

Parish:	Stoke Ferry	
Proposal:	Full application for the erection of 29 no. dwellings ,Village hall car park and associated infrastructure.	
Location:	Land Between Bramcote House And Village Hall Lynn Road Stoke Ferry Norfolk PE33 9SU	
Applicant:	Freebridge Community Housing	
Case No:	23/01475/FM (Full Application - Major Development)	
Case Officer:	Mrs C Dorgan	Date for Determination: 16 November 2023 Extension of Time Expiry Date: 12 January 2024

Reason for Referral to Planning Committee – Called in by Cllr Lintern

Neighbourhood Plan: Yes

Case Summary

The application site is situated centrally within the village of Stoke Ferry to the south of the Indigo Road residential development and to the north of Lynn Road and the 2Agriculture feed mill, adjacent to Stoke Ferry Village Hall. The southern and western boundaries abut the development boundary, with the southern boundary adjacent to the Stoke Ferry Conservation Area and opposite a row of Grade II Listed Buildings. Access would be via a single point off Lynn Road.

Stoke Ferry is categorised as a Key Rural Service Centre in the adopted Local Plan. The application site includes an allocation within the Site Allocations and Development Management Policies Plan. Policy G88.3 'Land at Indigo Road / Lynn Road' amounts to 0.5 hectare, is identified on the Policies Map G88 and is allocated for residential development of at least 12 dwellings. The rest of the site is within Stoke Ferry development boundary. The site area is 1.17ha in total.

This application seeks planning consent for the development of 29 dwellings and associated infrastructure, and the provision of a village hall car park for 23 spaces. All 29 dwellings would be affordable housing units. A Section 106 agreement is necessary to secure the GIRAMS payment, the phasing and delivery of the village hall car park, the financial contribution for open space equipment and the affordable housing units required by policy CS09.

Key Issues

- Principle of Development
- Highways/ Access and Village Hall Car Park
- Form and Character and Impact on the Historic Environment
- Neighbour / Residential Amenity
- Planning Obligations
- Other Material Considerations

Recommendation:

(A) APPROVE subject to conditions and the completion of a Section 106 Agreement to secure affordable housing, GIRAMS payment, Open Space contribution and delivery of the car park within four months of the date of this resolution to approve.

(B) REFUSE In the event that the Section 106 Agreement to secure affordable housing, GIRAMS payment, Open Space contribution and delivery of the car park is not agreed within four months of the date of this resolution to approve.

THE APPLICATION

The application site is situated centrally within the village of Stoke Ferry to the south of the Indigo Road residential development and to the north of Lynn Road and the 2Agriculture feed mill, adjacent to Stoke Ferry Village Hall. The southern and western boundaries abut the development boundary, with the southern boundary adjacent to the Stoke Ferry Conservation Area and opposite a row of Grade II Listed Buildings. Access would be via a single point off Lynn Road.

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The site layout provides 29 dwellings off a single access road from Lynn Road. This access road serves the dwellings and the village hall car park proposed to the west of the site. This cul de sac style of development allows a pedestrian access to the north into Indigo Road. The development generally consists of frontage development facing onto the road which runs north to south. There are three small areas of open space proposed, although equipment is not to be provided on site. The density of the proposed development is 24.7 dwellings per hectare (or 34 dwellings per hectare excluding the car park).

There are 4 one bedroom dwellings proposed, 11 two bedroom, 10 three bedroom (for 5 people) and 2 three bedroom (for 6 people), and finally 2 four bedroom dwellings. Each dwelling has the required amount of off road parking and private amenity space.

The dwellings include terraced, semi-detached and detached dwellings. These are generally two storey but include a few 1.5 storey dwellings. These range from a ridge height of 7.8m to 8.2m in height and eaves heights are between 3.9 and 5.2m. The materials proposed on the plans includes flint, buff/ cream brick and red brickwork with rather slate or red pantiles roof tiles. The proposed scheme includes a range of detailing which includes brick quoin detailing, dentil and string courses, corbelled brick eaves, stone cills, brick window and door arch/ header details, timber doorcases, porches, dummy chimneys and window detailing including sliding sash windows.

In terms of levels the site slopes from the north east to the south west of the application site with the higher land being at the Indigo Road end of the site which shapes the form of development proposed and this change in gradient will be retained. This is consistent with adjacent land outside of the application site.

Submitted plans identify the boundary treatments proposed which include a range of boundary walls some of which include vertical railings, a knee high rail fence, picket fencing, vertical railings and close board fencing. Plans also provide an indicative landscaping scheme for the site identifying existing and proposed planting and trees, gardens etc.

There are a number of existing mature trees which border the application site, although these are within the control of neighbouring residents and are awarded some protection given their position in/ adjacent to the Conservation Area.

The applicant has stated that they believe development commenced on site towards the end of August 2018 in order to carry out the agreed remediation work as part of works to the village hall car park. These works continued on site until early 2020 but nothing has happened in relation to the permitted development since. Planning permission 17/00469/F is therefore arguably extant and could be completed, which is a material consideration in this case.

SUPPORTING CASE

The application site on Lynn Road in Stoke Ferry comprises 1.17ha of brownfield land within the heart of the village. The site surrounds Stoke Ferry Village Hall and is adjacent to existing residential development on its northern and western sides. The site lies in a highly sustainable location, in close proximity to existing services and facilities in this Key Rural Service Centre.

Part of the site lies within the development boundary of Stoke Ferry and the part that lies outside is allocated for residential development under Policy G88.3 Stoke Ferry – Land at Indigo Road/Lynn Road of the SADMP 2016. A similar scheme has previously received planning permission in 2017 when the site was under different ownership, and has been implemented but not completed. The principle of development of the site is therefore already established, subject to compliance with all relevant planning policies.

The proposals seek an alternative scheme to meet the requirements of the Freebridge Community Housing, who is the new landowner. The proposals seek approval for 29 new homes and a village hall car park, with associated open space, access and infrastructure. The new homes would include 4 no. 1-bedroom houses, 11 no. 2-bedroom houses, 12 no. 3-bedroom houses and 2 no. 4-bedroom houses.

As the applicant is an affordable housing provider, it is intended that all new homes on the site will be provided as an affordable housing tenure, however in order to be policy compliant 20% of the units will be secured by s106 agreement. This is a significant benefit over the previously approved scheme that did not include provision of any affordable housing units on viability grounds.

The proposed new homes are designed to be in keeping with the surrounding built form in terms of scale, massing and design, with a high-quality materials palette proposed to reflect the Conservation Area and historic core of the village. The layout seeks to maximise natural surveillance to encourage safe, active streets, with the proposal receiving praise from Norfolk Constabulary for its design.

The scheme offers a density of approximately 34 dwellings per hectare, which makes effective use of the site whilst boasting green infrastructure across private gardens, public open space and green verges.

The single vehicular access from Lynn Road in the south eastern corner of the site accords with the principles established under the previous permission and the internal road layout follows the line of the existing foul sewer. The development will have a road hierarchy comprising an adoptable central access road, together with four shared private drives with designated refuse collection points. Amendments have been made to the proposals to ensure that they comply with the requirements of the Local Highway Authority.

Footpaths will also be provided within the site, linking different areas and providing a connection for new residents to the services and facilities within Stoke Ferry. This ensures that, as well as green infrastructure provision within the site, future occupiers will be able to take advantage of the existing playing fields within the village. A financial contribution will also be made towards provision of equipment for the main village play area.

All plots benefit from private allocated parking spaces, in line with Norfolk County parking standards, as well as six unallocated visitor spaces and ample hard paved areas for dropping off and deliveries.

