

<b>Parish:</b>	<b>South Wootton</b>	
<b>Proposal:</b>	<b>Reserved Matters Application following outline planning permission 17/01151/OM for the construction of 450 dwellings with associated infrastructure, to include access, landscaping, appearance, layout and scale</b>	
<b>Location:</b>	<b>Land NW of South Wootton School Off Edward Benefer Way King's Lynn Norfolk</b>	
<b>Applicant:</b>	<b>Larkfleet Homes Norfolk And Suffolk</b>	
<b>Case No:</b>	<b>20/01954/RMM (Reserved Matters - Major Development)</b>	
<b>Case Officer:</b>	<b>Richard Byrne</b>	<b>Date for Determination: 22 February 2021 Extension of Time Expiry Date: 13 May 2022</b>

**Reason for Referral to Planning Committee** – Due to the adverse comments from the Parish Council and in the public interest given the outline application was determined by planning committee.

**Neighbourhood Plan:** Yes

**Case Summary**

The site is located on the northern side of Edward Benefer Way and to the northwest of South Wootton Junior School on Hall Lane, to the north of King's Lynn.

The site is currently arable agricultural land and extends to just over 31 hectares. The site is part of a wider housing allocation for South Wootton under Policy E3.1 of the Site Allocations and Development Management Policies Plan 2016, with the policy requiring at least 300 dwellings on 40ha.

This application is for the approval of the reserved matters for the construction of 450 dwellings with associated infrastructure. The matters to be considered under this application are landscaping, appearance, layout and scale. This application follows the decision for outline consent with access considered that was issued on 15 April 2019 under reference 17/01151/OM.

The proposal maintains the central spine road which runs from a north to south alignment which mirrors the outline consent. The spine road to the north connects to the adjacent development currently under consideration by the Authority (21/01944/RMM) to eventually continue and connect to Nursery Lane Hall Lane to the northeast. The spine road to the south connects to a new roundabout on Edward Benefer Way. An additional access has been shown between plots 64 and 65 to facilitate future access to the rear of South Wootton Junior School via this proposal. A further access up to the boundary with the land to the southeast between plots 31 and 32 is also provided to facilitate access to the recently permitted Primary Care Facility (Ref: 21/00995/FM).

The proposed residential development naturally feeds into the grass verge tree lined spine road which is the principal vehicular traffic route through the development. The surrounding street pattern is laid out with a combination of large perimeter blocks with infill and short cul-de-sacs. The dwellings range between 1 – 5 bedroomed and are mainly two storey with two and a half storey (roof space occupied as a room) at focal points. The individual design and layout has been characterised into four styles across the site but share a standard palette of materials comprising mainly of brick, render and brown tiles roofs.

The westerly side has been extensively landscaped with drainage ponds shaped to reflect the linear nature of the open space. The westerly area comprises areas of formal and informal open space and recreation with a new wildlife area on the west of the site segregated from the residential and commercial areas, as well as other areas of publicly accessible open space. The proposal seeks to retain areas of important hedgerows and trees, incorporating them into the overall design. In the north westerly corner is an allotment and in the southwest corner an area allocated to a local centre which is served by a spur from the proposed roundabout on Edward Benefer Way.

The proposed local centre does not fall under this application and instead would be considered under a separate submission. The outline consent indicated the local centre would comprise retail facilities, offices and a public house (now under Class E) and further uses such as a crèche, day centre and community centre) (now under Class E and Class F1/F2).

The application is submitted for the approval of the reserved matters relating to the residential, infrastructure and open space accompanied by a full suite of drawings and supporting documents.

### **Key Issues**

Matters of principle  
Design and Form  
Highway matters  
Effect on amenity  
Open space provision  
Affordable housing requirements  
Other material considerations

### **Recommendation**

**APPROVE**

## **THE APPLICATION**

Members will recall that the outline application with access for residential development and a mixed-use local centre was considered by planning committee on 17th December 2018 where the resolution was minded for approval subject to the completion of a Section 106 Agreement to secure:

- the provision and transfer of open space;
- the provision and transfer of affordable housing;
- a habitat monitoring and mitigation strategy contribution; and,
- highway contribution for the improvement to the junction of Low Road, Wootton Road, Grimston Road and Castle Rising Road.

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The Section 106 Agreement was completed and sealed on 12th April 2019 with the subsequent outline consent issued on 15th April 2019.

This application is for the approval of the reserved matters for the construction of 450 dwellings with associated infrastructure. The matters to be considered under this application for the dwellings, associated infrastructure and the open spaces relate to the landscaping, appearance, layout and scale of the proposal. For clarification purposes, this application does not include access as this was a matter which was considered under the outline consent. Furthermore, the mixed-use local centre included under the outline consent does not form part of this application.

The approved spine road to the north connects to the adjacent development currently under consideration by the Authority (21/01944/RMM) to eventually continue and connect to Nursery Lane Hall Lane to the northeast. The spine road to the south connects to a new roundabout on Edward Benefer Way. An additional access has been shown between plots 64 and 65 to facilitate future access to the rear of South Wootton Junior School via this proposal. A further access up to the boundary with the land to the southeast between plots 31 and 32 is also provided to facilitate access to the recently permitted Primary Care Facility (Ref: 21/00995/FM).

The proposed development can be divided into three distinct areas. The residential areas are grouped to generally follow the spine road which leads from the northeast to the south of the site and occupy the easterly side of the site. The westerly side comprises open landscaped spaces, linear shaped ponds and wildlife area, which wraps around part of the southern area. The south-westerly corner is allocated as the local centre, however, the plans show the area as open and nevertheless will be subject to a separate application.

The spine road, being the principal route through the site, is tree lined with a width to accommodate a footway and cycleway. The road is grassed verged with front facing dwellings. The street pattern on both sides of the spine road is laid out with a combination of large perimeter blocks with infill and short cul-de-sacs using a combination of secondary, tertiary and shared surface roads.

There are pedestrian green routes and amenity spaces interspersed through the development providing connectivity between shared surface roads, the spine road and secondary roads.

The proposed dwellings have been grouped into four developer typologies to provide a variation in density, relationship between houses, design deviations which are largely two and two and half storey using a standard palette of materials comprising render, brickwork and tiled roofs. The proposed 450 dwellings comprise the following:

### **Open Market dwellings**

2 Bedroomed – 21 no.  
3 Bedroomed – 183 no.  
4 Bedroomed – 132 no.  
5 Bedroomed – 24 no.  
Sub-Total – 360 no.

### **Affordable dwellings**

1 bedroomed – 12 no.  
2 bedroomed – 25 no.

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3 bedroomed – 20 no.  
4 bedroomed – 6 no.  
Sub-Total – 63 no.

### **Shared Ownership dwellings**

2 bedroomed – 12 no.  
3 bedroomed – 15 no.  
Sub-Total – 27 no.  
Total dwellings – 450 no.

Turning to the open areas, the northwest corner is occupied by an allotment covering an area of circa 1,840 square metres with a dedicated parking area off a secondary road (opposite plot 418). Then, meandering between the westerly boundary of the site and the edge of the proposed built form, is an area of open space with footpaths linking the north and south areas where at intervals leading across eastwards to connect with the footpaths into the housing areas. The green spaces comprise a mixture of meadow grasslands, wet meadow planting (for the drainage areas) hedgerow and tree planting with amenity grasses near to the proposed children's play areas. More formal planting is arranged around the proposed roundabout to the south forming the gateway into the site.

Dense planting is proposed along the western boundary of the site which is separated from footpaths by the wet meadows, creating an area for wildlife. The western boundary planting is linked with the swathes of open space which cross the site forming wildlife corridors across the site.

This proposal also seeks to address the requirements of condition 23 (landscaping) and 29 (showing any changes in finished floor levels and / or site levels) on the outline consent and the s106 requirements.

### **PLANNING HISTORY**

17/01151/OM - Outline Major Application: Sustainable mixed-use urban extension comprising: up to 450 dwellings, a mixed-use local centre comprising Class A uses (including retail facilities and public house) and Class D1 (such as creche/day centre/community centre) and B1 uses (such as offices), open space and landscaping, wildlife area, children's play areas, sustainable urban drainage infrastructure, access and link road and associated infrastructure. Granted 15 April 2019.

