelling, all dwellings have 2 allocated spaces with an addition of 12 visitor spaces provided.

Within the scheme, open spaces have been provided at critical focal points and dwellings have been designed to reflect the 'village green' open space around them, where possible green spaces have been incorporated along the street scene with windows to dwellings positioned to gain a high level of natural surveillance.

The layout connects through to Kitchener Street, Whalers Farrow and Sandpiper Way, maintaining the street scene with gable frontage dwellings where possible adding interest with the roofscapes.

The street elevation along Morston Drift also responds to the existing dwellings of the previous development in the terrace format but adds interest again with the roofscapes.

During the design stage the flood risk requirements influenced finished levels throughout the site and great consideration was given to the relationship between the existing properties in Kitchener Street and Whalers Farrow and the proposed development keeping changes of level to a minimum, this has resulted in a limited number of retaining garden walls.

Roofscapes are a design feature which run throughout the development adding interest in blocks of 3 and 4 dwellings, where gable, valley and ridge combinations have been used to 'break up' the ridge lines. Interest in this roofscape can also be seen from across the river.

This interest continues with the decorative brick detailing at ground floor level especially on the gable ends of dwellings, at focal points around the development. Alternate projecting courses of brickwork will be used to provide 'shadow' lines along the gable. Careful consideration has been given to detailing and has been limited throughout the development but has been introduced where beneficial to the overall scheme. Windows are also located in gable ends where the occupants will benefit from views to open spaces or across the river.

Materials have been limited to a small pallet of facing bricks with a mix between red and buff and used in various combinations to add interest, this is also reflected with the roof tiles with only two shades of grey to reflect the traditional colours of the location.

Rear private garden enclosures, mainly consisting of timber fences and strategically placed brick walls will provide privacy and security to all dwellings but maintain easy access for moving refuse/recycling bins to the point of collection.

As part of the discussions with Homes England, should this application be approved it will form part of the governments 'Accelerated Delivery Program' and be built as modular units. As such this project will be of national importance delivering the largest modular housing scheme in the country enabling other future sites around the country to be delivered at pace.

PLANNING HISTORY

14/00997/RMM: Application Permitted: 03/12/14 - Reserved Matters Application: construction of 126 dwellings, associated roads, parking and open space at Phase 3.

13/01377/F: Application Permitted: 20/12/13 - To allow for phased development of area and plot substitutions on plots 12-14, 16 and 19-23 - The Nar Ouse Regeneration Area (NORA), Wisbech Road, King's Lynn, Norfolk

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12/00414/RMM: Application Permitted: 29/04/13 - Reserved Matters Application: Construction of 56 dwellings - Phase 3, Yours South Lynn, Nar Ouse Regeneration Area (NORA), Wisbech Road, King's Lynn, Norfolk

11/01106/RMM: Application Permitted: 07/12/11 - Reserved Matters Application - Construction of 18 dwellings - The Nar Ouse Regeneration Area (NORA) Wisbech Road, King's Lynn, Norfolk

09/02035/RMM: Application Permitted: 10/02/10 - Reserved Matters Application - First phase of proposed new enterprise centre, comprising managed office workspace, medical centre, meeting rooms, live/work housing units, and associated parking, vehicular and pedestrian movement, landscaped and service areas - The Nar Ouse Regeneration Area (NORA), Wisbech Road, King's Lynn, Norfolk

09/02010/F: Application Permitted: 25/02/11 - Outline application: Mixed use development - Variation of condition 5 and removal of condition 7 of planning permission 05/00691/OM - The Nar Ouse Regeneration Area (NORA), Wisbech Road, King's Lynn, Norfolk

09/00573/RM: Application Refused: 04/08/09 - Reserved Matters Application - first phase of proposed new enterprise centre, comprising managed office workspace, medical centre, nursery, community bar, gym, meeting rooms, live/work housing units, associated parking, vehicular and pedestrian movement, landscaped and service areas - The Nar Ouse Regeneration Area (NORA), Wisbech Road, King's Lynn, Norfolk

09/00041/RM: Application Permitted: 09/03/09 - Reserved Matters Application - Submission of full details of crossing of Puny Drain - Morston Drift, King's Lynn, Norfolk

