

AGENDA ITEM NO: 9/3(b)

Parish:	Stoke Ferry	
Proposal:	Reserved Matters Application for 62 dwellings including layout, external appearance, scale and landscaping	
Location:	Land On the South West Side of Lynn Road Stoke Ferry Norfolk PE33 9SW	
Applicant:	Amber REI Ltd	
Case No:	23/00177/RMM (Reserved Matters - Major Development)	
Case Officer:	Mrs C Dorgan	Date for Determination: 9 May 2023 Extension of Time Expiry Date: 17 November 2023

Reason for Referral to Planning Committee – Referred by Planning Control Sifting Panel.

Neighbourhood Plan: Yes

Case Summary

The application site measures approximately 2.3ha in area and is located in the centre of the village of Stoke Ferry, a Key Rural Service Centre (KRSC). The site is to be accessed via Buckenham Drive to the south and Lynn Road to the north. The site has residential development to the south, a playing field to the west, and Lynn Road forms the northern and eastern boundaries. The site is partially within and adjacent to Stoke Ferry Conservation Area and is directly adjacent to four Listed Buildings (one of which is Grade II*). The current use of the site is in two parts. To the west is an area of privately owned greenfield land, and to the east is the site of the Stoke Ferry Mill consisting of a number of large scale buildings and an area of hard standing which is currently still in operation.

Outline planning with access only was granted 19/00274/OM 'Outline application with some matters reserved for the erection of up to 70 residential dwellings and access' and this consent included a Section 106 agreement to secure affordable housing, open space, Habitat monitoring and mitigation, and also phasing of the development of the application site with the Furlong Road site (applications 19/00272/OM and 23/00178/RMM).

This application seeks reserved matters consent for appearance, landscaping, layout and scale for the construction of up to 70 residential dwellings, incorporating affordable housing and open space contributions in line with the adopted Local Plan policy requirements, and associated development to include drainage features, roads, pedestrian paths and other works.

The applicant has submitted a further application for the redevelopment of the Furlong Drove storage and distribution site (23/00177/RMM).

Key Issues

Principle of development
Form and character and Impact on Stoke Ferry Conservation Area/ Listed Buildings.
Impact on neighbour amenity
Access/ Highway safety
Other matters requiring consideration prior to determination of the application.

Recommendation

APPROVE

THE APPLICATION

The application site measures approximately 2.3ha in area and is located in the centre of the village of Stoke Ferry, a Key Rural Service Centre (KRSC). The site is to be accessed via Buckenham Drive to the south and Lynn Road to the north. The site has residential development to the south, a playing field to the west, and Lynn Road forms the northern and eastern boundaries. The site is partially within and adjacent to Stoke Ferry Conservation Area and is directly adjacent to four Listed Buildings (one of which is Grade II*). The current use of the site is in two parts. To the west is an area of privately owned greenfield land, and to the east is the site of the Stoke Ferry Mill consisting of a number of large scale buildings and an area of hard standing.

Outline planning with access only was granted (19/00274/OM - Outline application with some matters reserved for the erection of up to 70 residential dwellings and access) and this consent included a Section 106 agreement to secure affordable housing, open space, Habitat monitoring and mitigation, and also phasing of the development of the application site alongside the development of the Furlong Road site (applications 19/00272/OM and 23/00178/RMM).

This application seeks reserved matters consent for appearance, landscaping, layout and scale for the construction of 62 residential dwellings, incorporating affordable housing (12 units) and open space contributions in line with the adopted Local Plan policy requirements, and associated development to include drainage features, roads, pedestrian paths and other works. This represents a density of 27 dwellings per hectare.

The applicant has submitted a further application for the redevelopment of the Furlong Drove storage and distribution site (23/00177/RMM).

The site layout has a clear road hierarchy. This includes a single primary street running north to south with a secondary lane to the west, with seven private drives off these. The plots all include off road parking, some with garages, and all plots include private rear amenity space.

Market housing – 50 units

- 12 x 4 bed dwellings
- 34 x 3 bed dwellings
- 4 x 2 bed dwellings

Affordable housing – 12 units

- Affordable rent - 6 x 3 bed (2 of which are bungalows) and 2 x 2 bed.
- Shared ownership – 2 X 3 bed and 2 X 2 bed

There are a number of different house types proposed. The dwellings are all two storey, aside from two affordable rent dwellings which are single storey. The heights of the two-storey units range from 6.4m to 8.2m at ridge height.

The materials proposed are a mix of red brick, carstone and render in colours linen, off-white and mint. The roof tiles proposed are red clay pantiles and grey slate roof tiles. The detailed types are yet to be agreed and will be conditioned as such. Detailing on the dwellings include brick quoin detailing, stone cills and headers, brick headers, covered porches, brick plinths, dormer windows and the inclusion of some chimneys. This will add character and interest throughout the site.

SUPPORTING CASE

1. This reserved matters application relates to Outline Application 19/00274/OM which established the principle of re-development of the Mill. The reserved matters provides the layout, external appearance, scale, and landscaping of 62 dwellings which will replace the mill and provide an attractive residential development in the centre of the village.