Cycle storage for individual dwellings will be provided in the form of timber sheds located within rear gardens. Each garden will also be provided with a designated area to store refuse bins as indicated on the submitted site plans.

The proposals also include the provision of a car park to serve the existing village hall comprising 23 no. parking spaces, which is to be accessed from the proposed internal estate road. Delivery of this will be prior to the occupation of Plots 1 to 3 and 27 to 29, as agreed with the Parish Council. Pedestrian access into the car park and village hall will also be provided from Lynn Road, via a pedestrian gate. Additionally, ducting will be provided to facilitate the installation of an electric vehicle charging point in the car park.

The design and layout of the proposed development responds positively to the context of the site, with the scheme's density and scale reflective of the previous planning permission with appropriate separation created by green verges and private gardens to all units.

All proposed units will benefit from high levels of insulation and thermally efficient windows. Other sustainable design measures incorporated into the scheme include air source heat pumps (ASHPs), solar panels and electric vehicle charging points.

The siting and orientation of the proposed dwellings, alongside their distance from shared boundaries and the position of habitable room windows ensures there will be no significant

overlooking or loss of privacy to any of the existing properties that adjoin the site. An acoustic fence will be installed to plots 27-29 as recommended by the submitted noise assessment.

The proposal has been subject to input from relevant technical consultees and care has been taken to ensure that any concerns raised have been adequately addressed. Consequently, there are no objections from these parties in respect of technical matters.

To conclude, the proposed development would provide good quality, much needed affordable housing on an allocated brownfield site in a sustainable location within Stoke Ferry, as well as providing a valuable new car park facility for the village hall. The proposal is acceptable in terms of flood risk and highway safety, would provide a high quality living environment for future occupiers and would not result in any detrimental impact on the Conservation Area or neighbour amenity.

As a result, the development is considered to accord with all relevant planning policies of the Local Plan and Neighbourhood Plan, would comply with national planning policies and guidance within the NPPF, and would contribute to all three pillars of sustainable development. It is therefore respectfully requested that Members resolve that planning permission be granted subject to conditions and completion of the s106 agreement in accordance with the Officer recommendation.

PLANNING HISTORY

17/00469/F: Application Permitted: 13/07/18 - VARIATION OF CONDITIONS 8, 9, 14, 21, AND 29 OF PERMISSION 16/00493/FM: Proposed residential development (29 dwellings) with minor demolition of former opening in boundary wall for access to plot 24. To include parking and access to existing village hall - Land Between Bramcote House And Village Hall

16/00493/FM: Application Permitted: 09/02/17 - Proposed residential development (29 dwellings) with minor demolition of former opening in boundary wall for access to plot 24. To include parking and access to existing village hall - Land Between Bramcote House And Village Hall

06/02248/F: Application Permitted: 15/12/06 - Construction of mixed housing development comprising 4x3 bed, 2x4 bed and 2x5 bed dwellings of detached, terrace and semi-detached, two and three storey construction together with associated new private road, landscaping, car ports and parking - Land At Lynn Road

06/02247/CA: Application Permitted: 15/12/06 - Demolition of existing buildings on site - Land At Lynn Road

08/02642/F: Application Permitted: 03/03/09 - Variation of Condition 11 of Planning Permission 06/02248/F to permit a scheme for the provision and implementation of contamination investigation to be undertaken in a phased manner - Land At Lynn Road

2/03/1087/F: Application Permitted: 22/07/03 - Extension to create disabled toilet facility - Village Hall

RESPONSE TO CONSULTATION

Parish Council: SUPPORT

The position of the Parish Council remains unchanged. The Parish Council would like to support this application but only with very strict conditions to ensure the following points:

- The last 6 houses (1,2,3,27,28,29) are to remain unoccupied until the car park has been handed over to the village hall
- The off-site financial contribution towards play equipment is secured
- The members would like electrical cabling to be installed under the village hall car park in preparation for the future installation of electric vehicle charging stations and
- The Parish Council would like to have access to the construction management plan.

Highways Authority: NO OBJECTION subject to conditions.

No objection subject to conditions requiring full details of the roads, footways, drainage etc to be submitted and agreed. Road surfacing to an appropriate standard, and the access, parking and turning areas to be set out as approved. Submission of a Construction Traffic Management Plan and construction traffic parking, and the securing of a Traffic Regulation Order.

Public Rights of Way: NO OBJECTION

We have no objections on Public Rights of Way grounds as although Stoke Ferry Footpath 17 is in the vicinity, it does not appear to be affected by the proposals.

Internal Drainage Board: NO OBJECTIONS

Comments were previously provided by the Board to the LPA under cover of a letter dated 8 Sept 2023.

The contents of the letter may be summarised as stating that providing satisfactory details were provided in terms of the information relating to the suitability of the proposal to use infiltration drainage within the development, and there being no positive surface water outfall, then the proposals would have no adverse impact on the Board.

The information provided in support of the planning application subsequent to the letter of 8th September confirm the information required, and therefore it is considered the proposals have no adverse impact on the Board or its operations.

Natural England: NO OBJECTION subject to GIRAMS payment.

This advice relates to proposed developments that falls within the 'zone of influence' (ZOI) for a European designated site[s], Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy ('GIRAMS'). It is anticipated that new residential development within this ZOI is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment. Your authority has measures in place to manage these potential impacts in the form of a strategic solution Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development.

Housing Enabling Officer: NO OBJECTION

The applicant is proposing 4 x 2 bed 4 person houses for rent and 1 x 3 bed 5 person house & 1 x 2 bed 4 person house for shared ownership as the s106 units. We are content with these proposals and can confirm the units are policy compliant.

Environmental Health & Housing - Environmental Quality: NO OBJECTION subject to conditions.

Air Quality - The amended application includes details of ducting for future EV charging for the Village Hall car park (shown on drawing FB.1008.P03D). This is welcomed and alleviates need to condition EV charging infrastructure as previously recommended. Furthermore, we had recommended a condition for an energy report to derive the percentage of renewable energy under policy CS08. On reflection, as long as air source heat pumps are implemented for space heating, this would appear to meet policy CS08's requirement for min.10% from the renewable / low carbon sources, as heating is likely to be the predominant energy form to the dwellings.

Contaminated Land - The submitted additional and amended information does not change our previous comments and recommendations for conditions on any consent.

The layout of the current proposal shows houses and gardens across the site plus areas of open space in the south, and a play space in the northern section alongside the Indigo Rd development (located on an existing SUDS feature). The other areas of green space are also proposed to accommodate below ground surface water attenuation. The Village Hall car park is depicted to the southern boundary alongside Lynn Rd.

We understand that the application site was granted consent for 29 dwellings under planning permission 16/00493/FM, later varied under planning permission 17/00469/F to allow groundworks to take place in advance of the remainder of the development. We are aware that the groundworks included some remediation of contamination and the placement of material within 'borrow pits'. The Design and Access statement states that 'There are 4 borrow pits on site created by the previous developer. One of the borrow pits is under the proposed new car park and therefore can remain. The other three conflict with the layout and therefore will be carefully excavated and relocated on site in appropriate new locations.' The information submitted includes plans showing borrow pit locations and relocation plans. The applicant has also submitted a Land Quality Statement (LQS), June 2023, by BHA Consulting. The LQS reports on a ground investigation and soil testing undertaken in March 2023 to delineate the extent of borrow pits and to establish landfill requirements for stockpiled soils. The conditions on the previous application referred to parts of the site which were subject to a remediation plan to address asbestos contamination in shallow soils (referred to as 'remainder of site') and the other parts of the site, which were also potentially affected by solvent contamination. Conditions requiring the remediation scheme to be carried out and validated have not been fully discharged. The applicant will need to undertake a thorough review of the earlier investigations and remediation strategy in order to understand the site conditions and remediation objectives. The review should ensure that all of the site has been sufficiently characterized to ensure that it can be suitable for the proposed use. The work must be carried out by a suitably qualified and competent person as required by the Environment Agency's LCRM Guidance. In order to ensure this safeguard, any consent should include conditions.