05/02212/F: Application Permitted: 16/03/06 - Variation of Conditions F1, F2, F3, F5 and F7 (Contaminated Land) of Outline Planning Permission Reference 2/01/0671/O - Former Muckworks Land To East of Saddlebow Road, King's Lynn, Norfolk

05/01101/RM: Application Permitted: 16/03/06 - Construction of 109 dwellings, associated roads and infrastructure (Phase 1 Millenium Village) - Former Muckworks Land to East of Saddlebow Road, King's Lynn, Norfolk

05/00692/F: Application Permitted: 17/03/06 - Diversion of Puny Drain involving the formation of a new cut from Puny Drain to the flood relief channel, construction of new pumping station, and infilling of the existing Puny Drain between the River Nar and the River Great Ouse - Puny Drain, Wisbech Road, King's Lynn, Norfolk

05/00691/OM: Application Permitted: 08/02/07 - Outline application: Mixed use development comprising housing, live/work units, employment office, business, light industry and warehouse uses, leisure, retail, health, education and community facilities together with the provision of car parking, strategic landscaping, strategic highway and other associated infrastructure - The Nar Ouse Regeneration Area (NORA), Wisbech Road, King's Lynn, Norfolk

04/02073/F: Application Permitted: 16/03/06 - Application to vary condition C1 of outline planning permission for mixed uses- residential/local centre- open space/employment-new road/pedestrian and cycle routes - Saddlebow Road/Wisbech Road/A47/Horsleys Fields/South Gates, King's Lynn, Norfolk

04/02061/F: Application Permitted: 16/03/06 - Application to vary conditions D1- D2- H1 and H2 of Outline Planning Permission for mixed uses residential/local centre (retail-

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community- school) open space/employment- new road/pedestrian/cycle routes - Saddlebow Road/Wisbech Road/A47/Horsleys Fields/South Gates, King's Lynn, Norfolk

04/02052/RM: Application Withdrawn: 04/04/06 - Construction of 164 residential dwellings, associated roads and infrastructure - Land to East of Saddlebow Road, King's Lynn, Norfolk

04/00737/F: Application Permitted: 27/05/04 - Variation of conditions A1 and A2 of outline planning permission 2/01/0671 to extend the period by which work should commence and to allow work to commence on Phase One independently - Saddlebow Road/Wisbech Road/A47/Horsley Fields, South Gates, King's Lynn, Norfolk

04/00617/FM: Application Withdrawn: 25/09/06 - Construction of Saddlebow link road - Former Industrial Land Off Saddlebow Road, Saddlebow Road, King's Lynn, Norfolk

2/01/0671/O: Application Permitted: 26/09/02 - Site for mixed uses (residential/local centre/retail/community/school/open space/employment (B1, B2, B8 inclusive)/A1, A2, A3 (South Gates), new road/pedestrian/cycle routes in accordance with drawing KLN002/05 - Saddlebow Road/Wisbech Road/A47/Horsleys Fields/South Gates

2/92/2973/O: Application Withdrawn: 17/11/94 - Demolition of all existing buildings and site for construction of retail superstore petrol filling stations business use (B1) and associated roads car parks and engineering operations - Anglia Industrial Estate, Saddlebow Road

2/92/0684/O: Application Withdrawn: 15/03/93 - Demolition of all existing buildings and site for construction of retail superstore petrol filling stations business use (B1) and associated roads car parks and engineering operations - Anglia Industrial Estate, Saddlebow Road

2/89/1021/O: Application Withdrawn: 20/10/99 - Sites for residential and industrial development after clearance of buildings on the site - Anglia Industrial Estate, Saddlebow Road

RESPONSE TO CONSULTATION

KLACC Planning Sub-group: NO OBJECTION subject to all objections being overcome and a condition to ensure that the units were faced with brick and incorporated a more traditional roof style.

NCC Highways: NO OBJECTION subject to condition relating to visibility splays.

NCC PROW: NO OBJECTION. The full extent of King's Lynn Public Footpath 26 must remain open, unobstructed and accessible for the duration of the development and subsequent occupation.

Lead Local Flood Authority: NO OBJECTION.