### **RESPONSE TO CONSULTATION**

**South Wootton Parish Council: SUPPORT the application, subject to the following points being addressed, otherwise the application should be refused or deferred**

- The Parish Council can see that amendments have been made to the application, specifically referencing Bus Stops, upgrade to cycle paths, pedestrian crossings, raised tables, parking bays etc
- The Parish Council note the amendments to the Plan showing the extension of the 'secondary route' right up to the boundary of the adjacent site, presumably where the 70-bed care home will be sited. It is good to see that some action has taken place following the meeting with Borough and County Planners and Parish Councils, when this became an action point. We do understand that the main access into the site will remain off Edward Benefer Way. This is disappointing as this would have prevented

the felling of several mature trees in a line of trees alongside Edward Benefer Way and the National Cycle Route No 1, which would act as a screen to the Medical Centre site. Importantly it would also remove an uncontrolled T junction with a right-hand turn lane for traffic from the East. The Parish Council hopes that the entrance off Edward Benefer Way will be a temporary measure and the new 'secondary route' could be used at a later date. The Parish Council still is concerned that no provision has been made for pedestrians and cyclists using the cycle route in both directions which we feel is potentially an accident blackspot waiting to happen. The cost of providing the 'T' junction and turning lane could instead be a contribution to the link road and may even be cost neutral to both parties. In any case, it would be a sensible solution to joined-up thinking for the two/three developments rather than individual applications being dealt with in isolation.

- The access is, however, of concern. Edward Benefer Way is the ONLY route from all directions into and from the town and the docks for heavy goods vehicles, and the offset roundabout does not seem to be large enough to accommodate these vehicles alongside smaller vehicles on the two lanes around the roundabout. There appears to be sufficient land available to make the roundabout much larger to alleviate the problem. Alternatively, the road markings could be removed to allow single lane traffic, both ways as on both sides of the roundabout.
- The Parking Plan schedule as deposited and the letters from NCC indicate considerable parking is being provided for private cars, with NCC now interpreting the parking space to bedroom ratio now not including cars parked in garages, which simply increases the number of cars that can actually be parked. The National Planning Policy Framework (NPPF) is very clear at paragraph 7 that new developments have to be sustainable and this includes making sure that the way they are constructed does not interfere with future generations' ability to live the way they wish. There is growing evidence that younger people, much more environmentally aware, are buying cars less and using a mix of transport modes more intelligently, in effect, denying public transport access, the application does not meet NPPF Paragraph 7 requirements. It also fails to meet the definition of sustainable transport in annexe 2 of the same document, clause 63.8 of the 1985 Transport Act (as amended) in relation to travel and access by elderly and disabled people, and therefore possibly also the provisions of the 2010 Equalities Act.
- The Civic Society has raised the matter of the cumulative traffic impact of all the developments in the South Wootton area. Paras 108 and 109 of the NPPF stipulate that, amongst other criteria to be met, traffic growth as a result of developments must be assessed cumulatively and mitigated accordingly. In the case of South Wootton, it is well known to both the Borough and County Councils that the impact has been under-calculated, not least, but not only, because traffic from only 300 homes on the larger site off Edward Benefer Way has been accounted for, instead of the 575 actually approved (this development and the one accessed through it but closer to Hall Lane). The mitigation measures are therefore wholly inadequate and this development, and the suite of developments in South Wootton therefore fail to meet NPPF para 108 and 109 and maybe 110b criteria.
- As an alternative to the issues and foreseen problems with a roundabout, consideration could be given to a simple, light controlled T junction instead, as others all along Edward Benefer Way in various locations. If a T junction was considered satisfactory for the Medical Centre, then it should be considered appropriate for the Allison/Persimmon developments. The junction could incorporate controls for cyclists and pedestrians using the No 1 Cycle Route thus eliminating the potential for serious or even fatal collisions at either a roundabout or uncontrolled T junction. It would be important that the lane markings are limited to one direction only – that is, straight ahead or left/right ONLY. This to alleviate the annoyance and frustration which motorists feel at the 'race start lines' at the junction of Edward Benefer Way and

Bergen Way where the layout does nothing to assist traffic flow but increases competition for convergence into an upcoming single lane, in both directions.

- The Parish Council would like to draw attention to the proposed housing types as listed in the documents provided within the application. As stated in all correspondence so far to developers that have submitted applications, South Wootton consists of a largely elderly demographic, many of these residents live in large 4-bedroom properties and would like to move into a single storey dwelling (bungalow). South Wootton Parish Council has submitted a revision of our Neighbourhood Plan to the Borough Council of Kings Lynn & West Norfolk which is currently receiving attention. Although we understand that the Revised Plan has not been adopted by the Borough Council yet, the Parish Council would respectfully ask that our views are actioned, and the plans are adjusted to accommodate more Bungalows on the development site which would be For Sale on the open market.
- Similarly, Planning proposals in growth areas that include external lighting must utilise types of lighting such as light emitting diode down lighting or other measures such as low-level lighting to avoid light spillage beyond the application site. To reduce carbon emissions, introduce where possible, solar panels, wastewater heat recovery or low carbon heating and accommodate the necessary wiring for electric car charging points.
- The Parish Council note that Anglian Water have raised an issue relating to surface water drainage which needs to be looked at by the Internal Drainage Board and resolved.
- Unless these points are addressed, the application should be REFUSED or deferred.

*Further comments have been provided on 25 April 2022 which notes and supports the comments submitted by Mr Ben Coulson.*

*Comments reiterate adjacent Parish Councils (see below), in addition to the comments above:*

*Note: Planning Applications should conform to the Policies laid out in the South Wootton Neighbourhood Plan*

### **North Wootton Parish Council and Castle Rising Parish Council: OBJECTION**

- The three parish councils of South Wootton, North Wootton and Castle Rising are bitterly opposed to the over development of South Wootton with approvals now granted for 1250 homes, the Larkfleet development accounting for 450. We have been consistent in our ongoing challenge that over development has been granted without sufficient highways provision.
- Junctions on part of this local road network are already at times over capacity before this extra 450 homes are delivered. Namely not fit for purpose to cater for this level of development.
- With poor highway provision we will witness more traffic congestion on the A148 Grimston Road leading to The Edward Benefer Way and onto Kings Lynn town centre. This is the only HGV route serving the town and with even more congestion our poor emission levels will be impacted.
- concerned at the number of vehicles exiting the A149 to divert through Castle Rising and onto North Wootton as a rat run to town. We fear with more traffic and longer delays additional vehicles we will use this route through our villages and onto Nursery Lane using the access road to travel through the Larkfleet development to access Kings Lynn.
- Requires confirmation the proposed highways improvements of a new roundabout serving the Larkfleet estate, the upgrading of the Wootton Gap lights and the

installation of new lights on the Asda junction will all be implemented before development takes place;

- concerned whether all vehicles can be accommodated at the dwellings with sufficient turning space to avoid reversing out into the highway;
- questions if the proposal has been fully considered and if the attenuation areas are sufficient to cope with heavy rain and flash storms given the existing ground conditions;
- developers have missed the opportunity to create well designed individual dwellings rather than cramming homes into another ordinary looking housing estate - the area deserves better design.
- The Woottons and Castle Rising have a large population of elderly residents this estate fails to offer sufficient ground floor retirement homes to meet the demand for those wishing to downsize.
- The developer should be encouraged to build passive housing.
- Bus stop and travel arrangements require to be fully considered. Introduce bus route across the site restricting access through bus gates. This would encourage the use of public transport.

#### **Anglian Water: NO OBJECTION**

- Reviewed the applicant's submitted foul drainage strategy and flood risk documentation and consider that the impacts on the public foul sewerage network are acceptable. The applicant's submitted surface water drainage information (Flood Risk Assessment/Drainage Strategy) and the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction, and we are unable to provide comments on the suitability of the surface water discharge.

#### **Environment Agency: NO OBJECTION**

- The information submitted has been assessed and the EA has no objection to the reserved matters application. Mitigation measures should be implemented as detailed in the Flood Risk Assessment Ref MA10263-FRA-R02.