The applicant will also need to contact the Environment Agency to clarify if the movement of the material within borrow pits will constitute a waste activity, and if this will need to be carried out under an environmental permit or waste exemption.

Community Safety and Neighbour Nuisance: NO OBJECTION subject to conditions

Please condition construction as per the specifications identified in the Environmental Assessment, Report No.JG/J3726/18417:

- Gardens should be surrounded by 1.8 m close-boarded fences (with a minimum surface density of 10kg/m²), with the exception of plots 27-29, where a 2.5 m tall barrier/close[1]boarded fence fences (with a minimum surface density of 10kg/m²) should be erected.
- Double glazing fitted with compression seals should be built into all bedrooms and living rooms. The weighted sound reduction index of the windows should be no lower than $R_w = 32$ dB.
- In plots 26-29 a Type 4 ventilation system should be installed, without trickle vents or in-wall vents in bedrooms.

The following conditions are requested to be attached to any consent issued:

- Lighting Scheme
- Protection scheme from construction
- Further details required – air source heat pump(s)
- Piling

Greenspace Officer: NO OBJECTION

- There may be bollards/fencing/shrubs needed to stop people parking on the green spaces.
- Usually a 29 dwelling development would provide a LAP. Will there be a LAP or any off-site contribution?
- We will need detailed landscaping plans including planting schedules to provide further comments.

Arboricultural Officer: NO OBJECTION subject to conditions.

The Arboricultural Impact Assessment provides a summary of the tree constraints and impacts on the existing trees of the proposed layout, with a detailed Tree Survey in accordance with British Standard 5837:2012, indicative guidance of the principles for the protection of retained trees during construction work, with a recommendation that the detailed tree protection details, replacement tree planting details and details of arboricultural supervision will need to be provided at a later date.

It appears that the site layout was determined prior to the tree constraints being assessed, and by not responding to the existing tree constraints, and although the design will result in some conflict between trees and construction work the applicant has proposed arboricultural solutions to mitigate these constraints, which will be covered by conditions, and post build there will be a less than harmonious relationship between the existing trees and new dwellings for Plot numbers 11, 7 & 8, 5, and 13.

Because of this, a new Tree Preservation Order will be made to help resist future resident requests for harsh pruning and felling of the trees. This will also include the 8 new trees proposed as replacements for those to be removed for development purposes.

Conflicts of the design with existing trees-

1, There is a slight incursion into the minimum root protection area of T3 sycamore adjacent to the proposed play area and car parking.

2, The gable end wall of plot number 11 is proposed to be constructed within the minimum root protection area of T5 Horse Chestnut; the tree will require pruning to make space for construction work. Post development this tree is likely to be under constant pressure for pruning and or removal.

3, Construction activity is likely to need to be carried out within the root protection area of T6 and T7 and their crowns are recommended to be laterally pruned to make space for development work, this indicates the buildings are too close.

4, There is an incursion with the minimum root protection areas for T14 Sweet Chestnut and T15 Sycamore for parking hard surfacing for plot 1. The trees are very close to this property, the edge of the crown of T15 will be within 3 metres of the new dwelling. One of the car parking spaces will be partly beneath the crown of the sycamore tree T15, and any vehicles parked here will suffer from honeydew drop, fruit and leaf fall. The detached 3 bed property is shown as having PV panels on the south facing roof. PV Panels in this location will be shaded out by T14 and T15 especially when in leaf, this will impact the capability of these panels. The whole of the main roof of this property will be shaded by these trees and there will be an impact on the amount of light reaching the front sitting room because of the location and orientation of this house so close to the existing trees.

5, A new access hard surface is proposed within the minimum root protection area of T1 willow. The level of change around the tree is such that the desire to see this tree retained may be misplaced. In the long term it would be unsuitable in this location and without extensive engineering roots are likely to create disturbance to adjacent surfaces.

6, A small area of the village hall car park surface will be within the minimum root protection area of off-site trees listed as G1 self-set ash.

7, gardens of plot numbers 5, 7, and 8, will be dominated by existing broad crowned horse chestnut trees, and to a lesser extent plot 6.

Although I understand a previous broadly similar layout was approved under 16/00493/FM, it is still disappointing to see this layout with so many tree conflicts. In technical terms, arboricultural solutions can be used to mitigate the potential harm to trees from construction work, but even if they can be successfully retained and protected through the build process, they will be subject to pressure for regular pruning or removal post development by new residents, which will lead to degradation of canopy cover and loss of trees in the future.

Conservation Officer: NO OBJECTION subject to conditions.

Following on from the agents email below, we can confirm that pre-cast flint panels are not acceptable. We therefore suggest that an alternative material is sought such as painted brick which still allows for a traditional finish both in terms of materials and construction technique but avoids the join lines which are inevitable with the pre-cast panels that detract from the traditional character of a building which should be built properly of flint.

Historic England: NO COMMENTS

Historic Environment Service: NO OBJECTION subject to conditions.

Our advice remains unchanged from that given in relation to previous applications. There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development. If planning permission is

granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework (2021), Section 16: Conserving and enhancing the historic environment, para. 205. We suggest that conditions are imposed to secure this information.

Environment Agency: NO OBJECTION

Air Quality - This proposal will be situated next to an existing permitted Environmental Permitting Regulation (EPR) installation. As part of a technical review of the Food & Drink Sector, required by law, a number of improvement conditions have been set. These include conditions to ensure that air quality improvements are made by the operator. To date the response to those improvement conditions have not been submitted but will have to be complied with by 07 December 2023.

Any proposal will require amenity issues (odour and noise) to be mitigated as there are historical, and more recent, issues with respect to these impacts.

Contamination - Ordinarily we would wish to review the submitted contamination assessment. However, we have significant resource pressures and do not currently have the capacity to technically review the submissions. We would encourage your Authority in discussion with your Environmental Health Team to ensure the developer has addressed risks to controlled waters from contamination at the site through relevant planning conditions having full considered the guidance below.

Detailed information is provided regarding the use of Sustainable Drainage Systems (SuDS). For further information on EA requirements with regard to SuDS see the EA Groundwater protection position statements (2017) and this representation letter includes detailed guidance for the applicant/ developer.

Anglian Water: NO OBJECTION

Assets Affected - There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that an Informative be included within your Notice should permission be granted.

Wastewater Treatment - The foul drainage from this development is in the catchment of Stoke Ferry Water Recycling Centre that will have available capacity for these flows.

Used Water Network - This response has been based on the following submitted documents: Drainage strategy 3861.SK01 P4 dated Feb 2023. The sewerage system at present has available capacity for these flows.

Please attach Informatives.

Norfolk Constabulary: NO OBJECTION

The Constabulary comments, made in the previous response, have now all been addressed in this revised application and we would be happy to accept a Secured by Design Award Application for this development. Secured by Design aims to achieve a good standard of security for buildings and the immediate environment. With these aspects now incorporated in the design, there is no reason why this proposed development would not easily achieve the Secured by Design Gold Award.

Planning Obligations (NCC): NO OBJECTION

These comments are made “without prejudice” and are an officer-level response to your consultation. The requirements are based on 29 dwellings.

Education - There is currently spare capacity within the Early Education, High and Sixth Form Sectors. There is insufficient capacity in the Primary Sector, even taking the other developments into account in table 7 for all the primary age children generated from this development to be accommodated. To increase the capacity at the primary school Norfolk County Council would therefore seek contributions for this proposed development as follows and includes the pro-rata SEND contribution.