2. The Site is located adjacent to four listed buildings; Stoke Ferry Hall (Grade II*), Crown House, Bayfields and The Cobbles (all Grade II). The existing Mill dominates the setting of these listed buildings. In contrast, the reserved matters have been designed to enhance the setting of these listed buildings through the use of smaller buildings, appropriate detailing and suitable materials which reflect and respond to the historic core of Stoke Ferry.

3. Whilst the listed buildings are not in the red line boundary of this application. To further enforce the character of the Grade II* Stoke Ferry Hall, the proposed development will provide it with a large rear garden. This will enhance the setting of the building whilst also providing it with outdoor space.

4. As required by Condition 7 of the outline application, the layout includes a second vehicular access point from Lynn Road. This will reduce the amount of traffic which would otherwise use the main access on Buckenham Drive.

5. The proposed layout maintains the existing route of the Public Right of Way through the Site. The existing Public Right of Way will be enhanced with landscaping creating a green corridor whilst the adjacent dwellings provide natural surveillance and security.

6. The proposed scheme meets the Council's parking standards, and the Local Highway Authority has confirmed it has no objection to the proposal subject to conditions.

7. The new dwellings have been designed to respect the character of the village through the use of a variety of house designs reinforced with the use of local materials and features. The use of materials such as brick, Carstone, and rendering along with details such as chimneys and porches further reinforce the area's character and ensure the development will fit in with its surroundings and enhance the appearance of Stoke Ferry.

8. The proposal will provide a mix of 2, 3 and 4 bedroom homes and includes a 20% policy-compliant affordable housing element with the mix of affordable housing being informed by the Council's requirements. This includes two specifically requested bungalows. The

affordable housing is wholly located within the first phase of the Site to ensure delivery of affordable housing at the earliest opportunity.

9. The applicant has responded to consultee comments which included advice from the Council's Tree, Housing and Heritage Officers as well as the Police Architectural Liaison Officer, which has resulted in an application where there are no objections from any statutory consultees. Council Officers have confirmed the design, use of materials and layout of dwellings is acceptable. The approval of the reserved matters application will not only remove a 'bad neighbour' use which currently has a harmful impact on the appearance of the centre of the village but also on the amenity of residents and replace it with an attractive residential development which reflects and harmonises with the existing character of housing in Stoke Ferry.

PLANNING HISTORY

19/00274/OM: Application Permitted: Planning Committee decision - 31/01/20 - Outline application with some matters reserved for the erection of up to 70 residential dwellings and access - Land On The South West Side of Lynn Road

16/00091/TREECA: Delegated decision - Tree Application - No objection: 14/07/16 - T1 Sycamore Tree - Remove within Conservation Area - Sea Star Fish Bar Kebab Pizza

2/97/1714/F: Application Permitted: Delegated decision - 05/02/98 - Raising of part of roof to vehicle workshop - Favor Parker Stoke Ferry Hall

2/96/1408/F: Application Permitted: Delegated decision - 09/12/96 - New frame and cladding to bulk store area - Favor Parker The Hall Stoke Ferry

2/02/1308/LB: Application Permitted: Delegated decision - 23/10/02 - Alteration to provide office space fire escape and improved access - The Hall Lynn Road

2/02/1309/F: Application Permitted: Delegated decision - 23/10/02 - Provision of fire escape - The Hall Lynn Road

2/93/0320/CU: Application Permitted: Delegated decision - 16/07/93 - Change of use of electrical workshop to storage associated with existing shop and construction of three dwellings - Lynn Road

2/01/0755/CU: Application Permitted: Planning Committee decision - 11/09/01 - Continued use of building for car repairs - Ferry Stores Ltd Lynn Road

2/00/0806/A: Application Permitted: Delegated decision- 11/12/00 - Non-illuminated business sign (revised proposal) - Favor Parker Ltd

2/02/0648/F: Application Permitted: Delegated decision - 06/06/02 - Change of use from garage building to parking area and changing room - Favor Parker Ltd

2/93/1003/LB: Application Permitted: Planning Committee decision - 07/02/94 - Incidental demolition associated with internal alterations of building and construction of extension - Favor Parker Ltd

2/93/0991/CA: Application Permitted: Planning Committee decision - 07/09/93 - Incidental demolition in connection with extension - Favor Parker Ltd

2/93/0990/F: Application Permitted: Planning Committee decision - 07/09/93 - Extension to create new office - Favor Parker Ltd

RESPONSE TO CONSULTATION

Parish Council: SUPPORT

The members of Stoke Ferry Parish Council would like to support this application with the following comments:

- There needs to be some type of official crossings or raised tables, which will slow the traffic through the development. They should be strategically located where the public footpaths lead to the most likely crossing.
- There needs to be some type of screening at the playing field, perhaps tall trees - this was previously asked for.
- At the entrance onto Lynn Road, there needs to be a crossing to slow traffic.

Highways Authority: NO OBJECTION subject to conditions.