Environment Agency: NO OBJECTION although it is recommended that a condition is imposed to ensure that flood resilient and resistant measures are incorporated into the proposed dwellings up to a level of 5.8mAOD, in accordance with the submitted FRA.

Anglian Water: NO OBJECTION subject to recommended foul water strategy condition.

Water Management Alliance: NO OBJECTION.

East of Ouse, Polver & Nar Internal Drainage Board: NO OBJECTION.

BCKLWN Public Open Space: NO OBJECTION. With consideration to existing provision on the wider NORA site and proximity to open water we do not feel additional equipped play space is required.

BCKLWN Arboricultural Officer: NO OBJECTION.

BCKLWN Housing Strategy & Enabling Officer: NO OBJECTION.

BCKLWN Environmental Health & Housing – CSNN: NO OBJECTION.

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

BCKLWN Waste & Recycling: NO OBJECTION.

Norfolk Constabulary: NO OBJECTION but recommendations given in relation to the principles of 'Designing Out Crime'.

Norfolk Fire & Rescue: NO OBJECTION. Our minimum requirement based on 94 no. dwellings would be 2 no. fire hydrants on no less than a 90mm main.

Open Spaces Society: NO OBJECTION. It is vital that the precise alignment and legal width of the King's Lynn Footpath No.26 is ascertained and accurately indicated on the site plans.

REPRESENTATIONS

None received.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS03 - King's Lynn Area

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

DM16 – Provision of Recreational Open Space for Residential Developments

DM17 - Parking Provision in New Development

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

PLANNING CONSIDERATIONS

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

- Planning history;
- Form and character;
- Residential amenity;
- Highway safety;
- Affordable housing;
- Open space and landscaping;
- Flood risk and drainage;
- Other considerations; and
- Crime and disorder

Planning History

The application site has a complex planning history. Outline consent for development of the wider NORA site was originally granted in 2002 under 2/01/0671/O. A reserved matters application was subsequently submitted and approved under reference 05/01101/RM, granting consent for a total of 195 units including 86 units built as Phase 1A on, at that time, Morston Assets land. With the construction of those Phase 1A units Morston Assets implemented the consent. 05/01101/RM covered land that forms the northern part of the current application site.

In 2007 a new outline permission for the wider NORA site was granted under 05/00691/OM, which was varied under 09/02010/F resulting in a fresh outline planning permission. 18 dwellings granted reserved matters approval under 11/01106/RMM pursuant to 09/02010/F lie to the west of the current application site. 12 units granted consent under 13/01377/F lie to the southwest. These 12 units were part of a larger scheme for 56 units that covered the southern half of the current application site and were originally granted planning permission under 12/00414/RMM.

In December 2014 reserved matters approval was granted under 14/00997/RMM pursuant to 09/02010/F for the construction of 126 dwellings on the application site. Although not yet implemented, this consent currently remains extant given that condition 4 of outline planning permission 09/02010/F gives a time limit for commencement of ten years from the date of decision (i.e. 25th February 2021).

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In summary, there are valid consents for the site that would allow a greater number of units to be built out on the site. This current application therefore seeks a reduction of 32 units over what could be built out under the last reserved matters approval (14/00997/RMM).

Form and Character

The proposed layout has similarities with that approved under 14/00997/RMM but the scheme uses modular units which has resulted in fewer dwellings, better space standards, a greater ratio of parking spaces (2 spaces per unit) and two-storey development only.

Houses generally front on to the street or onto the river, as in the approved schemes. All dwellings are provided with their own private amenity space and there are no communal gardens. Furthermore, all houses have direct access to their back garden / amenity space other than through the unit.

Given the dwellings will be constructed using a fully volumetric modular manufacturing process, only 2 dwelling types are proposed across the whole site (Type A 2-bed unit x 46 and Type E 3-bed unit x 48). They will be delivered to site in two sections with brickwork and roof structures added once they are situated on the relevant plot. The simple and contemporary design will result in consistency across the site but in order to allow for some variety and interest roofscapes have been used as a design feature throughout the development, where gable, valley and ridge combinations have been used to 'break up' the ridge lines in blocks of 3 and 4 dwellings.