#### **Designing Out Crime Officer (Norfolk Police): NO OBJECTION**

- The application is considered to be well laid out, which doesn't have any alleyways, is predominantly back-to-back garden design, is not permeable and predominantly on plot parking within view of active rooms from the dwellings they serve. Although not the preferred cul-de-sac design it is accepted by Norfolk Constabulary on a development of this size that an additional vehicle access point is required to prevent congestion. It is recommended that garages be fitted with vehicle access doorsets. However, the location of the allotments does not allow them to benefit from surveillance from nearby dwellings or natural surveillance. The vehicular parking for this facility should be able to be locked with gates. Consideration should also be given to securing the allotments with palisade fencing – especially if it is to remain secluded without surveillance. It is advocated it is key to secure the right security features. Provision should also be made so that the play areas within the development can be secured at night.
- Further boundary treatment such as raising the height with 300mm trellis for vulnerable exposed rear boundaries for example onto the few parking areas (parking for plots 290-295) should be considered to bolster security. Finally, extra security should be added to the gates that serve multiple dwellings bin access.
- Should a new direct link be considered for the adjacent South Wootton Junior School it would be essential to consider Secured by Design's "Schools Guide" which provides excellent advice for the security of a modern school environment.

### **Greenspace Officer – NO OBJECTION**

- Provides general commentary on KLWN green space requirements.

### **Environmental Quality – NO OBJECTION**

- In terms of air quality and the additional emissions generated, comments have already been provided during the pre-application and outline application stage. A transport assessment, air quality screening assessment and framework travel plan were considered. Conditions 14 and 15 secured the implementation of the travel plan.
- Comments provided on the layout in respect of the emerging local cycling and walking plan developed by Norfolk County Council in partnership with KLWN Council.
- In accordance with best practice, it was advised for the inclusion of EV charging points into the development. In the intervening period before EV charging schemes are delivered under Building control it is recommended a condition is attached to require EV charging points into the scheme as the detail is absent in the submission.

### **Housing Development Officer: NO OBJECTION**

- The affordable mix provides 63 units for rent (15 x 3 bed houses, 20 x 2 bed houses, 6 x 4 bed houses, 12 x 1 bed houses, 5 x 3 bed bungalows and 5 x 2 bed bungalows) and 27 units for shared ownership (15 x 3 bed houses and 12 x 2 bed houses). The proposed mix is acceptable, and the units are adequately dispersed throughout the site.
- The proposed affordable dwellings meet the space standards and are policy compliant.

### **King's Lynn Civic Society – NO OBJECTION IN PRINCIPLE**

- The society acknowledges and is pleased to see that more information has been submitted on phasing, materials and finished character, allowing for a greater understanding of the scheme.
- It is still felt the housing is rather bland and 'anywhere'. It is noted the inclusion of carrstone as a vernacular material in the 'Village Green' dwellings, but it is suggested that traditionally, carrstone around King's Lynn is used in dressed courses rather than a random rubble style. There are already some very poor examples of random rubble finishes on new housing estates around the town.
- As with the Persimmon application, it is found alarming that at this stage there are comments from statutory consultees regarding housing mix, drainage and highways design that suggest that the current scheme will not comply. This could require fundamental changes to the layout of the scheme. The scheme must not be granted consent until these issues are resolved and all documentation marries together.
- Having been through the documents it is concluded that, like the Persimmon scheme, it is proposed to heat the dwellings with gas boilers. As we approach the quarter-way mark in the 21st century, and post-COP26, this simply cannot be right. The heating systems will be obsolete before new residents have settled in cannot yet see a detailed planting plan. The strategic proposals necessarily merge a lot of the planting into groups and much more variety and interest could be provided with detailed plans. We particularly appreciate the commitment to street trees – but as with the Persimmon scheme, would ask that trees proposed in lawn areas are provided with a 1–2m diameter mulch circle.
- There should be a Construction Management Plan, a Landscape/Ecology Management Plan and a Soil Management Plan (at least preliminary for the whole site and detailed for Phase 1). We have not found any details on ecological enhancement – e.g. hibernacula, bird, bat and insect boxes, ongoing landscape management proposals. These would be a key component of successful landscape/biodiversity outcomes.

- We note that the Highways Authority have asked for considerably more commitment to multi-modal transport planning – including bus stops and cycle paths. This is essential. We feel that this will inevitably be a very car-dependent development and every possible opportunity should be explored to reduce the need for local car journeys

### **King's Lynn Internal Drainage Board – NO OBJECTION IN PRINCIPLE**

- In the letter dated 28/07/2017, Ref KL-KL17-0115, we acknowledge that ground conditions in this geographic area can limit options for infiltration, however we are still yet to see any evidence of percolation testing to establish whether this is the case for this site. We would recommend further evidence to identify if infiltration could be utilised to dispose of surface water in all if not some areas of the site, as per the Drainage Hierarchy.
- If (following testing) a strategy wholly reliant on infiltration is not viable then as discussed in the Flood Risk Assessment (FRA) (MA10263-FRA-R02, April 2017) a discharge to a watercourse would be proposed.
- While our view has not changed since submitting these aforementioned letters, I would like to remind you that where a surface water discharge is proposed to a watercourse then the proposed development will require land drainage consent in line with the Board's byelaws (specifically byelaw 3). Any consent granted will likely be conditional, pending the payment of a Surface Water Development Contribution fee, calculated in line with the Board's charging policy.
- As per our previous comments on 04/04/2018 we are highly interested in how the development will ensure its connection to the wider watercourse network and how a maximum discharge rate will be ensured for the whole of the site once it has been 'parcelled' for development, as we note it is due to be built in 5 phases. Ideally the Board would be looking for a drainage strategy for the entire site, instead of one 'phase' at a time.
- I note the presence of watercourses which have not been adopted by the Board (riparian watercourses) within the site boundary and that works are proposed to alter these watercourses. Following a telephone call with the agent on 15/10/2020 they confirmed that multiple riparian watercourses will be culverted or infilled. The applicant should confirm specifically their proposals for all the riparian watercourses within the site boundary or any watercourses adjacent to the site boundary that will be affected by these works. Any works to these riparian watercourses will require consent under Section 23 of the Land Drainage Act 1991 (and byelaw 4).
- I note that works are proposed to alter the road Edward Benefer Way at the entrance to the proposed development. Clarification will be required regarding drainage of the road and new roundabout on Edward Benefer Way as the existing drainage system will be altered. • Following a telephone call with the agent on 15/10/2020, the agent confirmed that some land raising will be carried out as part of the development. The Board would seek further information regarding these works and how it could affect the drainage.

### **Local Lead Flood Authority (LLFA): To be reported**

- Previous comments: Following on from our comments on application FW2021\_1076, we remain unable to recommend approval of this Reserved Matters application at this time. The LLFA notes that since our review of 20/01954/RMM on the 24 January 2022, no further supporting documents pertaining to surface water management have been submitted. Our stance on this application therefore remains unchanged. As previously stated, we will review any additional documents relating to surface water management that are intended to address our concerns when they are uploaded to the planning portal.

*The LLFA have been consulted regarding the revised plans and the response is currently outstanding and will be reported as a late item.*

**Waste and Recycling Manager: NO OBJECTION**

- The revised proposal has been considered and the changes made in the Refuse Plan 12 F have been noted. Confirmation is provided that no objection is raised.

**Highway Authority: NO OBJECTION**

- With reference to the application relating to the above development (as shown on drawing A973-02 rev G), in relation to highways issues only, notice is hereby given that Norfolk County Council does not wish to restrict the grant of permission and would not require any additional conditions.

**Community Safety & Neighbourhood Nuisance Team: NO OBJECTION**

- Requests a clear phasing plan showing in what order the development will be brought forward, and how temporary works (e.g. contractor compounds, soil and materials storage etc) are going to be accommodated to ensure that these move throughout the overall site in the interests of not impacting existing dwellings or newly built/occupied dwellings in terms of noise, lighting and dust.
- To ensure that there will be no light disturbance issues from the development on existing dwellings (or future occupiers), it is requested that external lighting is conditioned now to ensure that the lighting types and locations are appropriate/suitable.
- Specific details of boundary treatments to all plots are required, to identify the type and height, particularly as the Noise Assessment accompanying the outline planning application identified 3m high fencing to the plots alongside Edward Benefer Way as being a form of mitigation to protect residential amenity. If this cannot be shown on revised drawings at this stage, please condition plot boundary treatments, so that the recommendations in the noise assessment can be included and this team can ensure that vehicle noise from roads, including those within the site, will not adversely impact on existing or future residents.
- Adherence to the noise protection measures identified in the Noise Assessment dated April 2017, reference 296694-01(02) should be required by a planning condition.