- Primary School: 5 places (2 places gifted) x £22,200 (cost per place) = £111,000.00

- SEND Contribution: 0.25 places x £74,920 (cost per place) = £18,730.00

Total Education contribution = £129,730.00.

Fire Service - Norfolk Fire Services have indicated that the proposed development will require the provision of at least one fire hydrant, connected to the potable water supply, for every 50 dwellings forming part of the development. A condition should be attached to secure this.

Library Provision - It has been calculated that a development of this scale would require a total contribution of £2,900 (i.e., £100 per dwelling). This contribution will be spent on increasing the capacity of the library serving the development.

Waste and Recycling Officer: NO OBJECTION

The only omission is that there is no demonstrated collection point for the bins from plots 27-29 inclusive. This should be either at the point where the pavement meets the new spine road with a suitable hard standing to avoid blocking the pavement to reduce the risk of loss of amenity to residents.

REPRESENTATIONS

Conservation Area Advisory Panel –

The Panel support the application in principle. The Panel felt the layout and design were good but would require conditions on the materials and a change of elevation on the rear of plots 27-29 from brick and flint to flint.

TWO letters of OBJECTION received –

- The Norfolk and Fens Cycling Campaign echo the objections that the (lack of) cycle parking for the village hall does not comply with the Parking Standards for Norfolk (a number of Sheffield racks should be provided) and that the only walking/cycling route through that is shorter than a driving route uses what appears to be a private road. This does not comply with Borough policy CS11 Transport. We also ask that the plans are checked to ensure that dropped kerbs are provided for cycles, wheelchairs and other wheeled users at appropriate points on walking/cycling routes.

- Loss of privacy and overshadowing of our property All Saints Lodge by the proposed new 3 bedroom property shown immediately to the west. The 3 bedroom property will be able to look down (as would be elevated 1.00 metre) directly into rooms of our property. An existing tree and electricity pole appear to be proposed to be removed, leaving clear line of sight.

- Also overshadowing and right of light - Due to proposed site levels the new proposed 3 bedroom property will overshadow our property to a noticeable extent, particularly as the sun moves around to the West each day.

- Design and appearance of new 3 bed property, effect on conservation areas and listed buildings, and boundary treatment. Would like to see more use of flint/stone in the South/SE elevation of the new proposed 3 bedroom property, to blend in with the style of adjacent buildings. The boundary line should avoid the creation of unmaintainable areas or inaccessible corners in the south-eastern corner, and the change in levels in that area between the proposed Site and our property driveway.

- Noise - The proximity of the proposed new 3 bed property including its garden being only several metres from our boundary, is likely to generate noise affecting All Saints Lodge.

ONE NEUTRAL representation received -

- Concerns regarding the potential visual intrusion and loss of privacy that would result from the current proposal to Bramcote House. The proposed development leaves a gap in the trees along the boundary line, which will allow me to see the backs of three of the new houses from my (neighbouring) property (plots 26, 25, 24). In addition, the trees that are currently there and marked on the plans are small in nature and die back significantly in winter leaving the view exposed. This intrusion into my privacy and the obstruction of my view from the windows and garden from the side of my house would have a negative impact on my well-being and the enjoyment of my property.

- Request conditions are imposed upon the planning approval to mitigate these concerns:

- Tree Planting on the Boundary Line of sufficient height and density to act as an effective visual barrier.

- Higher Fences be erected (especially in areas where the ground drops away significantly) for privacy and minimize the visual impact of the new houses.

This will help preserve the character of the neighbourhood and prevent any undue harm to my property's value and livability.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS09 - Housing Distribution

CS11 – Transport

CS12 - Environmental Assets

CS13 - Community and Culture

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

NEIGHBOURHOOD PLAN POLICIES

Stoke Ferry Neighbourhood Plan

Policy SF1: Community Facilities

Policy SF3: Housing Mix

Policy SF4: Design and Character

Policy SF5: HE and CA

Policy SF6: Non-designated Heritage Assets (important unlisted buildings)

Policy SF7: Accessibility

Policy SF8: Village Hall car park

Policy SF12: Drainage and Flood Risk

Policy SF13: Dark Skies

Policy SF14: Protection and Enhancement of Natural Features and Species

Stoke Ferry Design Codes

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of Development
- Highways/ Access and Village Hall Car Park
- Form and Character and Impact on Historic Environment
- Neighbour / Residential Amenity

- Planning Obligations
- Other Material Considerations

Principle of Development:

The application site is on land allocated within the Site Specific Allocations and Development Management Policies Plan.

Policy G88.3 Stoke Ferry:

Land at Indigo Road / Lynn Road amounting to 0.5 hectare, as identified on the Policies Map, is allocated for residential development of at least 12 dwellings. Development will be subject to compliance with all of the following:

- 1. Submission of a detailed contamination assessment in accordance with the requirements of the NPPF and the Environment Agency's 'Guiding Principles for Land Contamination'*
- 2. Safe access and visibility being achieved to the satisfaction of the local highways authority;*
- 3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;*
- 4. Land to the west of the village hall will be allocated for a c.26 car space car park. Submission of a suitable plan for the future management and maintenance of the car park;*
- 5. Submission of an agreed schedule for financial contributions to the village hall community facility.*
- 6. Provision of affordable housing in line with the current standards.*
- 7. Careful design ensuring that development conserves and enhances the conservation area.*

The application as submitted includes and addresses the policy requirements listed above which are discussed in detail within this report. The remaining area of land within this application falls within the development boundary for Stoke Ferry and as such, development is permitted within the development boundary in accordance with policy DM2.

In terms of the principle of development the application is entirely in accordance with the adopted Local Plan, policies G88.3 and DM2 of the Site Allocations and Development Management Policies Plan (2016).

Highways/ Access and Village Hall Car Park:

The application site proposes access via a single access road off Lynn Road, which is as referred to in the Local Plan policy G88.3, forming a cul de sac development to an adoptable highway standard and four small shared private drives. All dwellings include the required number of off-road parking provision adjacent to or within very close proximity to the dwelling, with cycle parking in secure sheds within the gardens. Norfolk County Council as the Local Highway Authority has no objections to the proposed development subject to the inclusion of conditions to secure detailed plans of the roads, footways, foul and surface water drainage and ensure the development is in accordance with these; ensure the road(s) and footway(s) shall be constructed to binder course surfacing level; secure the required visibility splays; ensure the access / on-site car and cycle parking / turning for the village hall shall be laid out, demarcated and surfaced in accordance with the approved plan and retained thereafter; and the submission and agreement of a Construction Traffic Management Plan.

In response to the proposed scheme, and previous consents on this site, the Highway Authority has raised concerns that plots 27-29 may give rise to on-street parking on Lynn Road close to a bend where forward visibility for vehicles travelling west is restricted. Such on-street parking would result in eastbound vehicles having to move out into the opposing traffic lane to pass the parked vehicles and in doing so approach the westbound traffic in the same lane around a bend where visibility is restricted. While some degree of on-street parking may already occur connected with the existing village hall, on-street parking associated with the development will increase the potential for vehicle conflict, to the detriment of highway safety. The Highway Authority request that if the application is to be determined in its current form, they would recommend waiting restrictions are included along Lynn Road.

Where possible (where the historic wall ends) the footpath has been widened to 2m along the frontage of the site on Lynn Road. Pedestrian footpaths then extend alongside the access road through the site linking into Indigo Road to the north.