With reference to the application relating to the above development (as shown on drawing P18-0840_DE_200_02 rev F), in relation to highways issues only, notice is hereby given that Norfolk County Council recommends that any permission which the Borough Council may give shall include conditions re – visibility splays, and the Traffic Regulation Order for waiting restrictions on Lynn Road.

Internal Drainage Board: NO OBJECTION

The current application relates to conditions associated with the subsequent outline consent that was granted, and which are in turn related to layout external appearance, scale and landscaping. The information required to clear the conditions can/ will be submitted at a later date.

Environmental Health & Housing – Environmental Quality: NO OBJECTION subject to condition/ informative.

Air Quality - At outline we recommended that traffic emissions were to be minimised through best practice principles as recommended by the Institute of Air Quality Management in their development control (2017) guidance. For a residential use as in this case, the provision of electric vehicle (EV) charging infrastructure will be now delivered through the Building Regulations. On the plans submitted against the 62 dwellings there appear only 3 such spaces to prevent the on-street parking from visitors and a condition should be included to request an EV charging layout for these.

A number of the dwellings are shown with chimneys. Whilst these may be ornamental, we must advise that best practice includes stoves to the latest Ecodesign standards and wood storage systems of sufficient capacity. The preference as always is for all space heating sourced from lower carbon renewable sources.

Contamination - The factory is first labelled in historic maps dated 1945-1970. The surrounding landscape is largely residential and industrial. The Site has previously been approved under 19/00274/OM with conditions relating to contaminated land. No further information has been provided to remove these conditions so those still apply.

Housing Enabling Officer: NO OBJECTION

Have reviewed the amended plans and note our objection surrounding the 3 bed rental units has been addressed and these are now proposed as 3 bed 5 person houses which are policy compliant.

Overall the proposed affordable housing is acceptable and meets policy however we do have concerns the affordable units are not adequately dispersed throughout the site. Whilst they do not exceed the maximum affordable cluster size and are therefore policy compliant, they are effectively located in one area of the site and more work could be done to disperse them.

Public Right of Way: HOLDING OBJECTION

We offer a holding objection to this application. The Public Right of Way, known as Stoke Ferry Footpath 17 is within the red line plan of the site. We note that the submitted plans include an indicative line denoting the Public Footpath, this is not adequate. We advise the applicant obtain a Highway Boundary plan to ensure that the full legal alignment and extent (width) remains open and available.

The full legal extent of this footpath must remain open and accessible for the duration of the development and subsequent occupation.

Waste and Recycling Officer: HOLDING OBJECTION

The proposed bin collection points are not adjacent to the adopted highway (now marked as shared surface). It remains necessary to maintain the objection and if approved the Waste Collection Authority will use its powers to determine the collection points which may be different to those in the plans adopted by the LPA. This difference may lead to a loss of amenity to occupiers of the site.

Open Space Officer: NO OBJECTION

- There are lots of grassed areas where it is not clear who would be responsible for maintenance. Any on site landscaping to be transferred to individual purchasers should be within the natural curtilage of the property, or otherwise delineated such that it is clearly the responsibility of the relevant property owner/occupier. Areas that are transferred to individual purchasers but do not fall within the natural curtilage have a tendency to not be maintained. The ownership and maintenance responsibilities of the area and tree between 56 and 57 should be made clear for example.
- Many landscaping areas have no access due to private drives blocking access.
- No access to maintain hedges alongside private drives. Hedging around parking spaces is difficult to maintain if cars are parked there and problematic if it becomes overgrown, so should be set back.
- Clarification on the form of the attenuation basins is needed, if they will contain open water then appropriate boundary treatment (i.e. Fencing) will be required due to the proximity to footpaths to prevent unauthorised/unintentional access.
- The attenuation basins may be hard to maintain depending on depth/steepness.
- The retained poplar trees grow very tall and susceptible to wind damage and branches snapping off.
- The Borough Council is not equipped to collect arisings, so we would not be able to adopt.

- The hedging and trees along the west boundary could become problematic as they grow larger.
- The design of putting random trees in gaps or ends of grass points where the grass meets the path or road is better served by putting them in threes in more open ground.
- A number of trees are planted either at the end or to the side of private roads which means that if we adopt it then we cannot cross private land to maintain it
- The tree near 10 and existing T4 would be planted over the root zone of T4 which will not pass planning regulations.
- Tree near Travena is also too close to buildings and would be near a private road thus unmaintainable.

CSNN: NO OBJECTION subject to conditions.

Note the changes to the boundary treatments of the properties that border the kebab shop car park area since my original comments were made on 13/04/23 and confirm that these address my concerns.

No further comments to add and confirm that we still request conditions re a Construction Management Plan, Site Hours and Air Source Heat Pumps.

Conservation Officer: SUPPORT subject to conditions.

The design of the dwellings fronting Lynn Road have now taken their influences from traditional buildings of a Georgian age found elsewhere in Stoke Ferry. The proportions, including the window positions are aesthetically pleasing and proportionally accurate. This is now acceptable. The render colours represent similar colours to those used already on the same street frontage. This is also therefore acceptable. Please note, we will be expecting the use of timber windows for all buildings on this street frontage. Double glazing is appropriate.