**Natural England: NO OBJECTION**

Without appropriate mitigation the application would have significant effects on:

- Roydon Common Ramsar site
- Dersingham Bog Ramsar site
- Roydon Common and Dersingham Bog Special Area of Conservation (SAC)
- The Wash Ramsar site
- The Wash Special Protection Area (SPA)
- The Wash and North Norfolk Coast SAC
- Roydon Common Site of Special Scientific Interest (SSSI)
- Dersingham Bog SSSI
- The Wash SSSI

In order to mitigate these adverse effects and make the development acceptable, mitigation measures are required / or mitigation options should be secured for recreational impacts to Roydon Common and Dersingham Bog and possible mitigation.

## Norfolk Fire & Rescue Service – NO OBJECTION

- Do not propose to raise any objections providing the proposal meets the necessary requirements of the Building Regulations 2010 – Approved Document B (volume 1 – current edition, or as revised) including any requirements in relation to B5 access, facilities and arrangements for emergency service vehicles, as administered by the Building Control Authority.

## REPRESENTATIONS

The application has been advertised by notifying letters to the adjacent properties to the application site. A Site Notice has been erected and press notice published to accord with the procedures set out in the DMPO and the Council's Statement of Community Involvement. As a result, **OBJECTIONS from EIGHTEEN individuals** have been received and summarised below (by officers) -

### Local services and facilities

- Construction of 450 dwellings is very high Number for south Wootton, it will cause significant strain on limited resources available in South Wootton such as Schools, Hospital and also will cause significant traffic jams.
- Please limit the construction to not more than 100 dwellings.
- Residents were told the entrance to South Wootton Junior School would be relocated to the back of the school site as part of the development, and adequate provision would be made for a drop off and collection area for the children. Looking at the plans it appears this is not the case, so Hall Lane and the surrounding area will still be clogged with vehicles at school start and finishing times.
- Lack of contributory proposals on schooling and other essential facilities, also suggests a shortfall of strategic planning. No mention of the impact on Hall Lane.

### Housing demand

- The house types fail to take account of a large local need for bungalows with plans for just 2 bungalows on an estate of 450 homes is in appropriate. Many elderly or retiring couples in the village wish to downsize to a bungalow and release their larger homes on to the market.

### Effect on character of area

- Overdevelopment and will visually be bricks and concrete. 200 dwellings would be realistic on larger plots.
- The development of 450 homes on this estate is high density at 12.82 homes per acre which is out of keeping with the remainder of the village and the neighbourhood plan. It is felt the developers will be creating another Deas Road with vehicles spilling out onto the highways.
- Totally unsustainable to build yet more housing in this area;
- Design is repetitive in appearance, advocates that more designs are incorporated to lose large housing estate and retain the integrity of the village.

### Highway matters and safety

- The amount of traffic that already use the A149, Edward Benefer Way and A148 Grimston Road is much too heavy, and traffic is queued back along these routes into N/Lynn;

- Increase in traffic which would inevitably make Edward Benefer Way, Low Road and Grimston Road gridlocked, especially during rush hour. Combined with the effect of the Knights Hill development the roads will become unbearable;
- Dozens of HGV lorries 24 hours a day that shakes neighbouring housing;
- The approach from NCC Highways to this and other applications amounting to 1250 homes in South Wootton is completely flawed and has totally failed to adequately cater for the increase in vehicle numbers;
- This application will produce another rat run through a residential estate unacceptable for the safety and quiet enjoyment of residents;
- Issues in the way that the proposed development will impact traffic flow and road safety on Edward Benefer Way;
- Access to the proposed Local Centre is off the same roundabout as the main development, but the two are not linked internally, meaning that all traffic from the housing to its local centre or vice versa will require to interrupt the flow of the increasing volume of through traffic;
- Road 1 has 5 raised tables and 3 raised junction plateaux to act as traffic calming measures. This means that car-dependency has been designed into the development, contrary to the NPPF paras 7 and Annexe 2 definitions of sustainability, and para 110b and probably the Equalities Act in respect of access for those with disabilities or reduced mobility;
- Would have expected to see consideration given to the location and access arrangements to the replacement bus stop on Edward Benefer Way;
- Impact on local roads, services will be appalling;
- Insufficient data is provided to assure highway safety; and that insufficient facilities are provided for wheeled users;
- Site layout as drawn does not conform to examples in Local Transport Note 1/20 and contains multiple dangerously badly-designed junctions with and crossings of cycleways;
- This Road & All Saints Drive already have issue with vehicles cutting through and speeding and it will become even more of a rat run;
- Notes that NCC Major and Estate team has written twice to the Borough, in February and then December 2021. The second lists points from the first which have not been incorporated to their satisfaction, and the first and second on both lists concerns making the development accessible to bus services;
- The specific siting of the roundabout entrance to the development, being heavily offset to the North of Edward Benefer Way will be difficult for HGVs to negotiate (it is the only authorised route to and from King's Lynn for such vehicles) and will slow traffic more than is necessary for the junction to work effectively or safely;
- On the commercial land, parking and a transport hub should be incorporated;
- Whilst there is provision for a road from the edge of the Larkfleet site to an adjoining site which has a proposed 70 bed care home and adjoining this will be a proposed health clinic it should become a condition of the Larkfleet planning that this will eventually be the only access to these 2 care facilities;
- Growing evidence that younger people, much more environmentally aware, are buying cars less and using a mix of transport modes more intelligently and by, in effect, denying public transport access, the application does not meet NPPF Paragraph 7 requirements;
- Fails to meet the definition of sustainable transport in annexe 2 of the NPPF, clause 63.8 of the 1985 Transport Act (as amended) in relation to travel and access by elderly and disabled people, and therefore possibly also the provisions of the 2010 Equalities Act;
- Paras 108 and 109 of the NPPF stipulate that, amongst other criteria to be met, traffic growth as a result of developments must be assessed cumulatively and

mitigated accordingly. In the case of South Wootton, it is well known to both the Borough and County Councils that the impact has been under-calculated;

- The mitigation measures are therefore wholly inadequate and this development, and the suite of developments in South Wootton therefore fail to meet NPPF para 108 and 109 and maybe 110b criteria.
- Under calculation in traffic numbers which affects anticipated impact.
- Poor provision of public transport, developer must go further in promoting active travel.
- No forward thinking on the implications on the A148 due to the number of different junctions and roundabouts;
- Spine Road should be put in first, appears to be in part ownership;
- All pupils should be from the spine road to the school;
- More pupils to the school will exacerbate problems on Hall Lane.
- Recommends following conditions:
  1. In preparation Larkfleet should provide additional bus stops on their development to limit the walking distance for residents to access this service.
  2. To reduce pressure on the A148 Larkfleet and the neighbouring developers for the Medical Centre and Care Home should have time sensitive conditions placed to open up the service road from the Medical Centre and Care Home to both be accessed via the Larkfleet roundabout. This should be a condition not an option. The condition also needs to show the requirement to close off the initial planned T junction and replace this by the link road from the roundabout.
  3. Larkfleet should have a condition placed to make sure the existing design of the proposed roundabout and road leading to is fit for purpose to serve this link for medical centre and care home.

#### Parking

- All 2 bed homes should have sufficient off road parking space for 2 cars and a visitor car with sufficient space to turn avoiding the need to reverse onto the highway. Likewise 3 bed at least 3 car spaces, 4 bed 4 cars and 5 bed 5 cars (this includes an allowance of one car for a visitor);
- The Parking Plan schedule as deposited and the letters from NCC indicate considerable parking is being provided for private cars, with NCC now interpreting the parking space to bedroom ratio now not including cars parked in garages, which simply increases the number of cars that can actually be parked;
- Poor provision for parking within the site, advocates a transport parking hub possibly a park and ride to incorporate.

#### Effect on the local environment

- The air quality and environmental damage cannot continue to be ignored by the Borough and urgently has to be addressed;
- The land is a wetland margin, which provides a habitat for fauna and flora. It is also prone to rising waters as the water seems to collect rather than drain away. With the further building of dwellings and roads, the surface water is going to increase substantially and will quite possibly cause flooding further down the line;
- Many details that lack thought, lack of off-road parking/access to charging points, minimal affordable housing;
- The addition of this estate and the 'local centre' shown in documents will create an area of high traffic and increased air pollution;

#### Impact on amenity

- If there is to be a roundabout or access road for this estate, it will mean all the traffic screeching to slow down and stopping outside the back of the house.

#### Drainage and other matters

- Damage to property dues to impact on outflow from underground stream
- Compound problems to drainage in the area
- Who owns land to the rear of the school?