Policy G33.8 requires the provision of a 26 space car park, with a suitable plan for the management and maintenance of the car park. The proposed development includes the provision of a 23 space car park (including 2 disabled spaces) for the village. While the car park has three spaces less than that required by the policy, and as was previously approved, the car park is being provided as part of this scheme and this community benefit should be acknowledged. The difference in spaces is not sufficient to warrant the refusal of the planning application. The car park would include EV charging points (details to be secured via condition) and also secure cycle parking. In terms of a scheme to secure the management and maintenance of the car park, this can be secured via condition alongside the phasing of the delivery of the car park. The Parish Council are keen to ensure the car park is delivered as soon as reasonably possible and discussions have been held with Freebridge as to the timing of this.

The Village Hall car park is identified within the Neighbourhood Plan Community Projects Action Plan; '3. To encourage the establishment of a Village Hall Car Park, adjacent to the Village Hall on Lynn Road.' Policy SF8 allocates the land for the car park and Policy SF1 seeks to support proposals that would result in the enhancement or improvement of existing community facilities.

The Parish Council has raised concerns about the phasing of development across the site and the delivery of the car park. It is proposed a clause is attached to secure the timely delivery of the car park, and that this is included within the Section 106 agreement for the site. The applicant does not propose to include secure cycle parking for the village hall but there is sufficient land available for this should the Village Hall Committee seek to provide this.

The Local Highway Authority do not object to the scheme as proposed, and the development is broadly consistent with the NPPF, National Design Guide, Policy CS11 of the Core Strategy and Policies DM15 and DM17 of the Site Allocations and Development Management Policies Plan and policies SF1, SF7, SF8, the Community Action Plan of the Neighbourhood Plan.

Form and Character and Impact on the Historic Environment:

The application site is currently an unused brownfield site, formally a petrol station, now cleared with boarding and heras fencing around the perimeter.

The site is located in Stoke Ferry Conservation Area and is located to the north east of Grade II Listed Buildings. In terms of levels the site slopes from the north east to the south

west of the application site with the higher land being at the Indigo Road end of the site which shaped the form of development proposed and this change in gradient will be retained.

On Lynn Road, opposite the 2Agriculture commercial buildings do little to enhance the character and appearance of the Conservation Area. The development of this site means the reuse of this centrally located parcel of land which has the potential to positively contribute to the visual amenity of the locality.

Stoke Ferry Neighbourhood Plan includes policy SF4 Design and character which requires all new development to contribute positively to the character of the area by respecting Stoke Ferry's local distinctiveness and character and seek to enhance its quality. It requires development proposals to be consistent with the principles and guidance laid out in the Stoke Ferry Design Codes document.

Policy SF5 'Historic environment and Conservation Area' seeks to protect the special character of Stoke Ferry Conservation Area and its setting.

In the Neighbourhood Plan the application site is identified as a Community Action 1 Site for visual enhancement with measures to improve the visual appearance of the sites encouraged and the Parish Council will work with interested parties as required to achieve these. In addition, the wall along the frontage of the site at Lynn Road is identified as an important unlisted building due to its locally important character and historic features under policy SF6.

The proposed scheme creates a street scene which responds to the existing network of streets surrounding the application site. Along the frontage of Lynn Road the existing historic wall is to be retained. The positioning of plots 1 and 27-29 which should utilise materials commonly seen in the local vernacular in this prominent location.

The design of the units, incorporating detached, semi-detached and terraced two storey dwellings across the site, are simple in form utilising traditional proportions and a range of materials (flint, buff/ cream brick and red brickwork with rather slate or red pantiles roof tiles) that is consistent with character and appearance of the Conservation Area. It would be our preference that flint would be used in key locations visible in the Conservation Area, such as plot 1 and plots 27-29. While flint is shown on the drawings the applicant proposes flint panels. The Council is not prepared to accept the use of flint panels in this sensitive location and therefore discussions have been held as to alternative materials such a good quality brick which would be more appropriate in this locality. The details of the materials can be secured via a condition. The proposed scheme also includes a range of detailing which includes brick quoin detailing, dentil and string courses, corbelled brick eaves, stone cils, brick window and door arch/ header details, timber doorcases, porches, dummy chimneys and window detailing including sliding sash windows.

The positioning of dwellings follows the estate road with four private shared drives. The number of dwellings is maximised without harming the form and character of the locality and the use of boundary treatments and landscaping will add interest to the site and soften its appearance. While some details are provided for boundary treatments a condition is added to secure the materials to be utilised. A landscaping plan is also required for the site and this will be conditioned also. Open space (compliant with Policy DM16) would be located to the north of the village hall, to the north of the site between Indigo Road and the proposed development and with an area of open space adjacent to Lynn Road which would enhance the development entrance. Whilst the comments of the Greenspace Officer and the CSNN officer are noted, these areas of open space are broadly in line with those previously

approved in terms of the location and will be managed and maintained by Freebridge as part of the wider estate.

Views into the site are limited to the near distance from adjacent roads and properties. In these views the site is seen in the context of the existing built environment of the settlement, the Conservation Area, neighbouring existing residential development and the existing 2Agriculture mill opposite.

The Conservation Officer raises no objection and considers that the development would make a positive contribution to the locality and to the wider Conservation Area. The Conservation Area Advisory Panel felt the layout and design were good but would require conditions on the materials, particularly the use of flint.

The proposal is considered acceptable and complies with the NPPF, Policies CS08 and CS12 of the Core Strategy 2011 and Policy DM15 and DM16 of the SADMP Plan 2016. Neighbourhood Plan policies SF4, SF5, SF6 and the Design Codes document.

Neighbour / Residential Amenity:

In terms of external relationships with neighbouring properties, the scheme has been designed to minimise any loss of privacy and amenity to neighbours directly abutting the site, particularly Plot 1 where the first-floor window on the southern elevation has been removed to prevent overlooking. Permitted development rights should be removed to ensure a window cannot be inserted at a later date.

The relationship between the proposed dwellings backing onto the western boundary and the existing neighbouring dwellings is acceptable with a back to back distance of at least 21m and in many cases there is existing landscaping for additional screening.

Plot 29 and to a lesser degree plot 28 are 90 degrees to the public highway. On the opposite side of Lynn Road, a reserved matters scheme is currently under consideration for a frontage development of dwellings to continue the existing street scene. In this case the dwellings proposed as part of the scheme would be 8m in distance to the boundary of the rear garden of plot 29 and 18m to the boundary of the rear garden of plot 28. While the relationship to no.29 is close, the reserved matters design for 23/00177/RMM is not yet agreed and there is likely to be the opportunity to accommodate changes to the dwellings/ internal layouts to improve this relationship and reduce overlooking.

The changes in levels across the site means that levels vary between plots by 300mm up to 700mm in one case. However, the orientation, positioning and site layout manages this relationship carefully and would not result in the loss of residential amenity for future residents. In terms of levels between existing residential neighbours and the dwellings proposed; the gradient of the land is in keeping with that outside of the application site and as a result the dwellings proposed are at a comparable finished floor level and ridge height to the existing dwellings surrounding the site. The development proposed would as a result not result in overshadowing, a loss of privacy or appear overbearing for neighbours. Residents to the south of plot 1 have raised concerns about the difference in ridge height between their dwelling and plot 1 as proposed. This difference is approximately 1.3m however this is with a separation distance of 16m between the two dwellings, and plot 1 is to the northwest of the existing dwelling. This relationship is considered acceptable as would not cause overshadowing, would not result in a loss of privacy and the separation distance and landscaping between would not give the appearance of this being overbearing.

Neighbouring residents have raised concerns at the potential noise to be generated by dwellings in this location, however there is an extant consent on site and this is a housing

allocation. The use of the site has been accepted in principle and would not give rise to unacceptable levels of noise or disturbance as a result of the current proposed scheme.