The placement of the wall to the rear of the listed building within phase one of the development is heartening and a flint wall could be appropriate. It is a fine balance here as it needs to be a feature of the development as well as a boundary wall for the listed building. The listed building is of brick construction therefore a nicely detailed brick wall in Flemish bond with good half round copings could be a more appropriate alternative.

The use of materials throughout the estate is complex and there is a large mixture of types, particularly of boundaries. It is also noted that some house elevations are also proposed in carstone. This could be appropriate but, please be aware that the use of pre-cast car stone panels will not be considered acceptable. If car stone or indeed flint is being used on any elevation be it wall or house, these should be traditionally constructed and not pre-cast panels.

The conservation team therefore do not object to the principle of this development in the manner proposed however, we suggest that further consideration is given to the materials proposed for the wall around the listed building and the materials overall given the use of pre-cast panels will not be acceptable.

Should you be minded to approve the application, please consider conditions relating to the following:

- Details of all external materials including a sample panel for masonry elevations of walls and houses and details of render including colour

- Joinery details
- Vents ducts meter boxes and extractor flues

Historic England:

Comments to follow.

Arboricultural Officer: NO OBJECTION subject to conditions.

Support proposals subject to detailed conditions re tree protection and landscaping.

Norfolk Constabulary: NO OBJECTION

Detailed advice provided to the applicant regarding secured by design measures.

Norfolk Fire and Rescue: NO OBJECTION

No 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 and facilities for the fire service and arrangements for emergency service vehicles, as administered by the Building Control Authority.

REPRESENTATIONS

FIVE OBJECTIONS received to the application. These can be summarised below –

- Query regarding boundary lines of application site.
- We do not have enough schools or doctors/ infrastructure to support this amount of housing nor are the roads capable of taking this amount of traffic.
- The 2 storey dwellings that will be overlooking neighbouring properties. With the incline of the land and the stated levels this would mean that the houses are already about 2m higher than our rear boundary. This elevated position would look into our properties and take away privacy. These should be bungalows. There would be 10 new properties overlooking Oxborough Road. The rear boundary has not been specified on the boundary fencing.
- The plans currently show trees in neighbouring garden which are not as shown on the plans.
- Attenuation pond- this is in an elevated position and in wet periods what is to stop this from overflowing and running down into the properties downhill. Also, safety concerns due to it being located next to a busy park. Will this just be an ugly open hole that empties and fills or could this be landscaped to help maintain how wet the ground may become also adding to the local ecosystem.

OBJECTION from The Norfolk & Fens Cycling Campaign -

The scheme fails to meet chapter 9 of the National Planning Policy Framework, and policy CS11 Transport due to its non-compliance with the Norfolk Local Transport Plan policy on Travel Choice. This is due to its failure to consider "opportunities to promote walking, cycling and public transport use [to be] identified and pursued" (NPPF). The policies requiring this are not even mentioned in the Planning Compliance Statement, let alone considered. Moreover, it is a car-centred development proposal which will increase carbon emissions, contrary to the general air quality and climate policies wisely adopted by the borough in 2021.

In particular, the vast majority of dwellings shown have no route towards trip attractors such as the village shop and church which are shorter by cycling than by driving. There is no shorter walking route to the shop, church or bus stop than by walking the driving routes. This obviously will encourage short-distance driving and exacerbate parking problems around the corner shop.

This could be remedied by including a walking and cycling access at the westernmost point of the development. It should be 3m and protected by a bollard that can be collapsed by emergency vehicles, in order to offer emergency access if other estate accesses are unusable.

We also suggest either a similar link should be made to the playing fields from the southwestern corner, or the southern section of footpath to Buckenham Close should be widened to 3m and upgraded to bridleway to enable residents to cycle that way to the playing fields.

We welcome more housing being provided near Regional Cycle Route 30, but it is disappointing that the current proposal doesn't meet even the basic policies for encouraging active travel.

LDF CORE STRATEGY POLICIES

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS11 - Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

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

Policy SF3: Housing Mix

Policy SF4: Design and Character

Policy SF5: Historic Environment and Conservation Area

Policy SF6: Non-Des Heritage Assets

Policy SF9: Development boundary

Policy SF10: Protection of Important Public Views

Policy SF13: Dark Skies

Policy SF14: Protection and Enhancement of Natural Features and Species

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of development
- Form and character and Impact on Stoke Ferry Conservation Area/ Listed Buildings.
- Impact on neighbour amenity
- Access/ Highway safety
- Other matters requiring consideration prior to determination of the application

Principle of Development:

The principle of development has already been established by planning consent 19/00274/OM *'Outline application with some matters reserved for the erection of up to 70 residential dwellings and access'*. Access was approved as part of that application, with all other matters reserved. This reserved matters application is fully in accordance with the extant outline consent.