### **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

**CS14** - Infrastructure Provision

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

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

**DM2** – Development Boundaries

**DM9** - Community Facilities

**DM10** – Retail Development

**DM12** - Strategic Road Network

**DM15** – Environment, Design and Amenity

**DM16** – Provision of Recreational Open Space for Residential Developments

**DM17** - Parking Provision in New Development

**Policy E3.1** - Hall Lane, South Wootton

### **NEIGHBOURHOOD PLAN POLICIES**

**Policy E2** - Sustainable Drainage

**Policy E3** - Open Spaces

**Policy E4** - Strategic Landscape Framework

**Policy E5** - New Growth Areas

**Policy H1** - Growth Areas

**Policy H2** - Encouraging High Quality Design

**Policy H4** - Local Character

**Policy H5** - Residential Garages

**Policy H6** - Affordable Housing

**Policy S2** - Community Infrastructure

**Policy S3** - Play Areas

**Policy S4** - Cemetery and Allotments

**Policy T1** - Walking and Cycling Facilities

**Policy T2** - On-Street Parking

## **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

National Design Guide 2019

## **PLANNING CONSIDERATIONS**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that determination must be made in accordance with the Plan unless material considerations indicate otherwise. The principle of residential development on this site has been established by the extant outline approval. As such, the issues to be considered with regard to this application are set out below.

- Matters of principle
- Design and Form
- Highway matters
- Effect on amenity
- Open space provision

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- Affordable housing requirements
- Other material considerations

### **Matters of principle**

The principle of development and the access arrangements to serve this site have already been established through the approval of 17/01151/OM which was determined by committee on 17th December 2018.

At this juncture Members' attention is drawn to the site which forms part of a larger site allocated for future housing development within the Site Allocations and Development Management Policies Plan September 2016 (SADMP 2016). Policy E3.1 refers to the allocation and to this site.

Policy E3.1 includes a list of requirements to be provided on this site and requires development of at least 300 dwellings across the allocation to which the outline planning permission secured up to 450 dwellings. Any proposed development on the application site still needs to comply with the criteria of this policy that was not determined at outline stage and are covered under this reserved matters application, namely layout, appearance, scale and landscaping.

Policy E3.1 required and was satisfied at outline stage in the submission of a Site-Specific FRA, Landscape and Arboricultural Assessment, an ecological assessment of the fauna and flora, a project level HRA, Transport assessment, heritage assets assessment, a masterplan and a construction management plan.

At a size of 31.06 hectares this application site forms the majority of the allocated housing site, which covers a total of 40 hectares. However, it is considered this application is part of a comprehensive development of the overall site. There are aspects of the overall development that have come forward on this site, and other aspects that need to be provided on the neighbouring sites to satisfy the full terms of Policy E3.1. It must be noted that the remaining part of the site has now come forward under 17/01106/OM which was approved on 3rd April 2019 with the Reserved Matters application recently submitted 21/01944/RMM which is currently being considered the Authority.

It is noted the Section 106 Agreement was signed and sealed within 4 months of the resolution to grant outline consent and the reserved matters application has been submitted within five years of the decision date. This reserved matters application complies with the time limit conditions attached to the outline consent; the permission therefore remains extant.

The outline consent included conditions which covered:

- Management and maintenance of the proposed streets
- Details and timescale of infrastructure serving residential units in each phase (e.g. roads, footways, cycleways, street lighting, foul and surface water drainage);
- Roads, footways and cycleways brought up to binder course prior to occupation;
- Submission of a Construction Traffic Management Plan;
- Detailed drawings of the offsite highway improvement works;
- Submission of an interim Travel Plan, then a full travel plan;
- Foul water drainage arrangements;
- Surface water arrangements;
- Land contamination investigation, followed any required remediation;
- Landscaping to be submitted as part of a reserved matters application;
- Tree protection scheme;

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- Provision of fire hydrants;
- Limitation to no more than 450 residential units;
- Detailed phasing plan;
- Full details of existing and proposed levels as part of a reserved matters application;
- Construction management plan;
- Recommendations, mitigation and enhancement measures to be undertaken in accordance with ecological reports submitted;
- Updated survey for badgers;
- Restriction of clearance works to wildlife habitats to be outside of March to August;
- Information relating to informing residents of dog walking routes;
- Details of connections with existing rights of way and open spaces;
- Provision of on-site open spaces and circular routes;
- Availability of spine road and link to school by commencement of 75th dwelling;
- Restriction of retail space to not exceed 2,500 square metres;
- Submission and accordance with a written scheme of investigation.

A Section 106 Agreement secured the following:

- the provision and transfer of open space;
- the provision and transfer of affordable housing;
- a habitat monitoring and mitigation strategy contribution (£50 per dwelling); and,
- highway contribution (50% of the Highways Scheme final costs) for the improvement to the junction of Low Road, Wootton Road, Grimston Road and Castle Rising Road.

Taking into account the above and with the site being an allocated site within the SADMP, it is considered that support for the principle remains. As such, this application for the reserved matters can be considered against the development plan, including Policy E3.1 where relevant pursuant to this application and the South Wootton Neighbourhood Plan 2015 – 2026.

### **Design and Form**

The application site has a gentle fall in topography towards the west and southwest and located adjacent to the westerly edge of South Wootton. The site is bound on the east side by South Wootton Junior School and short cul-de-sacs occupied by detached properties, mainly of bungalows. Beyond the westerly boundary is open countryside characterised by hedgerow field boundaries and perimeter trees. The southern boundary is marked by Edward Benefer Way.

The proposed site layout is laid out in three distinct areas. A swarth of open space occupies the westerly side of the site where it provides informal open areas for recreation and for wildlife habitats based around naturally drained wet meadows, bolstered with native tree and vegetation planting. Towards the southern section an informal amenity space with planting forms a soft edge between the proposed housing and the approved roundabout (also open space allocated a local centre) on Edward Benefer Way.

The housing leads from the southern open space and closely follows the spine road towards the northeast area of the site. Green corridors are created from the west of the site through the body of housing serving multiple purposes by breaking up of the built form, recreational routes and for the passage of wildlife. There are pedestrian and cycle routes throughout the site which provides connectivity within the site and beyond. All dwellings have dedicated off road parking/ garages and amenity space.

The NPPF states in paragraph 130 planning policies and decisions should ensure that developments: function well and add to the quality of the area; are visually attractive; are sympathetic to local character and history; establish/ maintain a sense of place; optimise development on the site; and create places that are safe, inclusive and accessible and which promote well-being. Paragraph 134 of the NPPF states that where a development is not well designed it should be refused, especially where it fails to reflect local design policies and guidance on design.

The National Design Guide and the National Model Design Code provide detailed advice and guidance to inform high quality new developments.

The Building for a Healthy Life (BHL) is a design standard and a 'tool for assessing and improving design quality' (NPPF) in new development which reflects current policy guidance. An independent urban design consultant has been employed by the Borough Council to assess the proposed development and work towards a high-quality scheme. The BHL assessment considers integrated neighbourhoods (connections through the site, open space, pedestrian/ cycle provision), distinctive places (design and character, street scape, identity and landscaping), and streets for all (healthy streets, parking, green and blue infrastructure, amenity space).

Throughout the application process the layout, design and landscaping of the scheme has evolved to secure a high quality scheme. The current proposal has been scored against the BHL criteria and significant improvements have been made, addressing the majority of issues raised in the initial BHL design assessment report which as a result quantifies improvements and design quality of the scheme to a final BHL score indicating a majority GREEN scheme (Q9. AMBER score due to time constraints/limitations to deliver Manual for Streets). The scheme is considered to meet national planning policy/guidance.

The proposed development results in the erection of 450 homes which is broadly in line with the outline consent. Taken across the whole of the site the density is 15 dwellings per hectare, however, taking out the open space areas, area of a future local centre and infrastructure the density increases to 38 dwellings per hectare. Indeed, whilst this may be higher than existing developments close to the site as well as reiterating the comments of the representations, when considering the proposal as a whole, it can be seen the heights of building are modest and would harmonise with the context of the wider area. There are visual breaks within the built form addressing the overdevelopment comments made by the representations, afforded by the green corridors and a high degree of open space, which feathers into the open countryside with landscaping to the front and between dwellings. Furthermore, the layout of the development allows a mixture of curtilage parking striking a balance between front of house and side parking which promotes a variety of property position and how it responds to the street edge. The use of the traditional palette of materials and architectural detailing further adds to the development and advocates the principles of good design.