The Community Safety and Neighbour Nuisance officer has considered the close proximity of the existing commercial use of the site opposite on Lynn Road, the 2Agriculture site. The applicant has submitted a Noise Impact Assessment which shows that with the inclusion of specific mitigation measures the development is acceptable in terms of residential amenity. Mitigation measures include fencing, double glazing and ventilation systems. The CSNN officer is satisfied with the information provided subject to the necessary condition.

In addition the CSNN officer requested conditions to secure additional information on the proposed:

- Lighting Scheme
- Protection scheme from construction
- Further details required – air source heat pump(s)

The Waste and Recycling officer requested a collection point for plots 27-29 and this has been provided on amended plans.

In terms of neighbour and residential amenity the proposal would comply with the NPPF, National Design Guide, Policy CS08 of the Core Strategy 2011 and Policy DM15 of the SADMP Plan 2016 subject to the detailed conditions proposed.

Planning Obligations

The current application provides the required amount of open space in accordance with Policy DM16. The Parish Council has requested that no play equipment is provided on site due to the close proximity of the site to the recreation ground on Lynn Road (approximate 130m away as the crow flies). The applicant has agreed to make a financial payment of £5,000 to fund a slide on the recreation ground, at the request of the Parish Council. This will be secured via the Section 106 agreement.

The development provides the village hall car park in accordance with Policy G88.3. An agreement for the maintenance and management of this will be secured via a Section 106 agreement, and the intention is that this will be handed over to the Village Hall Committee on completion.

The education and library contributions to Norfolk County Council, as required by Policy CS14, will be secured via the Community Infrastructure Levy and therefore the applicant will not need to make these additional financial contributions. The County Council would seek contributions towards increasing capacity at the primary school to the total value of £129,730.00. In addition, a contribution of £2,900 is required towards the library service for Stoke Ferry.

Norfolk Fire Services have indicated that the proposed development will require the provision of at least one fire hydrant, connected to the potable water supply. A condition is proposed to secure this.

The previous planning consent did not include an affordable housing contribution because the scheme had significant decontamination costs, which will again be the case with the current application. However, a contribution was made last time to the Village Hall in the form of £20,000 of which £10,000 was already received. However, this application is for 100% affordable housing and as stated above will include decontamination works on the site. The applicant does not propose to make a financial contribution to the village hall community facility as requested in policy G88.3. On balance, while this element of the

proposed development is not policy compliant, it is considered reasonable given the tenure of the proposed development and other contributions/ provisions included for the local community. It is recommended that on this basis the application should be supported.

Other Material Considerations:

Contaminated land – The application site is an unused brownfield site, formally a petrol station, now cleared, and this and other previous site uses have led to contamination of the land.

Previous groundworks on site included some remediation of contamination and the placement of material within 'borrow pits'. Three of these will require careful excavation and relocation.' Information submitted includes plans showing borrow pit locations and relocation plans, and a Land Quality Statement (LQS). Conditions requiring the remediation scheme to be carried out and validated have not been fully discharged and the applicant will need to undertake a thorough review of the earlier investigations and remediation strategy in order to understand the site conditions and remediation objectives. The review should ensure that all of the site has been sufficiently considered to ensure that it can be suitable for the proposed use. This should be secured via conditions on a consent.

The applicant will also need to contact the Environment Agency to clarify if the movement of the material within borrow pits would constitute a waste activity, and if this will need to be carried out under an environmental permit or waste exemption.

Air Quality - This proposal will be situated next to an existing permitted Environmental Permitting Regulation (EPR) installation (the 2Agriculture premises). As part of a technical review a number of improvement conditions have been set to ensure that air quality improvements are made by the operator. These are monitored by Borough Council air quality stations and any information collected is shared with the EA. Amenity issues from the site form part of the EA permit and are managed by the EA accordingly.

Flood Risk and Drainage – The site is located in Flood Zone 1, the lowest risk flood zone. A detailed drainage strategy has been produced for the site and submitted. This updates the previously agreed drainage strategy for the site. The plan identifies the existing and proposed drainage arrangements for foul and surface water, it includes the position and capacity of soakaways, impermeable areas and infiltration rates across the site.

The Internal Drainage Board has confirmed that the proposals have no adverse impact on the Board or its operations.

Anglian Water has confirmed that the foul drainage from this development is in the catchment of Stoke Ferry Water Recycling Centre and this will have available capacity for these flows. The sewerage system at present also has available capacity for these flows.

Affordable Housing / Housing Need – The application is for 100% affordable housing. However, for the purposes of policy compliance the applicant is proposing 4 x 2 bed 4 person houses for rent and 1 x 3 bed 5 person house & 1 x 2 bed 4 person house for shared ownership as the s106 units.

The applicant has in their Planning Statement provided evidence for the need for this affordable housing, to meet the shortfall in provision across the Borough. This relates to the Housing Needs Assessment. A range of dwellings sizes are to be provided in the development from one bedroom to four bedroom units.

The Stoke Ferry Neighbourhood Plan includes policy SF3 'Housing mix (size, type, and tenure)'. The policy states that 'support will be given to the provision of a wide range of types of housing that meet local needs and enable the creation of a mixed, balanced and inclusive community. The housing mix (size, type, tenure) of new housing provided should meet the needs of the parish as reflected in the Stoke Ferry Housing Needs Assessment (HNA) 2020,14 or successor document.'

The Stoke Ferry Housing Needs Assessment HNA estimated there will be a need for 40 affordable homes for sale and 28 affordable homes for rent over the plan period. The result of a life-stage modelling process suggests that by 2036, the size distribution of dwellings should be focused on delivering more three-bedroom homes as a priority but with reasonable proportions of 1,2 and 4 bed homes. This is consistent with the development as proposed.

Archaeology – There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development. Therefore the proposed development should be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework (2021), Section 16: Conserving and enhancing the historic environment, para. 205. Conditions should be imposed to secure this information prior to the commencement of development.

Trees – There are a number of existing mature trees which border the application site, although these are within the control of neighbouring residents.

An Arboricultural Impact Assessment has been submitted in support of the application which has been reviewed by the Arboricultural Officer. The officer does raise some concerns about the fact that although the design will result in some conflict between trees and construction work the applicant has proposed arboricultural solutions to mitigate these constraints, which will be covered by conditions. Post build there will be a less than harmonious relationship between the existing trees and new dwellings with pressure on existing trees for regular pruning or removal post development by new residents. Because of this, a new Tree Preservation Order will be made to help resist future resident requests for harsh pruning and felling of the trees. However, these concerns should be balanced against the fact that there is an extant consent on the site which allows a very similar pattern of development to that proposed. Significantly the Arboricultural officer does not object to the development but recommends conditions to protect the trees.

Ecology - Torc Ecology Ltd previously completed a Preliminary Ecological Appraisal (PEA) of the site in 2015 and were subsequently commissioned by Freebridge Community Housing to update the PEA in 2023. The previous Preliminary Ecological Appraisal identified bat roosts within the adjacent Village Hall and potential for bats in trees within the site. A Bat Ecological Assessment has been carried out by Torc Ecology in support of the current proposals for the site. No bats were identified returning to roost at either the village hall or the trees, although a key flight line was identified in association with the village hall. Importantly, no further survey work is considered necessary.

The provision of sensitive landscaping and lighting within the development will retain the key flight line identified and retain dark corridors for bats to navigate around the site. Additionally new dwellings are recommended to have integrated bat boxes installed in order to enhance the site by providing roosting opportunities that are currently unavailable. The mitigation measures recommended should be conditioned as part of any planning consent.

Natural England identified that the application site was within the zone of influence for European designated sites. Norfolk Green Infrastructure and Recreational disturbance

Avoidance and Mitigation Strategy ('GIRAMS') provides a mechanism for mitigation for new residential development within this ZOI which is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development.