A Section 106 agreement was agreed as part of that application which secured the affordable housing, open space, and habitats monitoring and mitigation contributions. It also tied the development of the application site with the Furlong Road site (applications 19/00272/OM and 23/00178/RMM) to ensure these were developed in conjunction. The scheme as proposed is compliant with the requirements of the Section 106 agreement.

Form and character and Impact on Stoke Ferry Conservation Area/ Listed Buildings:

The application provides details of the appearance, layout, scale and landscaping of the site. This demonstrates that 62 dwellings can be accommodated within the site alongside the necessary infrastructure.

To the south the site is bordered by contemporary residential development (two storey semi-detached dwellings) of a higher density. To the north and east of the site is the historic core of the village, with four Listed Buildings immediately adjacent. To the west of the site is the established recreation ground. There are three areas of green space proposed within the site with landscaping running throughout. The levels across the site fall away from north to south. With land levels at the front of the site, adjacent to the recreation ground at approximately 11.5, it is approximately 12 at Lynn Road and then fall to 7.5 to the south at Buckenham Drive. The existing land levels are to be retained as shown on the plans.

The details of the layout, dwelling types, design and materials proposed are provided above. Broadly speaking the proposal include a range of two storey dwellings which are two, three and four bedroom units. There are also two single storey dwellings proposed for affordable rent. The scheme proposes a mix of terraced, semi-detached and detached dwellings spread throughout the site. These reflect the mix of housing types to the south of the application site, and the range of buildings within the centre of the village to the north. They also respond to the Stoke Ferry Design Codes document and are entirely appropriate in the locality. The dwellings all include private amenity space and dedicated parking.

The application site lies within Stoke Ferry Conservation Area and immediately adjacent to four Listed Buildings (Grade II and II*) namely Crown House, Stoke Ferry Hall, Bayfields and Cobbles. Stoke Ferry Neighbourhood Plan and Design Codes documents identify the sensitivity of this location. While it is acknowledged that the existing site is an issue for the village and this historic core in particular, the documents stress the need for new development to be *'designed and developed sensitively and sympathetically.'* The documents recognise the importance of the nearby landmarks within the village and the need to protect views across the village. This scheme has sought to achieve this by keeping dwellings to two storey, with the highest pitch at 8.2m. The mix of housing types and materials across the site creates variation in the street scene and rooflines. At the entrances to the site; areas of green space are used to form landmarks to the new development and enhance the street scene.

In terms of architectural vernacular within the village it is clear that there are a range of styles, and as such uniform architectural vernacular should be avoided. The Stoke Ferry Design Codes document identifies the range of materials appropriate to Stoke Ferry which include traditional flint, clunch and brick, with some render and painted brick. Render should be pastel colours. Within the conservation area detailing includes sash windows, red and gault brick, masonry detailing around windows, brick coins. Roof tiles are generally red pantiles and grey slates. The rooflines vary throughout the village as does how far the dwellings are setback from the public highway which adds to the variation.

The applicant has worked alongside the Council's Conservation Officer to secure appropriate features across the site with particularly careful consideration given to the frontage along Lynn Road together with the site layout and density to the rear of the Listed Buildings. Design has evolved through sensitive amendments throughout the planning application which have fine-tuned the proposals into an acceptable scheme. The Conservation Officer has no objections to the development proposed subject to conditions being attached.

The site layout, housing types, design and materials comply with the character of Stoke Ferry. Likewise boundary treatments proposed are acceptable with planting, fencing at prominent locations brick/ stone walls. These are consistent with national and local policy.

In terms of the public realm the proposed layout by retaining existing vegetation/ trees provides opportunity for landscaping and planting throughout the site. The Stoke Ferry Design Codes document highlights the importance of protecting and enhancing green space in the village. While the formal play space will be available off site at the established recreation ground immediately to the west, the scheme provides more informal areas of green space on site. There is also quality planting/ hedging/ trees proposed throughout the site both along the boundaries of the site but importantly also within the street scene. This is in line with the National Design Guide and is supported by officers. The Arboricultural Officer is happy with the submitted survey and proposed retention of existing trees/ planting and supports the proposed landscaping schemes. These can be secured via conditions.

The scheme as proposed is considered appropriate in this location and in accordance with the NPPF, the National Design Guide, policies CS08, CS12 and DM15 of the adopted Local Plan and policies SF3, SF4, SF5, SF6, SF10 and SF14 of the Stoke Ferry Neighbourhood Plan.

Impact on Neighbour Amenity:

The application is bordered to the north west by detached/ semi detached two storey dwellings which front onto Lynn Road and Furlong Road. The separation distance between plot 62 and existing dwelling Lynton is 21m which is considered acceptable. This is reinforced in the Design Codes document which refers to a distance of 20m for privacy. The dwelling type includes only landing/ bathroom windows on the rear elevation. In terms of levels given the existing land levels are to be retained and the dwelling proposed at plot 62 would be 7m in height, this relationship would not give rise to unacceptable levels of harm in terms of overlooking, overshadowing or would appear overbearing. Similarly separation distance of 27m and oblique outlook gives an acceptable relationship between plots 62 and Travena. The Cottage at Lynn Road is substantively separated from proposed plots 62, 51 and 60 by 39m, this relationship also benefits from existing mature tree planting screening which further ameliorates any intervisibility and impacts from scale and massing.

Properties at the Junction of Lynn Road and Furlong Road are separated by the width of Lynn Road itself, Bramcote sits on the corner of the junction and is set back from the street frontage, it has a wall along the frontage with shrub planting along the front garden area. Matters such as intervisibility, massing and scale are appropriately managed between Plots 36 & 37 with regard to existing residential amenities at Bramcote. The separation distance between these is 27m.

Proposed Plots 29 – 35 share a frontage with Lynn Road, they outlook over the road towards the village hall and recently approved Freebridge Development to the North East of the application site. No adverse amenity relationship is created between the village hall, which is otherwise a community use. The recently approved Freebridge development (23/01475/FM) provides areas of car parking and gable end for a terrace of three cottages to the adjacent Lynn Road frontage. In this instance outlook is created towards a single ground floor window and the amenity space of the recently approved terrace (Plot 29), this outlook is suitably screened by a boundary wall and is approximately 11m in distance. The remaining “Freebridge” frontage is given over to open space at the site entrance. Therefore, suitable amenity and outlook relationships are created between existing and proposed residential properties in this instance.

The site is bordered to the south by existing residential development in the form of two storey semi-detached dwellings. The proposed dwellings (Plots 52-54, 44-48) are separated by existing mature planting along the South / South Western site corner to Buckenham Drive, together with the proposed green space and attenuation pond. . The proposed Plots 1 - 10 “crank” around the corner of the primary estate road. Rear views from these plots outlook towards 51 & 52 Buckenham Drive. Separation distances at 38m are again reasonable and further enhanced along the Southern site boundary by existing mature planting in the gardens of 51 & 52 Buckenham Drive.

Officers consider that intervisibility, scale massing and outlook between existing and proposed dwellings is acceptable and complies with relevant policy guidance and case law.

To the east of the application site the Listed Buildings currently have some outdoor space/ outbuildings between the buildings and the application site to the rear. Furthermore, the developers have provided an additional area of garden land to serve Stoke Ferry Hall. While the conversion of these Listed Buildings is to be considered at a later date, under a different

application, it is not considered that the layout or dwellings proposed would restrict the conversion of these or result in neighbour amenity issues.

As stated above the site levels fall from north to south. The land levels are to be largely retained and the applicant has identified proposed slab levels across the site. Given the site layout and dwelling types proposed, the levels would not result in unacceptable overlooking/overshadowing.

Within the application site officers have sought to ensure that residential amenity for future residents is acceptable. All gardens have an area of private amenity space commensurate to the dwelling size. Where the site layout results in proposed dwellings facing/ backing onto each other consideration has been given to the window-to-window relationships with separation distances of at least 20m. Where windows are proposed on elevations within a closer proximity these are non habitable rooms, ie. either landing windows or bathroom/ shower room windows which would be obscure glazed. There are a couple of examples with bedroom windows on the side elevations but in these cases there is sufficient distance to neighbouring windows/ amenity space that they would not give rise to unacceptable overlooking.

CSNN has requested that a lighting scheme is conditioned on the planning consent. This is also appropriate and will ensure compliance with the dark skies policy (SF13) in the Stoke Ferry Neighbourhood Plan. They also request conditions are attached to secure details of air source heat pumps to ensure there are no neighbour amenity issues as a result of their installation.

The Parish Council requested hedging/tall trees/high fencing near the playing field, at the boundary of the houses to alleviate issues with nuisance balls going into gardens. The applicant has agreed to hedging and trees to be planted along this boundary.

As part of the conditions on the outline consent a detailed demolition and construction management plan is required to be submitted and agreed to protect residential neighbours.

In terms of neighbour amenity, the development proposed is considered acceptable and in line with policy CS08 and DM15 of the Local Plan.

Access / Highway Safety:

The site layout proposes two points of vehicular access into the site, one off Lynn Road and the second off Buckenham Drive which were agreed and conditioned as part of the outline consent. A number of highways conditions were attached to the outline consent. These included that no works shall commence onsite until full details of the roads, footways and drainage shall be submitted and agreed, and that these shall be implemented as agreed to the required NCC standard. Further, that visibility splays are secured and that a management and maintenance plan for the streets will be submitted and agreed. The outline permission also secures the provision of offsite highways works to provide a footpath alongside Lynn Road.

The site layout includes a clear road hierarchy with a single primary street running north to south with a secondary lane to the west, with seven private drives off these. This creates a clear street hierarchy. The plots all include the required dedicated parking spaces and some include garages. As such the scheme is policy compliant (CS11 and DM15).

In terms of pedestrian movement through the site the existing Public Right of Way has been retained and the route remains unaltered. The PROW is shown as 2m in width for the extent of this route. There will be two vehicular crossing points across the PROW, however this has

been segregated from the public highway with planting alongside and the site designed so as dwellings overlook this route.

An objection has been received from the Norfolk and Fens Cycling Campaign. Their view is that the scheme fails to adequately consider "opportunities to promote walking, cycling and public transport use [to be] identified and pursued" (NPPF). They state it is a car-centred development proposal which will increase carbon emissions. They suggest additional routes could be introduced for example at the western most point of the site and a similar link should be made to the playing fields.

It is officers view that the development by virtue of its location, centrally within the village, does provide opportunities for walking, cycling, public transport use. However, this is a rural area and it is appropriate that there is adequate provision for car ownership and use. In terms of linkages through the site directly into the recreation ground this was something the Parish Council objected to. However, there are safe routes north to south through the site, as the existing PROW network is preserved and enhanced.

The Local Highway Authority has no objections to the proposed scheme. They do request the inclusion of two conditions, one securing the necessary visibility splays at the junction with Lynn Road, and the second the implementation of a Traffic Regulation Order for waiting on Lynn Road. While these would normally have formed part of the outline consent, given this second access point was a requirement of the outline consent, it is necessary to include the appropriate conditions.

The Parish Council support the application but has suggested traffic calming measures are introduced. This matter has been discussed with the Local Highway Authority and the local ward member. The traffic calming measures were not considered necessary due to the clear road hierarchy and the positive design of the street pattern which itself would slow traffic down.

Finally, the Environmental Quality officer referred to the need for EV charging points within the site. For new residents this will be addressed via building control regulations. In terms of EV charging point for visitor spaces it is not considered that this is a policy requirement and given the nature and scale of the site would be difficult to deliver and maintain.

The development as proposed is in accordance with the NPPF and policies CS11 and DM15 and DM17 of the adopted Local Plan, as well as the Norfolk County Council Parking Guidelines for new developments in Norfolk and policy SF7 of the Neighbourhood Plan.

Other matters requiring consideration prior to the determination of this application:

Flood Risk / Drainage – The application site is in Flood Zone 1 in the adopted SFRA (2018), and therefore not at risk of flooding.

A condition is attached to the outline consent requiring full foul and surface water drainage arrangements to be submitted and agreed by the Local Planning Authority.

Affordable housing/ Housing Needs Assessment – The application proposes affordable housing units in line with the Local Plan, and the outline consent and Section 106 agreement. The Housing Enabling officer does state that the houses are in accordance with the policies, but queries whether these could be better dispersed throughout the site. The applicant has clarified that because it was agreed the affordable units would come forward as part of phase 1 of the development, that is why they are laid out as such. As such, this approach is accepted and will enable early stage delivery of the affordable homes.

Policy SF3 of the Stoke Ferry Neighbourhood Plan considers the housing mix, including the provision of affordable housing and the proposed scheme is in accordance with this. The Stoke Ferry Housing Needs Assessment estimated that 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 focussed on delivering more three-bedroom homes as a priority but with a reasonable proportion of 1, 2 and 4 bedroom homes. This is consistent with the proposed development as proposed.

Open space – As part of the outline planning consent, open space was agreed to be provided on site alongside a financial contribution of £150,000 towards play equipment to be utilised on the adjacent recreation ground. The open space and management/ maintenance of was secured via the Section 106 agreement.

The Public Open Spaces officer has provided detailed comments on the proposed design of the public open space, raising concerns about the potential maintenance of some of these features and identifying what elements the Borough Council would be able to adopt. They also provide their view on elements of the design which in some cases contradicts the features required in terms of their contribution to the street scene, and at the request of the Parish Council. However, it is the intention of the developer to have the public open space maintained by a management company rather than the Borough Council. The details of the management and maintenance of the open space are to be agreed through the works specification required in the legal agreement. The proposals are in accordance with Policy CS14 of the Core Strategy 2011 and Policy DM16 of the SADMPP 2016.

Waste/ Recycling – The applicant has provided bin collection points alongside the highway where it is necessary due to private driveways. We are awaiting updated comments from the Waste and Recycling Officer to confirm the proposed arrangements are acceptable.

Contamination/ Air Quality – The outline consent included conditions 8 to 11 to address potential land contamination issues. These conditions remain binding and so it is not appropriate to replicate these on a reserved matters decision.

Ecology – Condition 23 of the outline consent required development on the site to be in accordance with the recommendations for mitigation detailed within the Appraisal. Again, it is not necessary to repeat this requirement.

Third party objections – Two objections raise concerns about the infrastructure of the village and its ability to cope with additional dwellings. This is a reserved matters application and the scale of development has already been assessed as part of the outline application. As such those comments are not material to the determination of the matters reserved under the outline permission.

The agent has confirmed that the site is entirely within their ownership and the boundaries identified reflect the outline consent.

Concerns are raised about the attenuation pond, the potential condition of this in the longer term, how this will be managed and safety implications of this. The concerns including potential for surface water flooding elsewhere and also whether this would be a safe for residents (especially children). In terms of the maintenance of this area this would be covered by the landscaping management and maintenance agreed through the Section 106 legal agreement, and also as part of the relevant condition. In terms of likelihood of flooding elsewhere; the ponds will be designed to meet the needs of the locality and as such the capacity would be sufficient to achieve nil detriment to the wider local network. This will be considered by drainage engineers under conditional control including the design and depth of the ponds.

CONCLUSION:

The application seeks consent for the reserved matters of scale, layout, appearance and landscaping in conjunction with the extant outline planning consent 19/00274/OM which secured the access arrangements. The application proposes to develop 62 dwellings in total, which includes 12 affordable homes alongside area of open space/ landscaping and associated infrastructure. A Section 106 agreement was agreed as part of the outline application which secured the affordable housing, open space and habitats monitoring and mitigation contributions and tied the development of the site to the Furlong Road site. The reserved matters submission is compliant with the Section 106 requirements and follow the principles of the outline permission.

The proposed scheme provides a good mix of dwellings across the site, including affordable units, and demonstrates that 62 units can be successfully incorporated. The site layout and the form and character of the dwellings proposed is considered appropriate to the locality. The scheme is influenced by the local architecture and materials. It would not cause harm to the conservation area or Listed Buildings but creates an opportunity to improve the historic core of the village. In terms of neighbour amenity there would be no unacceptably detrimental impact on existing and potential residents as a result of the scheme. Extensive landscaping is proposed throughout the site.

In light of the above, it is considered that the proposal complies with the outline permission already granted as well as the provisions of the NPPF and local policy, particularly CS06, CS08, CS11, CS12, DM15, DM16 and DM17. As well as Stoke Ferry Neighbourhood Plan policies SF3, SF4, SF5, SF6, SF7, SF10, SF13, SF14 and Stoke Ferry Design Codes.

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 –

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P18-0840_DE_200_10C	HOUSETYPE PORTFOLIO
P18-0840_DE-200_01	SITE LOCATION PLAN
P18-0840_DE-200_02F	PLANNING LAYOUT
P18-0840_DE_200_03D	MATERIALS DISTRIBUTION PLAN
P18-0840_DE_200_04D	BOUNDARY TREATMENTS PLAN
P18-0840_DE_200_05D	TENURE ALLOCATION PLAN
P18-0840_DE_200_06D	PHASING PLAN
P18-0840_DE_200_07D	PRESENTATION LAYOUT
P18-0840_DE_200_08B	INDICATIVE SLAB LEVELS
P18-0840_EN_0003_D_0001	DETAILED SOFT LANDSCAPE PROPOSALS
P18-0840_EN_0003_D_0002	DETAILED SOFT LANDSCAPE PROPOSALS
P18-0840_EN_0003_D_0003	DETAILED SOFT LANDSCAPE PROPOSALS
P18-0840_EN_0004_D_0001	COMPOSITE LANDSCAPE PLAN

- 1 Reason For the avoidance of doubt and in the interests of proper planning.
- 2 Condition Prior to the installation of any external lighting on the development hereby approved, 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 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.

- 2 Reason In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 3 Condition 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 antivibration mounts, and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 3 Reason In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 4 Condition Before the first occupation of the dwellings hereby permitted the windows at first floor serving the bathrooms and ensuites shall be fitted with obscured glazing. The windows shall be permanently retained in that condition thereafter.
- 4 Reason To protect the residential amenities of the occupiers of nearby property.
- 5 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.
- 5 Reason To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 6 Condition All hard and soft landscape works shall be carried out in accordance with the approved details. 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

- 6 Reason To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 7 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 be 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.

- 7 Reason To ensure the existing trees within the development site are suitably protected throughout the demolition and construction phases of this development.
- 8 Condition The boundary treatments hereby approved shall be completed before the dwellings 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 and retained thereafter.
- 8 Reason To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.

- 9 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 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.
- 9 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 10 Condition No development shall commence on any external surface of the dwellings and walls hereby approved until a sample panel of the materials to be used for the external surfaces of the building(s) and/or extension(s) 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.
- 10 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 11 Condition No development over or above foundations shall take place on site until full details of the window and door 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.
- 11 Reason To ensure that the design and appearance of the development is appropriate in accordance with the principles of the NPPF.
- 12 Condition Full details of all extractor vents, heater flues and meter boxes including their design and location shall be submitted to and approved in writing by the Local Planning Authority prior to installation. Installation shall be carried out in accordance with the approved details.
- 12 Reason To ensure that the design and appearance of the development is appropriate in accordance with the principles of the NPPF.
- 13 Condition No works shall commence on the site until the Traffic Regulation Order for waiting restrictions on Lynn Road has been promoted by the Local Highway Authority.
- 13 Reason In the interests of highway safety in accordance with the NPPF and policy CS11.
- 14 Condition Prior to the first occupation of the development hereby permitted visibility splays measuring 2.4 metres x 43 metres shall be provided to each side of the access with Lynn Road where it meets the near edge of the adjacent highway carriageway. The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- 14 Reason In the interests of highway safety in accordance with the NPPF and policy CS11.