The development through negotiation with officers has incorporated four area typologies for housing to introduce a subtle mixture of design using a conventional number of house types. In the southern area the dwellings have a very much tighter relationship with the street using architectural features to uplift the appearance and Carrstone frontages. The central areas are characterised by dwellings which are more set back from the street edge and incorporate more cross window designs and a gradual use of render. The northerly area, where it nears the open countryside takes a more rural stance with a greater use of buff brick, render, brick quoins and corbelling.

Objections have been raised by the Parish Council, Civic Society and the representations that the dwellings are a generic design, and do not reflect the local vernacular. The

proposed development is considered to be an acceptable mix of two storey housing, bungalows and one bedroomed properties resulting in a well-balanced scheme incorporating a number of architectural features and vernacular materials which uplift their appearance and improve the relationship in the streetscene. As such, it is considered the scheme delivers a development that would accord with Policy DM15 (SADMPP) and Policy H2 (SWNP).

The proposed boundary treatments comprise a mixture of 1.8 metre high brick walls and close boarded fences. The brick walls face onto the public realm and in focal points feature carrstone sections, which the materials can be secured by planning condition to address the Civic Society concerns on being dressed courses rather than rubble sections. To the rear of the dwellings fencing is used to secure private rear gardens and 1.2 metre high knee rails to the front of the one bedroomed properties.

The Architectural Liaison Officer has assessed the scheme against the principles of Secured by Design and has raised no objection in principle to the development. However, it has been identified that the allotments to the northwest of the site do not benefit from an adequate amount of natural overlooking and natural surveillance. It is therefore considered appropriate that the allotments and the car park should be secured in the interest of safety and to deter any anti-social activity. It is considered expedient to attach a planning condition to require details of the means of enclosure which are appropriate to its setting to be submitted and erected prior to the first use of the allotments. Although it has been requested to for an increase in boundary fence along plots 290 – 295 in this instance it is considered to not harm the overall level of security across the site and is still acceptable in terms of designing out crime. The hard landscaping materials will also assist in establishing the character and hierarchy of streets/ areas throughout the development.

The proposed development would bring the westerly boundary of the built area into the open countryside. The existing trees within the site tend to follow the existing field boundary. The category A trees are retained. There is a significant amount of landscaping included in the scheme both around the edge of the site and within the built-up areas of the development. Views of the site from the west over open countryside would be complemented on the periphery by structured landscaping with a good degree of separation of the built form which would help assimilate the development into the wider area. The layout of the southern area of the site with the laid out formal amenity area assists with providing a visual break to the urban form from Edward Benefer Way. The development would be consistent with SADMPP Policy 15 and SWNP Policies E3, H2 and H4.

From a form and character perspective, given the existing setting and the layout and design proposed, the development is fully acceptable. It is noted that representations have drawn attention to the limited number of bungalows within the development. However contrary to the comments the revised layout shows that there are more than two bungalows within the site and are located on the easterly side of the site. It is therefore considered the scheme accords with Policy CS08 of the CS (2011), Policy DM15 of the SADMPP (2016) and Policy H2, H4 and H5 of the SWNP.

### **Highway matters**

The outline planning consent included access as a matter for consideration and over the course of this application the description has been amended to reflect this.

A transport assessment accompanied the outline application and considered vehicular generation of the proposed development and the impact that the traffic will have upon the local road network. The approved plan showed a four-arm roundabout formed on Edward Benefer Way with two points accessing the land allocated for a local centre and the second

serving the proposed development. The approved spine road lead from the roundabout to the north-eastern corner of the site where it continued through to the land outside of this application (outline for adjacent site) and ultimately to link with Nursery Road.

It is noted the Parish Councils and a number of the representations have raised objections relating to the impact of the increased amount of traffic on the local road network as well as the wider impact on the town and traffic flow. Furthermore, objections have been received from the Parish Council and the representations in regard to the roundabout on Edward Benefer Way and that the commercial area should be from the same arm of the roundabout as to the residential part. However, it should be noted that the TA assessed the traffic impact during the course of the outline consent concluding it was acceptable. Similarly, the introduction of the roundabout was carefully considered during the outline application and judged to be acceptable, taking into account existing traffic flows and from projected traffic flows from the proposed development. It was considered and in the absence of an objection from the Highway Authority, sufficient mitigation was secured through the Section 106 Agreement for a financial contribution highway improvement works and by planning conditions. This made the development acceptable and secured the details of the improvement works.

There have been representations and comments from the Parish Council regarding a link with primary care centre from within the site where access would then be shared from the approved roundabout. It is noted that planning permission has been granted for the Primary Care Centre and was considered taking into account funding constraints and that the Highway Authority raised no objection to the scheme. The application site does however provide links to the land to the east which is consistent with the outline consent and for future connections.

It is recognised that the street layout is consistent with the principles of the outline consent and provides secondary roads looping back onto the primary road (spine road) with intervening shared surface streets and private drives. The proposed development includes additional pedestrian/ cycle routes through the site via footpaths through areas of open space/ public realm, on shared surfaces and on footpaths alongside the streets. Responding to the representations and the Parish Council, bus stops are located on the spine road with sufficient travel distances from the dwellings, which when combined with the requirements of a Travel Plan secured under Condition Nos. 14 and 15 of the outline consent) encourages the use of public transport. These provide linkages east to west and north to south throughout the site.

The Building for a Healthy Life (BHL) Assessment included a 'streets for all' element which considered healthy streets, cycle and car parking. The development has made significant progress through the iterations of the scheme and generally scored positively with a quality design solution.

There is a mix of dedicated off-street parking for residents in the form of parking to the front/ side of the individual dwellings (with landscaping to reduce the visual impact of car parking on the street scene) and garages. In total, there are 1,200 car parking spaces for the proposed dwellings (924 are on driveways with 281 as garaged spaces) with 32 visitor bays. The parking provisions are in accordance with the County Parking Standards revised 2020 and Policy H5 of the SWNP.

The Highway Authority have considered the revised scheme and consider the revisions and the subsequent proposal acceptable. As such it is considered the proposed development is in accordance with the NPPF, Policy CS11 of the CS (2011) and SADMPP Policy DM15 and Policy H5 and T2 of the SWNP.

## **Effect on amenity**

It is considered the proposed development would not significantly impact the open countryside to the west. The dwellings along the northern and easterly boundary provide a degree of separation from the site edge. Any future development would have to accommodate the proposed layout and can be designed to avoid an untoward relationship between properties. The relationship between the proposed dwellings and southern boundary is considered to not raise significant issues.

Given the proposed development is immediately to the west of the existing properties there could be an impact on Church Lane, The Meadows, Birkbeck Close and Hall Lane. The majority of properties are detached; however, they are mixed between two storey dwellings and bungalows.

It is considered, taking into account the proposed finished floor levels, there is a sufficient space and separation with The Meadow's and Birkbeck Close of Plots 160 – 164 and 169 – 176 to avoid a significant loss of privacy and alleviate a significant loss of daylight and sunlight. Similarly, plot nos. 285 – 296 present an acceptable relationship with the side and rear of Church Lane. Where the proposed dwellings draw close to the boundary edge it is either side facing or not directly facing an existing neighbouring property (in an offset position). The boundary treatments along the easterly boundary comprise 1.8-metre-high close boarded fences with timber posts.

There is sufficient amenity space and parking for each dwelling. The site layout, road hierarchy and surfacing/ traffic calming measures are such that the development will not result in speeding/ excessive traffic causing disturbance to residents. It is noted that the Housing Officer has drawn attention to some of the bedrooms within the dwellings fall short of being considered a double. Clarification provided by the applicant is currently being considered by the Housing Officer and the findings will be reported as a late item.

The Environmental Quality team are satisfied that the development would not adversely impact upon air quality in the locality. Therefore, there is no objection to the development. The EQ officer has stated support for the addition of EV charging points/ infrastructure within the development and a condition has been included requesting this information is submitted and agreed.

The outline consent included several conditions including the submission of a Construction Traffic Management Plan and construction parking to protect residential amenity. These should not be repeated as part of this application. The submitted enclosure plan, however, does not show a boundary height which reflects the mitigation measure proposed in the outline consent's noise assessment. It was proposed to increase the height of a close boarded fence to 3 metres to minimise noise from Edward Benefer way to the garden spaces of the new plots. Taking into account this part of the boundary along Edward Benefer Way has existing perimeter trees it is considered the starkness of a close boarded fence which would have a height of 3 metres would be visually mitigated by the intervening vegetation and existing planting. As such it is considered expedient to require a boundary enclosure plan to revise the southern part of the site (plots 22 to 31 (excluding plot 23)) where it was required to include the noise mitigation measures.

The Waste and Recycling Officer has noted the changes made in the revised Refuse Plan and has no objections to the scheme.

The proposal would accord with Policy CS08 of the Core Strategy 2011, SADMP Policy DM 15 and Policy H2 of the SWNP.

## **Open space provision**

Policy DM16 of the SADMPP 2016 states for schemes of 20 units or greater the development will provide 2.4 hectares of open space per 1000 population comprising approximately 70% for either amenity, outdoor sport and allotments with 30% for suitably equipped children's play space. All proposals involving the provision of publicly accessible areas of open space must include robust arrangements for the management and future maintenance of that open space.

In respect of allotments the Council will seek the provision of new allotments in locations for large-scale residential development (such as the strategic allocations) where there is an identified need. This will be balanced against the need for other types of recreational space and facilities and the financial viability of any development.

Policy E3.1 states that the 40 ha site should provide at least 300 dwellings which amongst criteria provide recreational open space of at least 1.7hectares (based on a population of 700 assuming 2.44 persons and a requirement of 2.4ha per 1,0000 population. Given the proposed development is higher than the allocation, based on the proposed 450 dwellings, the requirement is 2.56ha (circa 56m<sup>2</sup> per dwelling).

The Section 106 agreement for the outline consent requires that a design/specification for all open spaces were submitted prior to the first occupation of the development and completed prior to the final occupation of the construction stage. Then the unencumbered open spaces are transferred to a management company to be maintained in perpetuity. This partly satisfies SWNP Policies E4, E5 and S3.

Given the western side of the site is affected by flood risk (Zones 2 and 3) and is inappropriate for housing, this has been utilised in providing the majority of the open space. The open space cuts across the site creating green corridors and as a result totals 7.65 hectares.

The open space in the western area provides interlinked footpaths which bridge over to the easterly side where ether pockets of open spaces are enclosed and overlooked by housing. The larger areas of children playground (NEAP and LEAP) are in the swarths of open space with a LAP (local Area of Play) centred more at the younger children adjacent to Plots 285 and 286. This adds weight in favour of SWNP Policy S3.

Green and blue infrastructure was included within the BHL assessment. it has been identified that the revised scheme offered a variety of passive, formal and informal public open spaces contributing towards a key feature for future residents and for wider public benefits. As such the proposed development scored positively/ high quality.

It is considered the total area for open space satisfises DM16 and E3.1. In respect of the management and future maintenance, the Section 106 agreement attached to the outline consent states that a scheme (including plans, drawings and specifications showing but not limited to the layout and design of the open space including children's play areas and equipment, landscaping, paths, street furniture, fencing etc) has to be submitted to and approved in writing by the LPA. If the detailed discussions around open space/ play equipment do require any further amendments to the landscaping scheme hereby approved an application will be required to secure planning consent for any amendments.

It is noted that this application is also to discharge Condition No. 23 attached to the outline consent where full details of the landscaping were required to be submitted to and approved by the Borough Council. The applicant has submitted a greenspace implementation framework plan which sets out the board areas of planting and how the spaces are

arranged. Whilst in principle the arrangement of spaces and the broad planting proposal are considered acceptable, further detailed landscaping plans have been submitted by the applicant which sets out clearly the types of planting and how it is arranged and positioned across the site. It is considered the wet and dry meadow grass mixes in combination with street and amenity tree planting is considered acceptable. The overall landscaping scheme maintains and enhances the visual amenity across the site and provides pockets for wildlife habitats.

As such, the open space provision is in accordance with Policies CS08 and CS12 of the CS (2011) and Policy DM16 of the SADMPP (2016) and Policies E3, E4, E5, H2, S3 and T1.

### **Affordable housing requirements**

Core Strategy Policy CS09 and the outline consent Section 106 agreement, required affordable housing provision in line with policy requirements. In this case the applicant has proposed 63 affordable units with a mix of housing types including bungalows, and 1 to 4 bedroom two-storey dwellings comprising the following:

#### **Affordable rent**

- 1 bedroomed House – 12 no.
- 2 bedroomed Bungalow – 5 no.
- 2 bedroomed House – 20 no.
- 3 bedroomed Bungalow – 5 no.
- 3 bedroomed House – 15 no.
- 4 bedroomed House – 6 no.

#### **Shared ownership**

- 2 bedroomed House – 12 no.
- 3 bedroomed House – 15 no.

The proposed mix is considered acceptable, and the units are adequately dispersed throughout the site. A tenure plan submitted by the applicant shows small groups of units in the southern part of the site, adjacent to the indicative entrance for the school on the easterly side, evenly spread across the central area and within the body of housing in the northerly area. The spread across the site would broadly addresses SWNP Policy H6. In the absence of an objection from strategic housing it is considered the proposal is in accord with the Core Strategy and SW Neighbourhood Plan Policy H6.

### **Other material considerations**

#### **Flood Risk and Sustainable drainage**

The site has a gentle sloping gradient from the east to the west. The highest point is in the northeast with a level of 9.0 m AOD with the lowest 3m AOD at the central western site boundary. A drainage strategy has been submitted to accompany this reserved matters application.

In terms of flood risk the drainage strategy recommends mitigation measures which takes into the account the FRA that was submitted under the outline application. It is proposed that all dwellings have a finished floor level of no less than 5 metres AOD, constructed with concrete floors, electrical circuits and boilers above finished floor levels by 450mm and 600mm respectively and permeable paving to driveways and parking courts. In the absence

of an objection from the Environment Agency it is considered the development would be consistent with the outline application.

The development is proposed to be served by two pumping stations which will connect to the Anglian Water foul water system at the manhole located at the junction of Clifford Burman Close and Spenser Road. Although Anglian Water indicated a different connection could be made to the public sewer system planning condition 17 attached to the outline consent requires full details of a foul water drainage system to be submitted to and approved by the LPA. This will secure in conjunction with Anglian Water an appropriate and acceptable scheme for the development.

The applicant's drainage strategy includes surface water proposals which acknowledge the principles set at the outline stage. The proposed system is split into two networks and is based for surface water runoff leading to detention basins in the west of the site by a combination of filter drains and pipes from the spine road and secondary roads. Private driveways will be tanked permeable paving connecting to the drainage system that cumulatively connect to the IDB's maintained watercourse to the south of Edward Benefer Way.

Notwithstanding the comments from the IDB the LLFA are outstanding which would provide a detailed view on the drainage principles across the site and if they are to be supported with the proposed layout in mind. As such the outstanding comments from the LLFA will be reported as a late item to this agenda.

## **Ecology**

The outline planning consent considered the impact of the proposed development on ecology, and protected species. In response to the Civic Society, Condition 31 of the outline consent secured the ecological mitigations and enhancements measures across the site with the Section 106 ensuring the management of the landscaped areas. Natural England provided a consultee response on the outline application and have responded on this application. It should be noted that the comments have been repeated and those comments raised has been previously addressed over the course of the outline application.

The outline consent secured details to be submitted by planning condition for resident information informing of dog walking locations, installation of 'dog infrastructure' and how routes connect to existing rights of way and open spaces. Furthermore, the Section 106 Legal Agreement which accompanied the outline consent and remains enforceable, secured the commitment of £50 per dwelling to contribute to the measures of the Habitats Monitoring and Mitigation Strategy. This was considered appropriate and proportional to the development.

The proposed scheme follows the principles of the outline consent and provides areas of open space for recreational and conservation purposes which is in excess of the standards set out in Policy 16. Walking routes through the open spaces and the green corridors encourage use of the site by future residents and the spine road allows for connection to the National Cycle Network Route 1. The proposed landscaping scheme would enhance the green corridors and would add favourable weight when considered against SWNP Policy E3.

A condition (No. 31) was attached to the outline consent requiring that the scheme was implemented in strict accordance with the recommendations and mitigation measures set out in the ecology reports.

It is considered this application remains acceptable against CS12 of the CS (2011), Policy DM16 of the SADMPP (2016) and SWNP Policy E3, E4 and E5.