A shadow Habitats Regulations Assessment has been submitted by the applicant which concludes subject to the mitigation measures (the GIRAMS payment) being secured via a Section 106 agreement, there are no adverse effects of the development proposal on the integrity of internationally designated wildlife sites in relation to recreation. The proposed development is of a nature and scale that there are no additional recreation implications beyond those being mitigated by the Norfolk GIRAMS.

Crime and Disorder - Norfolk Constabulary raise no objection and confirm their comments have been addressed. Norfolk Constabulary would be happy to accept a Secured by Design Award Application for this development.

Additional issues raised by representations – The Norfolk and Fens Cycling Campaign state the only walking/cycling route through that is shorter than a driving route uses what appears to be a private road. This does not comply with Borough policy CS11 Transport. They also ask that the plans are checked to ensure that dropped kerbs are provided for cycles, wheelchairs and other wheeled users at appropriate points on walking/cycling routes. The Local Highway Authority has no objections to the scheme as proposed and the Council is satisfied that the link through to Indigo Road to the north of the site is sufficient and will be maintained by the applicant Freebridge. In terms of dropped kerbs this will be considered as part of the detailed design work with the Local Highway Authority.

CONCLUSION:

The site is an allocation of the Development Plan and therefore is acceptable in principle. The design of the scheme has been amended to reflect the existing form and character of the locality which will enhance the character and appearance of the Conservation Area. The applicant proposes a car park to serve the village hall. The site is heavily contaminated and the applicant has accepted the need to provide the require investigation works and mitigation measures to bring the site forward for development.

Notwithstanding the above, the proposal is fully acceptable and complies with the NPPF, Policies CS01, CS02, CS06, CS08, Cs09, CS11, CS12, CS13 and CS14 of the Core Strategy 2011, Policies DM1, DM2, DM15, DM16, DM17 and G88.3 of the SADMP Plan 2016 and Policies SF1, SF3, SF4, SF5, SF6, SF7, SF8, SF12, SF13, SF14 and the Design Codes document. Members are recommended to:

(A) APPROVE subject to conditions and the completion of a Section 106 Agreement to secure affordable housing, GIRAMS payment, Open Space contribution and delivery of the car park within four months of the date of this resolution to approve.

(B) REFUSE In the event that the Section 106 Agreement to secure affordable housing, GIRAMS payment, Open Space contribution and delivery of the car park is not agreed within four months of the date of this resolution to approve.

RECOMMENDATION:

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

- 1 Condition: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason: To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans Drawing No's –

FB-1008-P01 LOCATION PLAN
FB.1008.P02 E BLOCK PLAN & DEVELOPMENT MIX
FB.1008.P03 D SITE PLAN - SOUTH
FB.1008.P04 E SITE PLAN – NORTH
FB-1008-P05 HOUSE TYPES PLANS AND ELEVATIONS ONE BEDROOM
TERRACE - PLOTS 11-14
FB-1008-P06 HOUSE TYPES PLANS AND ELEVATIONS TWO BEDROOM
SEMI - PLOTS 15-18 & 21-22
FB-1008-P07 HOUSE TYPES PLANS AND ELEVATIONS TWO BEDROOM
SEMI - PLOTS 21 & 22 (STEPPED)
FB-1008-P08 HOUSE TYPES PLANS AND ELEVATIONS TWO BEDROOM
TERRACE - PLOTS 27,28,29
FB-1008-P09 HOUSE TYPES PLANS AND ELEVATIONS 2 / 3 BEDROOM
SEMI-DETACHED - PLOTS 2,3,8,9
FB-1008-P10 HOUSE TYPES PLANS AND ELEVATIONS THREE
BEDROOM DETACHED - PLOTS 4 & 5
FB-1008-P11 HOUSE TYPES PLANS AND ELEVATIONS THREE
BEDROOM DETACHED - PLOTS 6,7,19,20
FB-1008-P12 A HOUSE TYPES PLANS AND ELEVATIONS THREE
BEDROOM SEMI -DETACHED – PLOTS 24 & 25
FB-1008-P13 PLANS AND ELEVATIONS THREE BED SIX PERSON PLOTS 1 &
23
FB-1008-P14 HOUSE TYPES PLANS AND ELEVATIONS FOUR
BEDROOM DETACHED - PLOTS 10 & 26
FB.1008.P17 A SHED
3861.SK01 P6 DRAINAGE STRATEGY
3861.SK02 P6 LEVELS STRATEGY
3861.SK05 P2 ACCESS ROAD TRACKING LAYOUT
3861.SK06 P3 SITE ACCESS AND VILLAGE HALL TRACKING LAYOUT
3861.SK04 P2 BORROW PIT RELOCATION PLAN
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: No works shall commence on the site until such time as detailed plans of the roads, footways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. All construction works shall be carried out in accordance with the approved plans
- 3 Reason: To ensure satisfactory development of the site and a satisfactory standard of highway design and construction.

- 4 Condition: No works shall be carried out on roads, footways, foul and surface water sewers otherwise than in accordance with the specifications of the Local Planning Authority in consultation with the Highway Authority
- 4 Reason: To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway.
- 5 Condition: Before any dwelling is first occupied the road(s) and footway(s) shall be constructed to binder course surfacing level from the dwelling to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority in consultation with the Highway Authority.
- 5 Reason: To ensure satisfactory development of the site.
- 6 Condition: Notwithstanding details on the approved drawings, prior to the first occupation of the development hereby permitted visibility splays measuring 2.4m x 48m and 2.4m x 42m shall be provided to the north-west and south-east of the access respectively where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- 6 Reason: In the interests of highway safety.
- 7 Condition: Prior to the first occupation of the development hereby permitted the proposed access / on-site car and cycle parking / turning for the village hall shall be laid out, demarcated and surfaced in accordance with the approved plan and retained thereafter available for that specific use.
- 7 Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.
- 8 Condition: For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and unless otherwise approved in writing with the Local Planning Authority in consultation with the Highway Authority.
- 8 Reason: In the interests of maintaining highway efficiency and safety.
- 9 Condition: No works shall commence on the site until the Traffic Regulation Order for waiting restrictions on Lynn Road has been secured by the Highway Authority.
- 9 Reason: In the interests of highway safety.
- 10 Condition: No demolition/development shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation and 7) any further project designs as addenda to the approved WSI covering subsequent phases of mitigation as required.

- 10 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 11 Condition: No demolition/development shall take place other than in accordance with the written scheme of investigation approved under condition 10 and any addenda to that WSI covering subsequent phases of mitigation.
- 11 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 12 Condition: The development shall not be occupied or put into first use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 10 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 12 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 13 Condition: Prior to the commencement of groundworks, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
- (i) a survey of the extent, scale and nature of contamination;
 - (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets,
 - woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
 - (iii) an appraisal of remedial options, and proposal of the preferred option(s).
- This must be conducted in accordance with the Environment Agency's Land Contamination Risk Management (LCRM).
- 13 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.
- 14 Condition: Prior to the commencement of groundworks, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable

risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

- 14 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.
- 15 Condition: The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of groundworks, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

- 15 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 16 Condition: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 13, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 14, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 15.

- 16 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 17 Condition: Notwithstanding the details on the submitted plans hereby approved no development shall take place on any external surface of the development hereby permitted until details of the type, colour and texture of all materials to be used for the external surfaces of the building(s) have been submitted to and approved in writing by

the Local Planning Authority. The development shall be carried out in accordance with the approved details.