Further interest has been added through the use of decorative brick detailing at ground floor level, particularly on the gable ends of dwellings, at focal points around the development. Alternate projecting courses of brickwork will be used to provide 'shadow' lines along the gable. Careful consideration has also been given to materials with a mix of red and buff bricks and light and dark grey roof tiles being used to add further variety.

Overall it is considered that the layout, scale and appearance of the proposed development will be appropriate for the site and its surroundings and would not result in any harm to the existing form and character of the area.

Residential Amenity

In addition to the relationship between units within the proposed development, the proposal has been considered in relation to existing residential properties on Morston Drift, Morleys Leet, Kitchener Street and Sandpiper Way.

Plots 11-17 in the south west corner of the site are the closest to existing units on Morston Drift and the first part of Morleys Leet. Back to back distances here would be a minimum of 20 metres which is considered to be acceptable and would not give rise to unacceptable overlooking or loss of privacy. Where flank elevations of proposed dwellings are adjacent to the rear boundaries of existing residential units there would be no windows in order to ensure an appropriate relationship. Separation distances would also be sufficient to prevent any overbearing impact or loss of light to neighbouring properties.

Towards the northern end of the site the orientation of proposed units, the separation distance between properties and the fact that end units would not have any flank elevation glazing ensures there would be no direct overlooking, loss of light or overbearing impact to neighbouring dwellings.

Overall it is considered that the proposal would provide an acceptable level of amenity for future occupiers and would not result in any significant harm to the amenities of existing neighbouring residents.

Highway Safety

The main access into the site is off Morston Drift with a central spine road connecting through to Sandpiper Way to the north with a further access provided from Morleys Leet to the west. Both of these access points are in the same location as permitted under 14/00997/RMM. In the northern part of the site access is also provided off Kitchener Street for 8 no. units only.

Parking numbers accord with NCC adopted parking standards with all units being provided with 2 no. spaces each. 12 no. visitor spaces are also provided across the site. This exceeds the number of spaces previously approved under extant reserved matters approval 14/00997/RMM which provided car parking at a ratio of only 1.6 spaces per unit.

Norfolk County Highways have raised no objection to the proposal subject to the imposition of a condition relating to visibility splays which is considered appropriate. Other highway matters are secured under outline planning permission (09/02010/F) and therefore do not need to be conditioned again under any reserved matters approval.

Affordable Housing

Affordable housing was secured via a S106 agreement as part of the outline application. The S106 requires 15% affordable housing with a 70% rent 30% shared ownership split equating to 14 no. affordable units, 10 for rent and 4 for shared ownership. The proposal meets these requirements by providing 7 x 3-bed 5 person units and 7 x 2-bed 4 person units. The Council's Housing Enabling Officer has confirmed this is an acceptable split, the GIA and useable bedroom space meet the Council's space standards and the layout and cluster sizes of the units are also considered acceptable.

Open Space and Landscaping

The proposed development includes provision of 4 areas of public open space in the northern, southern and central sections of the site and will also provide access to the existing Nar Ouse Park on the eastern side of the river via the link to the existing bridge at the southern end of the site. This park, along with cycle ways, footpaths and pedestrian bridges, were provided under the original NORA outline planning permission for the benefit of the NORA housing developments. It is therefore not considered necessary for an equipped area of play (LEAP) to be provided within this proposed development. The Council's public open space team confirmed they have no objection to the proposals and taking into account existing provision on the wider NORA site and proximity to open water they do not consider additional equipped play space is required.

In addition to the open space areas within the development site, it is important to note that under extant reserved matters approval 14/00997/RMM the existing green space up to the River Nar was included within the red line area and defined as 'public open space'. Although this area is now excluded from the current application site it will remain as open space.

Detailed soft landscaping proposals have been provided on drawing no. 2368-18 rev 2 in order to assimilate the development with the adjacent River Nar and wider area. A condition is recommended in order to secure implementation.

Flood Risk and Drainage

The principle of residential development on the site has already been established under the outline planning permission. However, in support of the proposals the application was accompanied by a revised Flood Risk Assessment (FRA) in addition to a Flood Resistance and Resilience Strategy prepared by L&G for the modular units.

The FRA confirms that where possible finished floor levels will be set at a minimum of 4.95m AOB except in certain locations where this is not considered appropriate due to tying the buildings in with existing dwellings adjacent to the site. The Environment Agency have raised no objection to the proposals but in accordance with the submitted FRA it is recommended that flood resilient construction is incorporated for all dwellings up to a level of 5.8m AOD and this will be conditioned accordingly.

Foul and surface water drainage arrangements are conditioned under the outline planning permission (condition 40 of 09/02010/F) however historically NORA has drainage rights to discharge via the Puny drain which lies to the south of the site. The revised FRA includes a section on 'surface water management' and following consultation and discussions with the LLFA they have confirmed they have no objection to the proposals.

Other Considerations

King's Lynn Public Footpath 26 runs alongside the River Nar immediately adjacent to the site but outside the red line boundary. It is therefore not affected by the proposals other than allowing a 3m wide access to it from each end of the development. NCC PROW originally raised a holding objection to the proposal but on receipt of clarification and a revised site plan with Public Footpath 26 marked on it this objection was withdrawn.

There are no other material considerations relevant to this application.

Crime and Disorder

There are no crime and disorder issues raised by this proposal. Norfolk Constabulary raise no objection.

CONCLUSION

The principle of residential development on the land has previously been established as acceptable under extant outline planning permission 09/02010/F and reserved matters approval 14/00997/RMM. This reserved matters application seeks approval for a reduced number of units (94 dwellings compared to 126 previously approved) with a greater ratio of allocated parking spaces.

In light of the site's planning history and the character of the surrounding area, the reserved matters details are considered to be appropriate for the site and its surroundings; would not result in any harm to residential amenity and are considered acceptable in terms of highway safety, flood risk and drainage.

On this basis, the development complies with the NPPF and NPPG, Policies CS01, CS03, CS08, CS09 CS11 and CS12 of the Core Strategy 2011 and Policies DM1, DM2, DM15 and DM17 of the Site Allocations and Development Management Policies Plan (2016). It is therefore recommended that reserved matters approval be granted subject to conditions set out below.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

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

003 rev P07 Site Development Layout
010 rev P00 Sheet 1: Sections A, B + C
011 rev P00 Sheet 2: Sections DD, EE, FF, GG + HH
050 rev P02 2B/2B Plans and Elevations
051 rev P02 3B/3B Plans and Elevations
052 rev P02 3B/2B/3B Plans and Elevations
053 rev P02 3B/3B/3B Plans and Elevations
054 rev P02 2B/2B/2B Plans and Elevations
055 rev P03 3B/2B/2B/3B Plans and Elevations
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061 rev P02 3B/3B/3B Plans and Elevations
062 rev P02 3B/3B/3B Plans and Elevations

- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition: The development hereby permitted shall be carried out using the following external materials, unless otherwise agreed in writing by the local planning authority:

Red bricks:

Option 1 – Ibstock, Ivanhoe Westminster 0825
Option 2 – Wienerberger, Olde Henfield Multi

Buff bricks:

Option 1 – Taylor Maxwell, Anglian Cream Handmade
Option 2 – All About Bricks, Buff Handmade

Roof tiles:

Calderdale Edge – Dark Grey
Calderdale Edge – Light Grey

- 2 Reason: To ensure a satisfactory standard of development and grouping of materials in accordance with Policy DM15 of the Site Allocations and Development Management Policies Plan (2016).
- 3 Condition: All soft landscape works shall be carried out in accordance with drawing no. 2368-18 rev 2 'Soft Landscaping Proposals'. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a

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period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.

- 3 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 4 Condition: Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan ref: 003 rev P07. The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- 4 Reason: In the interests of highway safety.
- 5 Condition: Flood resilient and resistant measures shall be incorporated into all dwellings hereby permitted up to a level of 5.8m AOD in accordance with the submitted FRA and the details contained within the submitted L&G Flood Resistance and Resilience Strategy.
- 5 Reason: In order to secure adequate protection against flooding in accordance with the NPPF (2019).
- 6 Condition: A landscape management plan including long-term design objectives, management responsibilities, management and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of any part of the buildings or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.
- 6 Reason: To ensure that the landscaping is properly maintained in accordance with the NPPF.