## **Archaeology**

Archaeology was addressed as part of the outline planning consent, and archaeological investigative works secured by condition 41 and 42.

## **Financial contributions**

Section 70(2) of the Town and Country Planning Act 1990 provides that an LPA must have regard to a local finance consideration as far as it is material. This includes any Community Infrastructure Levy (CIL). The Council's adopted CIL charging schedule will cover infrastructure costs including education and libraries. The development is also subject to S106 contributions relating to highway improvement works and habitat impact mitigation.

## **Other matters**

It is acknowledged that a number of representations have raised concerns relating to the impact on local services and facilities. Although this is a matter which was considered at the outline application, the proposed number of dwellings would inevitably have an effect on local services. However, it is noted that the Council's CIL charging schedule will, in financial terms mitigate the impact by providing future allocation of funds which can be distributed to the local services and facilities.

The impact of the development was considered acceptable up to 450 dwellings. The outline consent required by planning condition provision made within the development for access to the land to the east be made available for future links. The proposed development shows two roads leading to the land to the east that could serve a relocated entrance for South Wootton Junior School which falls outside of the application site (thus is not shown to form part of this proposal).

Damage occurred as a result of the proposed development is not a planning matter for consideration. This would be a civil matter between the interested parties. The ownership of the land to the rear of the school falls outside of this application site and is not a matter for consideration.

The impact of the roundabout was considered at the outline stage. However, it is considered any vehicle stop/starts will not be a significant harmful factor to amenity given the presence of passing traffic on Edward Benefer Way to withhold the reserved matters consent.

## **CONCLUSION**

It is noted that a number of matters such as detailed drainage, construction disturbance, development phasing, landscape management, biodiversity uplift and landscaping implementation and highway works including street lighting have all been secured by planning condition on the outline consent. They will require subsequent discharge under a separate application.

The principle of the development has been achieved through the approval of the outline application. Whilst the land is allocated by Policy E3.1 there were some matters which have now been addressed by this reserved matters application.

Through a combination of design and layout of the site it is considered the proposal would represent a satisfactory mix, density and tenure of dwellings. The subtle use of boundary treatments and placement results in a high-quality design which enhances the development

within the site. The scheme has been assessed by an independent urban design consultant against the Building for a Healthy Life criteria and has scored positively as a high-quality development.

The provision of affordable housing has been secured by the Section 106 Agreement which accompanies the outline consent. The type of units and position within the site is considered acceptable under the reserved matters application.

In the southwest corner of the site there is sufficient space allocated to a local centre. Although no plans are forthcoming with this application there is still scope for the area to be utilised for shops a doctor surgery and community use spaces with small scale employment premises pursuant to Policy E3.1.

It is acknowledged that the proposal benefits from tree retention integrated into the layout with significant new planting facilitating a high degree of landscaping across the open spaces and punctuating the built form. The proposed development meets the recreational open space requirement of Policy E3.1.

A contribution (per dwelling) has been secured by the Section 106 Agreement to mitigate an impact on designated wildlife sites. Conditions 34 and 35 attached to the outline consent provides for a scheme to be submitted for recreational walk routes around the site to offer further mitigation to the wildlife sites. The landscaping of the site provides attractive pedestrian routes and car access to satisfy Policy E3.1.

The street layout and position of plots allow for the creation of a new access to South Wootton School. Conditions have been attached to the outline consent to integrate the development into the existing network for vehicles, pedestrian and cyclists.

In respect of condition number's 23 and 29 attached to the outline consent, it is considered the plans submitted for this application are acceptable. The proposed scheme is well landscaped, improving the visual amenity of the site and mitigates the loss of trees to facilitate the development. Plans have been submitted showing the level difference across the site with information showing the finished floor level. It is considered the information shows the proposal and is considered acceptable against the effect on the existing neighbouring properties to the site.

The comments from the LLFA are outstanding and will be reported as a late item to this report.

Notwithstanding the drainage matters, on the basis of the above, the scheme is fully acceptable in planning terms and complies with the NPPF, National Design Guide and National Model Design Code, Policies CS01, CS02, CS04, CS08, CS09, CS11, CS12 of the Core Strategy (2011), Policies DM1, DM2, DM15, DM16, DM17 and E3.1 of the Site Allocations and Development Management Policies Plan (SADMPP) (2016) and SWNP Policies Policy E 1, Policy E3, E4, E5, H1, H2, H4, H5, H6, S2, S3, S4, T1 and T2.

## **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:
  - A 973 02 Planning Layout Composite Sheet 3 (colour) – Rev G

- A 973 02 Planning Layout Composite Sheet 3 – Rev G
- A 973 02 Planning Layout Sheet 1 – Rev G
- A 973 02 Planning Layout Sheet 2 – Rev G
- 60647/C/001 Preliminary Floor Levels Rev C
- 60647/C/002 Preliminary Floor Levels Rev C
- 60647/C/003 Preliminary Adoptable Highway Layout Rev B
- 60647/C/004 Preliminary Adoptable Highway Layout Rev B
- House Type Brochure Part 1
- House Type Brochure Part 2
- A973 07 Character Areas Plan – Rev G
- A 973 09 Materials Plan – Rev G
- A973 10 Enclosures Plan – Rev F
- A 973 12 Refuse Plan – Rev F
- A 973 13 Tenure Plan – Rev F
- A 973 130 Finished Floor Levels Plan – Rev F
- A 973 15 External Hard Surfaces Plan – Rev G
- LA4797 004 General Arrangement POS
- LA4797 005 Soft Landscape Proposals POS 1 of 3
- LA4797 006 Soft Landscape Proposals POS 2 of 3
- LA4797 007 Soft Landscape Proposals POS 3 of 3
- LA4797 010 General Arrangement Plots
- LA4797 011 Soft Landscape Proposals 1 of 5
- LA4797 012 Soft Landscape Proposals 2 of 5
- LA4797 013 Soft Landscape Proposals 3 of 5
- LA4797 014 Soft Landscape Proposals 4 of 5
- LA4797 015 Soft Landscape Proposals 5 of 5
- A973\_139 Rev B - Double Garage
- A973\_138 Rev B - Single Garage
- L000/TSG/02 - Triple Shared Garage Side Gable 2 of 2
- L000/TSG/01 - Triple Shared Garage - Side Gable 1 of 2
- L000/SG/01 Single Garage - Front Gable
- L000/DSG/01 Double Shared Garage - Side Gable
- L000/DG7/01 7m Double Garage

- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition: Notwithstanding the details that accompanied the application hereby permitted, no development shall take place on any external surface of the development until the type, colour and texture of bricks, roof tiles and render to be used for the external surfaces of the dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 2 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 3 Condition: No development shall commence on any external surface of the relevant plots and boundary walls until a sample panel of the carrstone to be used for the external surfaces of the dwellings and walls hereby permitted has been erected on the site for the inspection and written approval of the Local Planning Authority. The sample panel shall measure at least 1 metre x 1 metre using the proposed materials, mortar type, bond and pointing technique. The development shall be constructed in accordance with the approved details.

- 3 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 4 Condition: Notwithstanding Condition No. 1 prior to the first occupation of the development hereby permitted, a plan shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, heights, design, materials and type of boundary treatment enclosing plots 22 to 31 (excluding plot 23), the allotments and its associated parking area. The boundary treatments shall then be carried out in accordance with the approved details and completed before the first occupation of the dwellings and prior to the first use of the allotments or in accordance with a timetable to be approved in writing by the Local Planning Authority.
- 4 Reason: To ensure that the development is compatible with the amenities of the locality, to protect the plots adjacent to Edward Benefer Way from road noise and to maintain a high level of security within the site in accordance with the NPPF.
- 5 Condition: Prior to first occupation of the development hereby permitted, installation details and a specification of an EV charging scheme for the dwellings within the site shall be submitted to and approved in writing by the LPA. The development shall then be constructed in accordance with the approved measures with each EV charging system being made available to the dwelling prior to the first occupation.
- 5 Reason: To enable charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations (NPPF section 112 (e)).
- 6 Condition: All bathroom/ en suite/ wc windows shall be obscure glazed and shall be retained as such thereafter.
- 6 Reason: To protect the residential amenities of the occupiers of nearby property.
- 7 Condition: The screen walls and fences shown on the approved plans shall be erected prior to the occupation of the dwelling to which they relate.
- 7 Reason: To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.