- 17 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 18 Condition: Notwithstanding the details hereby approved prior to first occupation/use of the development hereby permitted, full details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, heights, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the occupation/use hereby permitted is commenced or before the building(s) are occupied or in accordance with a timetable to be approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 18 Reason: To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.
- 19 Condition: Notwithstanding the approved details no development over or above foundations shall take place on site until full details of the window style, reveal, cill and header treatment has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 19 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 20 Condition: Prior to the first use/occupation of the development hereby permitted, full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority.
 - a, Hard landscape works, to include but not be limited to, finished levels or contours, hard surface materials, refuse or other storage units, street furniture, structures and other minor artefacts, boundary types, and any paved surfaces (including manufacturer, type, colour and size) underground modular systems, and sustainable urban drainage integration (see detailed design proposals for street trees planting pits/trenches at ii)
 - b. Soft landscape works, to include planting plans (which show the relationship to all underground services overhead lighting and the drainage layout), written specifications (including cultivation and other operations associated with plan and grass establishment), schedules of plants noting species, plant sizes, proposed numbers and densities, tree planting details including method of staking, and irrigations, detailed design proposals for street trees planting pits/trenches including, but not limited to, locations, soil volumes in cubic metres, cross sections and dimensions.
- 20 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 21 Condition: All hard and soft landscape works shall be carried out in accordance with the details approved in condition 20. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season

with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.

- 21 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 22 Condition: Prior to the occupation of the development a landscape establishment and maintenance scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the initial establishment and maintenance of all landscaped areas for a minimum period of 5 years and specify the maintenance responsibilities and arrangements for its implementation. The landscape maintenance scheme shall be carried out as approved.
- 22 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 23 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.
- 23 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 24 Condition: No works or development shall take place until a scheme for the protection of the retained trees (section 5.5, BS 5837:2012, the Tree Protection Plan) has been approved in writing with the Local Planning Authority. This scheme shall include:
 - a, a site layout plan to a scale and level of accuracy appropriate to the proposal that shows the position, crown spread and Root Protection Area (section 4.6 of BS5837:2012) of every retained tree on site and on neighbouring or nearby ground to the superimposed on the layout plan. The positions of all trees to be removed shall be indicated on this plan.
 - b, a schedule of tree works for all the retained trees in paragraphs (a) above, specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS3998, 2010, Recommendations for tree work.
 - c, the details and positions (shown on the plan at paragraph (a) above) of the Tree Protection Barriers, (section 6.2 of BS5837:2012), to form a construction exclusion zone, and the type and extent of ground protection (section 6.2.3 of BS5837:2012) or any other physical tree protection measures, such as tree boxes. These details are to be identified separately where required for different phases of construction work (e.g., demolition, construction, hard landscaping). Barrier and ground protection offsets should be dimensioned from existing fixed points on the site to enable accurate setting out. The position of barriers and any ground protection should be shown as a polygon representing the actual alignment of the protection.

The Tree Protection Barriers must be erected prior to each construction phase commencing and remain in place, and undamaged for the duration of that phase. No works shall take place on the next phase until the Tree Protection Barriers are repositioned for that phase.

d, the details and positions (shown on the plan at paragraph (a) above) of the underground service runs (section 7.7 of BS5837:2012). the details of the working methods to be employed with regard to site logistics including, the proposed access and delivery of materials to the site; space for storing materials spoil and fuel, and the mixing of cement; contractor car parking; site huts, temporary latrines (including their drainage), and any other temporary structures.

All tree protection shall be carried out in complete accordance with the approved details.

- 24 Reason: To ensure the existing trees within the development site are suitably protected throughout the demolition and construction phases of this development.
- 25 Condition: No work or other operations development shall take place on site until details of all Arboricultural Supervision to include a schedule of site supervision and monitoring of the arboricultural protection measures as approved in condition 24 above, shall be submitted to the Local Planning Authority for approval in writing. Site arboricultural supervision and monitoring shall thereafter be carried out in strict accordance with the approved details.
- 25 Reason: To ensure the existing trees within the development site are suitably protected throughout the demolition and construction phases of this development.
- 26 Condition: The development shall be implemented in accordance with the recommendations of the 'Bat Ecological Impact Assessment of Land at Lynn Road' carried out by TORC Ecology and dated 12 July 2023.
- 26 Reason: In the interests of protected species in accordance with the NPPF and Policy CS12.
- 27 Condition: Prior to the installation of any external lighting a detailed outdoor lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting, the extent/levels of illumination over plots, the site and on adjacent land and the measures to contain light within the curtilage of the site. The scheme shall be implemented in accordance with the approved scheme and thereafter maintained and retained as agreed
- 27 Reason: In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF and policy SF13.
- 28 Condition: Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 28 Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with the current and previous land uses in line with the NPPF and the EA Groundwater Protection; Principles and Practice.
- 29 Condition: Prior to commencement of development a detailed Construction Management Plan must be submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk County Council Highway Authority. This must include details of on-site parking for construction workers, access arrangements for delivery vehicles and temporary wheel washing facilities for the duration of the

construction period. It should also include proposed timescales and hours of the construction phase, deliveries/collections and piling. The scheme shall also provide the location of any fixed machinery, their sound power levels, the location and layout of the contractor compound, the location of contractor parking, the location and layout of the materials storage area, machinery storage area and waste & recycling storage area, proposed attenuation and mitigation methods to protect residents from noise, dust and litter and communication methods to the wider community regarding the construction phases and likely disruptions. If piling is required, full assessment of noise and vibration impacts should be included. The scheme shall be implemented as approved.

- 29 Reason: In the interests of the amenities of the locality in accordance with the NPPF.
- 30 Condition: Construction or development work on site, along with collections and deliveries of waste products, material and equipment, shall only be carried out between the hours of 0800 and 1800 weekdays, and 0900-1300 on Saturdays, with no work allowed on Sundays and Bank/Public Holidays. Piling on site shall only be carried out between the hours of 0900 and 1700 weekdays.
- 30 Reason: To ensure that the amenities of future occupants are safeguarded in accordance with the NPPF.
- 31 Condition: Notwithstanding the details already submitted, prior to the installation of any air source heat pump(s) a detailed scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the make, model and sound power levels of the proposed unit(s), the siting of the unit(s) and the distances from the proposed unit(s) to the boundaries with neighbouring dwellings, plus provide details of anti-vibration mounts, and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 31 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 32 Condition: The development hereby approved shall be constructed fully in accordance with the recommendations and specifications identified in the Environmental Noise Assessment for a Proposed Residential Development at Lynn Road, Stoke Ferry, Report No.JG/J3726/18417 (dated July 2023):
- Gardens should be surrounded by 1.8 m close-boarded fences (with a minimum surface density of 10kg/m²), with the exception of plots 27-29, where a 2.5 m tall barrier/close[1]boarded fence fences (with a minimum surface density of 10kg/m²) should be erected.
 - Double glazing fitted with compression seals should be built into all bedrooms and living rooms. The weighted sound reduction index of the windows should be no lower than $R_w = 32$ dB.
 - In plots 26-29 a Type 4 ventilation system should be installed, without trickle vents or in-wall vents in bedrooms.
- all be constructed fully in accordance with the recommendations and specification identified in
- 32 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 33 Condition: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting

that Order with or without modification), no new windows/dormer windows (other than those expressly authorised by this permission) or no enlargement of the dwellinghouse consisting of an addition or alteration to its roof shall be allowed on plot 1 on the eastern or southern elevations of the dwelling without the granting of specific planning permission.

- 33 Reason: In order that the Local Planning Authority may retain control of development which might be detrimental to the amenities of the locality if otherwise allowed by the mentioned Order.
- 34 Condition: The development shall not be brought into use until a scheme for a fire hydrant has been implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.
- 34 Reason: In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF.