

Parish:	King's Lynn	
Proposal:	The construction of 96 dwellings associated access roads, footways and new areas of public open space and associated external works	
Location:	Lovells Aconite Rd Site Office Front Way King's Lynn Norfolk PE30 2LU	
Applicant:	BCKLWN	
Case No:	21/00855/FM	
Case Officer:	Mr C Fry	Date for Determination: 9th August 2021 Extension of Time Expiry Date: 9th September 2022
Reason for Referral to Planning Committee – The applicant is the Borough Council and there have been objections to the proposal.		
Neighbourhood Plan: No		

Case Summary

The application seeks full planning permission for the construction of 96 no. dwellings, associated access roads, footways and new areas of public open space. Access would be gained from the east via Aconite Road and from the west via Front Way. Fourteen of the proposed units would be affordable homes in accordance with the 15% policy requirement specified by Policy CS09 of the Core Strategy.

The site covers an area of approximately 3.4 hectares and forms part of a wider housing allocation for King's Lynn – Land at Lynnsport under Policy E1.7 of the Site Allocations and Development Management Policies Plan 2016 (SADMPP). It also lies within the development boundary of the town as depicted on Inset E1 of the SADMPP.

The site previously benefited from planning permission for construction of 82 no. dwellings, associated access roads, footways, new areas of public open space and associated external works under planning permission 16/02227/FM. However, this development was never commenced and has since lapsed.

The current application seeks to amend the previously approved scheme, largely retaining the previously approved green spaces and key routes through the site, but making changes to the design of the houses and the approved site layout to allow a slight increase in the overall number of units and affordable homes. This revised scheme also now incorporates green technologies into all of the proposed homes.

The site currently comprises informal open space and a disused hockey pitch. To the north and east lie existing residential areas accessed from Aconite Road and to the south the site abuts the Bawsey Drain with the Lynnsport complex situated beyond. Immediately to the west lies an existing pedestrian and cycle path that links up with Edward Benefer Way to the north and connects to Gaywood to the south. Beyond the pedestrian and cycle route lies Front Way, which is part of the main Lynnsport access road with residential properties situated along its western side.

The site lies within Flood Zone 3 as identified on the Council's Strategic Flood Risk Assessment (SFRA) maps.

Key Issues

Principle of Development
Form and Character
Residential Amenity
Flood Risk and Drainage
Highways Impact
Ecology
Trees, Landscaping and Open Space
Affordable Housing and Other Contributions
Crime and Disorder
Other Material Considerations

Recommendation:

(A) APPROVE subject to conditions and completion of a Section 106 Agreement to secure affordable housing provision, library contribution, open space and habitat mitigation payment within 4 months of the date of resolution to approve.

(B) REFUSE in the event that a Section 106 Agreement to secure affordable housing provision, library contribution, open space and habitat mitigation payment is not completed within 4 months of the resolution to approve.

THE APPLICATION

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The current application seeks to amend the previously approved scheme, largely retaining the previously approved green spaces and key routes through the site, but making changes to the design of the houses and the approved site layout to allow a slight increase in the overall

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number of units and affordable homes. This revised scheme also now incorporates green technologies into all of the proposed homes which include air source heat pumps, EV charging points or ducting for future EV installation and solar panels on just less than one third of the proposed units.

The proposal, should permission be granted, would be constructed in 6 phases in accordance with the submitted Phasing Plan. Phase 1 would comprise development of the access road and houses in the south east portion of the site, phases 2 and 3 would develop the largest areas to the south and north of the access road respectively and the remaining phases 4-6 cover the residential dwellings on the western side.

The dwellings comprise two-storey detached, semi-detached and terraced units with 1, 2, 3 or 4-bedrooms. The proposed palette of materials comprises red and yellow brick with some grey brick detailing and dark grey tiles. Boundary treatments will comprise 0.9m and 1.8m high close boarded timber fencing, 1.5m close board fencing with trellis top (overall height 1.8m) and small areas of brick screen wall 1.8m in height.

The scheme proposes on plot parking in line with current adopted standards with 26 no. units being provided with private garages.

Vehicular and pedestrian access to the site will be via the new Lynnsport access road to the west and via Aconite Road (East) to the east. Additional pedestrian access will be via Aconite Road (West) and Grey Sedge as well as via an existing access from Lynnsport to the south over the Bawsey Drain.

The site lies adjacent to existing open space and recreational facilities at Lynnsport but the scheme also includes provision of on-site areas of informal and formal open space.

SUPPORTING CASE

This application represents the last of the Lynnsport Housing sites, allocated for residential development under Local Plan policy E1.7.

Development of these sites has delivered substantial infrastructure and leisure benefits for the local area, including the new access road connecting the Lynnsport site to the A1078 Edward Benefer Way; a new pumping station and rising main; construction of new sports pitches; the relocation and improvement of a model railway facility on the Lynnsport site; contributions toward the dedication of new wildlife and amenity areas within the Lynnsport site; and the provision of land for the new Greenpark Academy Nursery and Primary School.

In addition to these benefits, the developments have created a significant number of new market and affordable homes in highly sustainable locations, with excellent sustainable transport links into the town centre and nearby facilities and amenities.

This application would complete this work, making good use of the now redundant sports pitches and delivering 96 new homes – including 14 affordable/First Homes, new areas of public open space and, where possible, incorporating 'green' technologies such as Air Source Heat Pumps, Solar panels and EV charging points.

In terms of form and layout, the application is very similar to the consent granted on this site in 2017 (consent reference 16/02227/FM). As before, the proposal 'ties in' with the existing roads and footways on the neighbouring residential development, and offers improved cycle connections through the site.

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Retention of existing boundary trees and the three small woodland copses within the site, together with the provision of an area of linear open space alongside the Bawsey Drain and high quality design and layout throughout the scheme, creates a development which respects the key natural features of the site, and works with and around these features to deliver a development which will have a distinct sense of place.

As with all the Lynnsport sites, the affordable homes will be tenure blind and pepper-potted in parcels across the site, and the development would be first within the Borough to secure the delivery of First Homes within the affordable mix.

The proposal has been subject of extensive discussions with relevant technical consultees and, consequently, there are no objections from these parties in respect of flood risk, highways, ecology, impact on tree or environmental health.

In summary, the application would deliver good quality, and much needed, new market and affordable housing in a highly sustainable location, and has already contributed towards significant infrastructure improvements which confer real benefits for existing and proposed new residents. The development is in accordance with relevant policies of the adopted Local Plan and national policies and guidance and should be permitted.

PLANNING HISTORY

16/02227/FM - Construction of 82 dwellings, associated access roads, footways and new areas of public open space and associated external works. Approved, 10th August 2017 (Committee decision).

RESPONSE TO CONSULTATION

Kings Lynn Area Consultative Committee (KLACC) Planning Sub-Group: NO OBJECTION subject to further clarification on the safety of the cyclepath.

Highways Authority (NCC): NO OBJECTION subject to standard highway conditions relating to detailed plans for roads etc, construction workers parking and construction traffic management plan.

NCC Public Rights of Way (PROW): NO OBJECTION. We have no objection in principle to the application but would highlight that a Public Right of Way, known as King's Lynn Bridleway 5 is adjacent to the Western boundary of the site. The full legal extent of this bridleway must remain open and accessible for the duration of the development and subsequent occupation.

Norfolk Historic Environment Service: NO OBJECTION. Parts of the application area have previously been subject to a programme of archaeological mitigation which has now been completed. Therefore, based on currently available information, the proposal does not have any significant implications for the historic environment and we would not make any recommendations for further archaeological work.

NCC Planning Obligations: NO OBJECTION subject to a condition securing the provision of fire hydrants and a financial contribution of £7,200 towards library services, to be funded through either CIL or S106.

Education - Land for a purpose-built primary school has been secured to serve the Alive Lynnsport development, therefore, Norfolk County Council will not be seeking Education contributions on this occasion.

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Fire - This development will require at least 1 fire hydrant per 50 dwellings (or part thereof to provide adequate fire-fighting water supply) at a cost of £921 per hydrant, which should be dealt with through condition.

Library - Mitigation required at the library serving the development to develop self-service system for local area.

A development of 96 dwellings would place increased pressure on the library and mitigation is required to increase the capacity of the library.

Contribution sought:

- 96 x £75 (cost per dwelling) = £7,200

Environment Agency: NO OBJECTION subject to the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) being adhered to. In particular, the FRA states that:

- Flood resilient construction techniques will be employed up to a level of 4.19m AOD.
- There will be no ground floor sleeping accommodation.
- Safe refuge shall be provided above 3.89m AOD.

Lead Local Flood Authority (LLFA): NO OBJECTION subject to condition. The previous application received an objection on the grounds of:

1. lacking evidence of consent from the King's Lynn (KL) IDB for the uncontrolled discharge from the site to the adjacent Bawsey Drain via two outfalls
2. lacking evidence of consent from the King's Lynn IDB for the uncontrolled discharge from the site to the adjacent Bawsey Drain via two outfalls
3. providing insufficient treatment of water to satisfy the simple index approach as required for all new developments.

The applicant has since provided additional information to satisfy the objections outlined above:

- Notice of Intention to Grant Consent – a letter from KLIDB providing notice of intention to grant consent to discharge surface water run-off into the Bawsey Drain. Final consent will be granted upon payment of a one-off Surface Water Development Contribution to the Board. This document is deemed sufficient to demonstrate that Point 1 described above has now been satisfied.
- 21_05804_C Final Consent – a letter from KLIDB granting consent for the Partial infilling of 2no. existing shallow depressions along the western boundary of the site. This document is deemed sufficient to demonstrate that Point 2 described above has now been satisfied.

With regards to Point 3, it is understood that several constraints on the site have restricted the use of SuDS as part of the Surface Water Drainage Strategy. Notwithstanding this, it is a requirement of the LLFA that an improvement to water quality must be provided with consideration given to the final discharge location, in this case the Bawsey Drain. As such, for this particular application we have no objection subject to conditions being attached to any consent if this application is approved and the Applicant is in agreement with pre-commencement conditions.

Water Management Alliance (IDB): NO OBJECTION. I can confirm that the Board have received three applications for land drainage consent relating to this development, two to relax Byelaw 10 for works within 9 metres of the Board adopted watercourses Bawsey Drain and

Seabank Rising Main respectively, and another to discharge surface water to a watercourse under Byelaw 3. Each of these applications are being considered by the Board and are nearing the final stages of the process.

Anglian Water: NO OBJECTION.

Natural England : NO COMMENT. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.

Norfolk Constabulary: NO OBJECTION but recommendations provided in order to achieve the Secured by Design Gold award.

Norfolk Fire & Rescue: NO OBJECTION.

BCKLWN Housing Enabling Officer: NO OBJECTION subject to completion of a S106 agreement to secure the proposed affordable housing.

I have looked at the above application and can confirm that the site area and number of dwellings proposed trigger the thresholds of the Council's affordable housing policy as per CS09 of the Council's adopted Core Strategy.

At present a 15% provision is required on sites capable of accommodating 10 or more dwellings and/or 0.165ha in King's Lynn. The affordable housing provision is then further split into 70% of the affordable homes being made available for rent, 25% for First Homes and 5% for Shared Ownership or any other intermediate product that meets the intermediate definition within NPPF, meets an identified need in the Borough and is agreed by the Council. In this instance 14 units would be required, 10 for rent, 3 for First Homes and 1 for Shared Ownership.

First Homes is a new form of affordable housing, First Homes are to be sold by developers to eligible households at a discount of at least 30%. The council have published a guidance note for developers on First Homes.

It is important for the applicant to note that we operate a dynamic approach to viability whereby the affordable housing thresholds and percentages are reviewed on an annual basis and informed by the following factors;

Market Land Values
House Prices
Level of contribution sought overall
Index of Build Costs

However any S.106 agreement signed before the review will provide the prevailing affordable housing percentage at the time of determining the application.

The affordable housing should be fully be integrated with the general market housing in order to achieve mixed and sustainable communities in which the accommodation is tenure blind. An objection from us is likely if this is not met.

The affordable units must be transferred to a Registered Provider of Affordable Housing agreed by the Council at a price that requires no form of public subsidy.

A S.106 Agreement will be required to secure the affordable housing contribution.

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BCKLWN Environmental Quality: NO OBJECTION subject to unexpected contamination condition and a condition requiring all traffic associated with the development for the duration of the construction period to comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' that goes northwards to the A1078 unless approved in writing with the Local Planning Authority.

The Council's Environmental Quality team have also requested clarification from the applicant whether the recommended gas protection will be included in design or if further monitoring and gas risk assessment will be carried out.

BCKLWN Community Safety & Neighbourhood Nuisance (CSNN): NO OBJECTION subject to condition.

The acoustic report deals with two main aspects of noise and vibration namely from the construction phase of the development and from traffic noise from existing and proposed roads during the occupation of the residential development.

The construction noise assessment has been made on the basic assumption that general construction hours would be from 07:00-19:00 Monday-Friday and 07:00-13:00 Saturday. This is incorrect and should be 07:00-18:00 and 08:00-13:00 with no times on Sundays and Bank Holidays. As such I do not think this would make a great deal of difference to the assessment as much of the noise, vibration and dust control can be addressed through a Construction Environmental Management Plan (CEMP) and through BS5228. This and other mitigation measures proposed should be put together in the CEMP along with dust control measures. I have reviewed the construction traffic management plan which is satisfactory again, these measures should be integrated into a CEMP. The traffic management plan has the correct construction hours detailed.

I am in agreement with the noise assessment for the functional/occupational phase of the development which proposes trickle acoustic vents to windows on 11 plots located on the western boundary of the development. The mitigation measures should be installed as per the approved document.

I would recommend that the developer/applicant create a CEMP as suggested above and incorporate the noise and vibration controls proposed along with construction traffic proposals with an addition of dust control measures. This document is a dynamic document and should be updated with each phase of works and should certainly include any changes to the construction methods.

BCKLWN Greenspace Officer: NO OBJECTION to latest revised drawings.

Previous comments received 26th Jan 2022:

- Can we confirm if 'Type 6 Mews' roadways will be adopted as public highway, as it seems we (and the IDB) will need to access the open space areas and no development zone via these roadways;
- A level of integration between the pre-existing open space and new open space areas on the development boundary is needed (to the north of the development) – whilst buffer/boundary landscaping should be maintained, areas of access between the adjoining open spaces with ride on equipment would aid maintenance; new tree planting should be appropriate for planting in an urban setting, with careful consideration to final height and spread (with no fruiting varieties in/around areas of hard landscaping);
- Responsibility for alleyways should be clearly defined (vested in respective owners/occupiers), preferably gated to prevent unauthorised access; driving over pathway to access the no-development zone is not ideal – an alternative suggestion might

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be to bring the 'Type 6 Mews roadway down to meet the no development zone, with the footpath coming in to meet at a right angle (with dropped bollards to stay where they are to prevent vehicles parking in the way); and

- Knee rail fencing adjacent to parking bays serving plot 24 needs to follow around the parking bays (rather than cutting across and blocking access to the no development zone!).

BCKLWN Tree Officer: NO OBJECTION subject to a condition requiring the development to be carried out in accordance with the submitted arboricultural report and plans authored by C J Yardley, Landscape Survey, Design and Management.

BCKLWN Emergency Planner: NO OBJECTION.

BCKLWN Waste & Recycling: NO OBJECTION.

REPRESENTATIONS

8 letters of **OBJECTION** and 2 **NEUTRAL** representations have been received from local residents. The expressed concerns can be summarised as follows:

- Huge concerns over the opening up of Aconite Road linking it to North Lynn. Aconite Road and Marsh Lane are in no way suitable for the extra volume of traffic that will come with all the new housing. Both Aconite Road and Marsh Lane have a lot of cars parked in daily and this will cause problems with high traffic levels. Marsh Lane already struggles daily with the amount of cars during peak times.
- Currently Aconite Road is a quiet cul-de-sac with very minimal traffic, this part of the road is frequently used by children playing and will make this very unsafe for them to do anymore. There are a large amount of deer and other wildlife who cross over this part of the road, currently very safely, but again this will no longer be safe for them.
- The proposed building of 96 dwellings and joining Aconite Rd to North Lynn will vastly increase the traffic and noise (could be in the region of 200 extra cars from the houses plus the traffic cutting through as a short cut) to unacceptable levels, particularly around peak work, school times and in unsociable hours.
- There is likelihood of over parking in the current resident parking spots or indeed blocking of driveways. Surely the road could just run from the North Lynn end without the need to connect to Aconite as the Marsh Lane to Aconite already receives a high traffic load and the extension will just make it a lot worse.
- The green land at the end of Grey Sedge, formerly a walk through orchard, is a thriving habitat of deer, birds, small grass snakes, frogs and newts and lots of other wild-life and this should be respected and preserved.
- Increased strain on the surrounding support infrastructure, particularly doctor surgeries, which are already under great pressure.
- Connecting Aconite Road to North Lynn will only increase the rat-running on Marsh Lane. The drawings downgrade the cycling link from Lynnsport and Leisure Park to a "pedestrian access" and show the northern footway alongside the rat run abruptly changing width at the site boundary, rather than connecting to nearby cycleways.
- Page 13 of the Design and Access statement shows that they are deliberately connecting a "proposed primary spine vehicular road" to a "secondary vehicular road" and despite the claim of "inclusion of cycleways" in that document, this development includes none.
- This plan does not comply with the Borough Core Strategy Policy on Transport because it does not encourage cycling and walking.
- This is criminal activity trying to get permission for more than the original planning that showed 86 not 96. I am not very happy with the application because you are taking away more green space and destroying it again.

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- I have heard that when building works commence the piles are going to be hammered in the ground which will have major impact on the surrounding houses and the noise from hammering them in.
- My property backs onto the main through road, Front Way, which will be opposite the proposed new builds. With the current new estates opening at Lynnsport, and at the bottom of Marsh Lane, the level of traffic has increased significantly, the stretch of road is a rat run for many at all hours, and drivers already have little respect for our vehicles which are parked, squeezing past each other in their impatience.
- Road flooding is continually increasing, which has never been an issue in the years I have lived here.
- The road layouts do not allow for the potential 100+ cars which will undoubtedly come with the new dwellings.
- Are there enough jobs locally for these houses? How are we maintaining our income as a town? Will the roads out of town be further inundated during rush hour increasing the working day for all?
- What is being actioned to help ease the pressure on the hospital, doctors, schools etc
- The green space here has diminished significantly, with only Lynnsport fields on either side "protected", but this will no longer be enjoyed as it once was, if further overcrowded.
- I can see from the proposed plan that there will be a public pathway coming out right outside my house. This will not only lower the price of my house, but change the peacefulness that me and my neighbours have had for so many years.
- There are many houses already here that have been underpinned and since the site was cleared we have had flooding of heavy rainfall outside our front gate.
- Marsh Lane is too small to take any more traffic. It is already dangerous with the excessive amount of traffic now the road has been linked to the other new houses recently built. The road is now used as a short cut to North Lynn. The condition of the road surface is also very poor due to the excessive traffic and more houses will make it worse.
- I am concerned that Aconite Road is now going to be the main access to this development which will mean a significant increase in traffic through the existing estate and Marsh Lane to gain access to Wootton Road for schools and Gaywood etc. At present the road surface of Marsh Lane is in a terrible state - uneaten surfaces and many potholes.
- My property is not showing correctly on the site roof map. 5 years I purchased land adjacent to my property 38 Greysedge. My new boundary isn't showing on your map.
- I have concerns regarding the fact that my property will be overlooked by the new properties. The land on the proposed development site is at least 3 feet above my property and I believe that I will lose all privacy within my own home as residents of the proposed properties backing onto my home will be able to see into windows on both floors as well as my rear garden.
- I currently benefit from sunlight to the rear of my property from sunrise until mid to late afternoon, I believe that if the proposed development goes ahead then I would lose this natural sunlight for the majority of the day. This would have a severe impact on my mental wellbeing and have financial implications too. If I lose the sunlight into my lounge and rear bedroom then I would have to rely on central heating more than I currently do.
- I also have safety concerns regarding the fact that the quiet dead end I currently enjoy will be completely spoilt. Having seen the limited parking and narrow roads on other parts of the development I have real concerns about the level of traffic passing past the front of my property and the amount of vehicles parked on the main thoroughfare.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

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CS03 - King's Lynn Area

CS08 - Sustainable Development

CS09 - Housing Distribution

CS11 - Transport

CS12 - Environmental Assets

CS13 - Community and Culture

CS14 - Infrastructure Provision

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 - Presumption in Favour of Sustainable Development

DM15 - Environment, Design and Amenity

DM16 - Provision of Recreational Open Space for Residential Developments

DM17 - Parking Provision in New Development

DM21 - Sites in Areas of Flood Risk

E1.7 - King's Lynn – Land at Lynnsport

NEIGHBOURHOOD PLAN POLICIES

Neighbourhood Plan: N/A

NATIONAL GUIDANCE

Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

PLANNING CONSIDERATIONS

The main issues for consideration in this application are:

- Principle of development;
- Form and character;
- Residential amenity;
- Flood risk and drainage;
- Highways impact;
- Ecology;
- Trees, landscaping and open space;
- Affordable housing and other contributions;
- Crime and disorder; and
- Other material considerations.

Principle of Development

The application site lies within the development boundary of King's Lynn and covers an area of approximately 3.4 hectares.

The site forms part of a wider housing allocation in the adopted SADMP. Policy E1.7 – Land at Lynnsport relates specifically to these sites and states: 'Land amounting to 9.1 hectares is allocated for residential development of at least 297 dwellings. Development will be subject to compliance with the following:

1. Provision of a new road linking the site to the A1078 Edward Benefer Way, minimising negative impacts on the existing cycleway;
2. Submission of a site specific Flood Risk Assessment;
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. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - Informal open space (new and/or existing);
 - Pedestrian and cycle routes (new and/or existing) which provide a variety of terrains, routes and links to greenspace and/or the wider footpath and cycle network;
 - A contribution to greenspace provision or management in the wider area within which the site is located;
5. In judging the amount of on-site open space appropriate under Policy DM16 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport adjacent to the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
6. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
7. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
8. Provision of affordable housing in line with the current standards.

The site previously benefited from planning permission for construction of 82 no. dwellings, associated access roads, footways, new areas of public open space and associated external works under planning permission 16/02227/FM. However, this development was never commenced and has since lapsed. Notwithstanding this, it is an allocation of the development plan, thoroughly tested through the development plan process in terms of siting and impact on local infrastructure including traffic and benefits from a previous planning permission; the comments of Third Parties cannot therefore be supported.

In light of the above policy and planning history background, the principle of residential development on the site is considered to be acceptable provided the scheme complies with the requirements of Policy E1.7 of the SADMP, all other relevant policies of the Development Plan and national planning policy and guidance.

Form and Character

Existing residential development in the surrounding area is relatively generic comprising red and buff brick two-storey semi-detached and terraced dwellings situated off both Front Way / Reid Way to the west and Aconite to the north and east. Further to the north off Lynnsport Way lies the more recent development of Winter Nelis Way which comprises more varied house types in a blend of buff and red brick and render.

According to the National Design Guide Statement submitted in support of the application, the proposed development builds on the principles established at Marsh Lane, Lynnsport 3 and the more contemporary approach at Lynnsport 4 and 5. The proposal aims to respect the existing grain of development creating new avenues that connect with the established roads improving both access and permeability. The new access / spine road through the site will link Front Way with Aconite Road enabling the creation of mews type development off it, interspersed with existing and new tree planting as well as areas of open space.

The density of the proposed development is approximately 27dph. Whilst this is lower density than the housing to the north and west it is more in line with the other recent Lynnsport developments.

The proposed dwellings comprise a mix of two-storey detached, semi-detached and terraced properties with the following breakdown:

- 6 x 1-bed semi-detached houses;
- 14 x 2-bed terrace houses;
- 12 x 2-bed semi-detached houses;
- 12 x 3-bed semi-detached houses;
- 30 x 3-bed detached houses; and
- 22 x 4-bed detached houses.

Overall it can be said a relatively simple, contemporary approach has been taken for the design of all the proposed dwellings that would provide consistency across the site and integrate well with existing development. However, it also allows for variety and interest through the use of different materials, variation in roofscapes and a wide selection of house types.

Each house will have direct access to its rear garden with provision of adequate space for the storage of 3 no. 240 litre wheelie bins to accommodate general waste, recycling and garden waste if required in accordance with the Council's recycling policy. All houses will also have bike storage within their rear gardens and additionally 26 no. units will have their own garage.

In terms of green technologies, 30 no. units are to be provided with solar PV panels, 26 no. units will be provided with an EV charging point and 52 no. units are proposed to be ducted for future EV installation. All residential units will have an air source heat pump that will provide a sustainable and cost effective system for all users.

Overall it is considered that the proposed scheme will function well and result in a development that integrates with and enhances the existing residential development in the locality. As a result, the proposals are considered appropriate for the site and its surroundings and would not result in any significant harm to the established form and character of the area. The proposal therefore complies with the NPPF, NDG, Policies CS08 and DM15 of the Local Plan.

Residential Amenity

In terms of the relationship between the proposed development and existing residential properties on Front Way and Aconite Road, the new dwellings would be sufficiently separated to prevent any overbearing impact or loss of privacy / overlooking. The wider impact of the proposal on these properties and the area generally in terms of any noise and air quality impacts has been considered separately by the Council's Environmental Health & Housing teams who have raised no objection to the proposed development.

In addition to the relationship with existing residential properties surrounding the site, the relationships between units within the proposed development itself has been considered. All dwellings are to be provided with sufficient private amenity space and where properties have a direct back-to-back relationship with each other there would be a separation distance of approximately 21 metres which is considered to be acceptable and would provide a good quality living environment for future occupiers.

It is therefore concluded that the development would not result in any significant detrimental impact on residential amenity and Third party comments cannot therefore be supported. The proposal therefore complies with the NPPF and Policies CS08 and DM15 of the Development Plan.

Flood Risk and Drainage

The site lies within Flood Zone 3 as identified on the Council's Strategic Flood Risk Assessment (SFRA) maps and is therefore in an area at potential risk of flooding. Both national and local planning policies and guidance seek to steer new development away from areas at risk of flooding by virtue of applying the sequential test. However it is not necessary to undertake the sequential test on allocated sites (as it is considered that this occurred during the allocation process (NPPF paragraph 162). Further, and in line with Development Plan Policy DM21, only the second element of the exception test is required (as it is likewise considered that the first element (wider sustainability benefits) is deemed to be met by the allocation process).

The second part of the exception test requires that a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible, will reduce flood risk overall. Neither the Environment Agency (EA) nor Lead Local Flood Authority (LLFA) object to the proposed development subject to conditions relating to flood resilient construction techniques up to a level of 4.19m AOD, no ground floor sleeping accommodation and safe refuge to be provided above 3.89m AOD.

Drainage:

The main proposed foul water sewers to serve the housing development will be adopted by Anglian Water.

In line with the other Lynnsport residential developments and the previous planning consent for this site, the application proposes a targeted scheme of surface water treatment which sees all water falling on private drives filtered through permeable paving before storage in a tanked system (below the drives) and discharge into the IDB Bawsey Drain (which has been agreed in principle by the Water Management Alliance). Water butts are also proposed on all properties. The details of the proposed system, and an assessment of the suitability of other SUDS methods to the site, are included within the submitted FRA.

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The LLFA originally raised an objection to the application as they considered there were points of clarification required regarding the proposed surface water drainage strategy. However, following the submission of additional information the LLFA have now confirmed they have no objection to the proposed development, subject to a condition requiring submission and approval of detailed designs of the surface water drainage scheme. This will need to provide evidence that an assessment has been undertaken of the inclusion of filter strips and filter drains in the drainage design to treat water runoff from highways prior to discharge. In addition to any filter strips and filter drains proposed, the LLFA have advised the design should include proprietary treatment systems prior to outfall to ensure that mitigation for all runoff based on the Simple Index Approach has been achieved for each outfall.

The proposal adequately addresses flood risk and drainage matters and the statutory consultees are satisfied with the scheme. The proposal therefore complies with the NPPF and Policies CS08 and DM21 of the Development Plan.

Highways Impact

The site would be accessed via Aconite Road to the east and Front Way to the west. The site layout demonstrates that safe access can be achieved from the existing public highway network, with the required visibility splays achieved.

There are no existing public rights of way crossing the site, however there are a number of permissive routes which cross the site and, by way of a footbridge over the Bawsey Drain, provide a north/south link between the estates to the north and the Lynnsport site to the south. This north/south link would be retained within the development along with additional pedestrian access points provided via Aconite Road (West) and Grey Sedge.

On plot parking is to be provided in accordance with current parking standards with 26 no. units having private garages. The majority of these would be single garages, although 3 no. 4-bed units would have double garages.

Overall it is considered that the site can be accessed safely and that development of the scale proposed could be accommodated by the existing and recently approved highway network. Whilst Third Parties object in principle to the additional traffic in this location, the proposal would not result in any unacceptable impacts on traffic flows or highway safety, therefore NCC Highways have raised no objection to the proposed development subject to conditions.

The proposal therefore complies with the NPF and Policies CS11, DM15 and DM17 of the Development Plan.

Ecology

The submitted application was accompanied by a Phase 1 Habitat Survey (2015), Ecological Survey Update (dated 6th October 2021 by James Blake Associates), Updated Water Vole Survey (dated July 2021 by James Blake Associates), Reptile Survey (dated May 2021 by James Blake Associates), Great Crested Newt eDNA Survey (dated 24th May 2021 by James Blake Associates) and Bat Emergence/Return to Roost and Bat Activity Survey Report (dated December 2021 by James Blake Associates).

In summary the results are as follows:

Water Vole — A number of water vole latrines, and burrows potentially used by water voles, were recorded south of the site on the banks of Bawsey Drain. A single juvenile water vole was also seen in Bawsey Drain during the survey. As a result, it has been concluded by the ecologist that low numbers of water voles are likely to be present in the immediate area.

A wide easement along the north of the Bawsey Drain is proposed to be retained as part of the proposed development, which will act as a buffer between the drain and the construction zone. Therefore, it is unlikely that water voles will be negatively impacted by the proposed development.

Recommendations are made regarding the reduction of potential impacts and enhancements for water voles. It is recommended that precautionary measures before and during construction are implemented, as well as an appropriate management plan.

Reptiles — No reptile species were recorded using the site during the survey period. Therefore, no mitigation or constraints to the development apply to the site, with respect to reptiles. However, the site has the potential to be enhanced for reptiles post-development.

Great Crested Newts (GCN) — Updated GCN eDNA testing was conducted on 3 ponds within 500m of the site. No evidence of GCN eDNA was found within any of the samples. However, the results from Pond 2 were 'indeterminate' due to evidence of degradation or residual inhibition. Pond 2 is located between Pond 1 and 4, within 20m of Pond 1; it is therefore considered unlikely that GCN are currently using the waterbodies on or within 500m of the site boundary.

Badgers — No setts or evidence of badger activity with regard to hair, latrines or snuffle holes were recorded on the site itself or within 30m of the boundaries during the survey.

Bats — Overall bat activity throughout the site was considered as 'moderate' with the majority of foraging and commuting activity focused on the watercourse adjacent to the southern boundary, and the eastern boundary. Bat activity was dominated by common and soprano pipistrelle; other species recorded included noctule and brown long-ear bats. Recommendations for mitigation are therefore proposed that include retention of existing boundary hedgerows and trees where possible, provision of lighting minimisation precautions and installation of bat boxes on suitable retained trees at the boundaries of the site and proposed new buildings.

In addition to the above survey reports and in accordance with their recommendations, a Landscape and Ecology Plan has been submitted that identifies suitable locations for bat, sparrow and general bird boxes to be installed or integrated in certain buildings or on retained trees. The Plan also shows hedgehog links between residential gardens.

In order to ensure the proposed development would not have any detrimental impact on protected species, should planning permission be granted, a suitable condition has been recommended in order to ensure the development is carried out in accordance with the proposed mitigation / enhancement recommendations of all submitted protected species survey reports and the Landscape and Ecology Plans, Part 1 and Part 2 (dwg nos. 016 rev P12 and 017 rev P05). The proposal therefore complies with the NPPF and Policy CS12 of the Development Plan.

Trees, Landscaping and Open Space

Trees and Landscaping: The works to trees required as part of the proposed development can be summarised as follows:

- Removal of T7, all of G21, part of G22 (5 trees), part of G23 (9 trees), T45, G52 and part of G59 (approx. 9 trees). A landscaping scheme is proposed which will provide some replacement planting.

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- The canopies of T20 and T50 (high amenity value Oak and Ash) will need to be reduced on their southern sides. The amount of reduction will not adversely impact significantly upon the forms of the trees.

A significant number of existing trees are proposed to be retained as part of the development which has naturally resulted in the provision of green spaces around them and allowed the opportunity for new dwellings to face onto them. Additionally, in order to balance the necessary hard landscaping, additional tree planting is proposed in order to help create a high quality verdant environment for future residents. The green no development zone / buffer in the south of the site adjacent to the Bawsey Drain will also help assimilate the proposal into its surroundings and will provide attractive views for both existing and future residents.

The Council's Arboricultural Officer has no objection to the proposed development on condition that it is carried out in accordance with the submitted Arboricultural Impact Assessment, Tree Protection Plan & Method Statement prepared by C J Yardley Landscape Survey and Design (updated August 2021).

Open Space: Policy DM16 of the SADMPP requires that schemes of 100+ homes must make provision for 2.4ha of open space per 1000 population and that this open space must comprise approximately 70% amenity, outdoor sport or allotments, and 30% suitably equipped play space; schemes of between 20 and 99 homes need only provide the 30% suitably equipped play element.

Whilst this scheme is by itself for 96 houses, it forms part of a wider allocation (in combination with Lynnsport 3 and Lynnsport 4 and 5) for the delivery of 100+ houses. There is no specific guidance as to how the 70% provision should be divided between amenity, outdoor sport and allotment, though the supporting text to policy DM16 suggests that half of this space should be made available for pitch sports (1.2 ha of the 2.4ha total provision, per 1000 population). Notwithstanding this, it is the case that both the site allocation policy E1.7 and policy DM16 make provision for some flexibility when applying this standard.

Policy DM16 enables the Council to adopt a flexible approach to the types of public open space required within a particular scheme where it can be demonstrated:

- 1) That there is an excess of provision available in the locality; or
- 2) Where opportunities exist to enhance existing local schemes; or
- 3) The townscape or other context of the development is such that the provision of open space is not desirable.

This flexibility is mirrored in site specific policy E1.7 (Lynnsport sites), which states: 'In judging the amount of on-site open space appropriate under Policy DM16 regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport adjacent to the site). The Borough Council will consider flexibility of open space requirements where this would result in qualitative and quantitative benefits to the community and where preceding habitats requirements are met.'

In summary, based on all the Lynnsport sites Policy DM16 requires allocation E1.7 to deliver 0.85 ha of amenity, outdoor sports or allotment space. The approach proposed by the applicant would deliver a minimum of 2.82ha of such space.

It has previously been agreed with the Council's Greenspaces team that the approach for the Lynnsport sites would be to deliver the majority of the equipped areas for play outside the individual development sites but within the wider Lynnsport site. It was considered that the combination of providing small areas for play within each site and the consolidation of the equipped play facilities in one single area, providing one large facility at a location already

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used for play and which is readily accessible by a series of foot and cycles ways from the development sites (and neighbouring residential developments), represents the best approach to open space provision for both existing and future residents and the users of Lynnsport.

Offsite, the previously approved scheme for this site, along with development at the other Lynnsport (policy E1.7) sites, has already enabled the Lynnsport Neighbourhood Area of Play (NEAP) to be provided. This facility has been delivered alongside the provision of new sports pitches, wildlife areas and areas of public open space situated within the wider Lynnsport site.

On site, 3,787 square metres of open space is provided which includes retention of existing wooded copses in addition to the provision of the green 'no development zone' to the north of the Bawsey Drain.

The footpath network is designed specifically to connect existing links and open space safely and efficiently across the site. The proposal also includes a dedicated 3m wide cycleway along the proposed spine road linking Front Way and Aconite Road, connecting in to the existing cycle path network.

Taking into account the onsite provision proposed coupled with the fact the application site and other Lynnsport developments have already enabled the delivery of the NEAP and the improvement and opening up of substantial areas of public open space that far exceeds normal requirements (contrary to Third Party assertion), it is considered that the application proposal meets the requirements of both DM16 and the open space requirements of site allocation policy E1.7 of the Development Plan.

Affordable Housing and Other Contributions

Affordable housing: The site area and number of dwellings proposed trigger the thresholds of the Council's affordable housing policy CS09 of the Council's adopted Core Strategy. At present a 15% provision is required on sites capable of accommodating 10 or more dwellings and/or 0.33ha in King's Lynn. The affordable housing provision is then further split into 70% of the affordable homes being made available for rent, 25% for First Homes and 5% for Shared Ownership or any other intermediate product that meets the intermediate definition within NPPF, meets an identified need in the Borough and is agreed by the Council.

In this instance 14 units are to be provided which meets the 15% policy requirement: 10 units for affordable rent, 3 units for First Homes and 1 unit for Shared Ownership. First Homes is a new form of affordable housing that are to be sold to eligible households at a discount of at least 30%.

The affordable housing units proposed are fully integrated and suitably pepper-potted with the proposed general market housing in order to achieve a mixed and sustainable community that is tenure blind. Cluster sizes are also considered to be acceptable and accord with Council policy. As a result the Council's housing team raise no objection to the proposal.

A S.106 agreement will be required to secure the affordable housing provision.

Other Contributions: In addition to the provision of affordable housing, Norfolk County Council have advised a financial contribution of £7,200 towards library services is required and this is proposed to be secured via the S106 agreement. This is because a development of 96 no. residential units would place increased pressure on the library and mitigation is required to increase capacity through provision of a self-service system. The required contribution of £7,200 has been calculated on the basis of 96 no units x £75 (cost per dwelling).

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In terms of education requirements, land for a purpose-built primary school has already been secured to serve the overall Alive Lynnsport development and surrounding area, therefore, Norfolk County Council have confirmed they will not be seeking Education contributions on this occasion.

As the application was already in the system before 1st April 2022 (when increased charging came into effect), the Habitat Monitoring and Mitigation Payment of £55 per house (index linked) will also need to be secured via the S106 agreement. This amounts to a total of £5280.

Whilst the scheme is CIL liable, the unparished area of King's Lynn is zero rated for CIL.

Crime and Disorder

Norfolk Constabulary has raised no objection to the proposed development. They have made some recommendations to further improve security on site and consider the development would easily achieve the Secured by Design Gold award if these are incorporated into the scheme.

Other Material Considerations

KLACC comments: KLACC Planning Sub-Group raised no objection to the proposed development subject to further clarification on the safety of the cyclepath. During the meeting it was clarified that NCC would carry out a safety audit at the detailed design stage for the spine road that crosses the existing cycle path that runs north south along Front Way, adjacent to the western boundary of the site.

Contamination: A Site Investigation prepared by Norfolk Partnership Laboratory (LOVE0048 dated Oct 2019) was submitted with the application which refers to earlier reports: King's Lynn, Lynnsport 1, Desk Study and Risk Assessment; Report No LOVE0032; Norfolk Partnership Laboratory; July 2016, (previously submitted report as part of 16/02227/FM) King's Lynn, Lynnsport 1, Stage II QRA report; Report LOVE0048; Norfolk Partnership Laboratory, November 2018.

The 2016 Desk Study report identifies potential sources of contamination and recommends further investigation and risk assessment. The 2019 report refers to some ground investigation and soil sampling which was carried out primarily for geotechnical purposes.

A Site Investigation & QRA Report ref LOVE0048, October 2018 has also been submitted which reviews the earlier desk study and presents an initial conceptual site model. It is reported that 14 window sample holes were drilled to a maximum depth of 6.00 metres and samples recovered for laboratory analysis. The report also contains details of ground gas monitoring. Methane is not reported to have been detected and some commentary is provided regarding the presence of CO₂. The report concludes that the site represents a potential low risk to human health and controlled waters, and that If ground gas protection measures in accordance with NHBC Amber 1 are included within the proposed properties the site will pose a low risk to buildings and services. The report also recommends further ground gas monitoring and includes recommendations on the re-use of site-won topsoil.

Based on the information provided, the Council's Environmental Quality team (EQ) have recommended the imposition of an 'unexpected contamination' condition, which can also address the requirement to inspect site-won topsoil to ensure it is as encountered during the site investigation.

However, EQ have also requested clarification from the applicant whether the recommended gas protection will be included in design or if further monitoring and gas risk assessment will

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be carried out. It is possible that any gas protection measures could be agreed and validated under building regulations if required. Further clarification has therefore been sought and will be reported in late correspondence.

The comments of Third Parties have been addressed in the main body of the report.

CONCLUSION

This application is for development of part of a wider housing allocation in the adopted Local Plan and would provide 96 dwellings (including 15% policy requirement of 14 no. affordable units) on a site that is extremely well located within Kings Lynn. The site has also previously benefitted from planning permission for a scheme for 82 no. dwellings that has only recently lapsed.

The application would deliver good quality, and much needed, new market and affordable housing in a highly sustainable location, which would offer real benefits for existing and proposed new residents.

The supporting technical reports demonstrate that impacts relating to noise, air quality, flood risk, drainage and ecology have been fully considered and can be satisfactorily mitigated where necessary. The proposal would also not result in any significant harm to highway safety or residential amenity.

The development of the wider allocation has already resulted in overprovision of open space (as required by policy) in the locality of the site which benefits the wider neighbourhood and will also benefit the proposed development. On site open space provision is also included within the current proposal that would integrate well with existing areas to the south of the Bawsey Drain.

The proposal therefore accords with the provisions of the NPPF, NPPG and National Design Guide, and Local Policies contained in the Core Strategy 2011 and SADMPP 2016. As a result it is recommended that planning approval be granted subject to conditions set out below and the completion of a S106 legal agreement to secure the necessary planning obligations.

RECOMMENDATION:

(A) APPROVE subject to conditions and completion of a Section 106 Agreement to secure affordable housing, library contribution, open space provision and habitats mitigation payment within 4 months of the date of resolution to approve:

- 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 No works shall commence on the site until such time as detailed plans of the roads, footways, cycleways, street lighting, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. All construction works shall be carried out in accordance with the approved plans.
- 2 Reason This needs to be a pre-commencement condition to ensure fundamental elements of the development that cannot be retrospectively designed and built are

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planned for at the earliest possible stage in the development and therefore will not lead to expensive remedial action and adversely impact on the viability of the development.

- 3 Condition Prior to the occupation of the final dwelling all works shall be carried out on roads/footways/cycleways/street lighting/foul and surface water sewers in accordance with the approved specification to the satisfaction of the Local Planning Authority.
- 3 Reason To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway.
- 4 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 dated February 2021 that accompanied the application, unless otherwise approved in writing with the Local Planning Authority.
- 4 Reason In the interests of maintaining highway efficiency and safety in accordance with the NPPF and Development Plan.
- 5 Condition Before any dwelling is first occupied the roads, footways and cycleways 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.
- 5 Reason To ensure satisfactory development of the site in accordance with the NPPF and Development Plan.
- 6 Condition Prior to the commencement of development, in accordance with the submitted Flood Risk Assessment (Richard Jackson Engineering Consultants, March 2021), detailed designs of a surface water drainage scheme incorporating the surface water quality mitigation measures shall be submitted to and agreed with the Local Planning Authority. The approved scheme will be implemented prior to the first occupation of the development. The scheme shall address the following matters:

Evidence must be provided that an assessment has been undertaken of the inclusion of filter strips and filter drains in the drainage design to treat water runoff from highways prior to discharge. In addition to any filter strips and filter drains proposed the design should include proprietary treatment systems prior to outfall to ensure that mitigation for all runoff based on the Simple Index Approach has been achieved for each outfall. The Drainage Strategy, drawings and maintenance and management plan must be updated to reflect the changes, including the necessary information in accordance with the LLFA Guidance.
- 6 Reason This needs to be a pre-commencement condition to prevent flooding in accordance with National Planning Policy Framework paragraph 167,169 and 174 by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.
- 7 Condition The development hereby permitted shall be carried out in accordance with the mitigation measures detailed in the Flood Risk Assessment (Richard Jackson Engineering Consultants, March 2021) that accompanied the application. In particular, the FRA states that:
 - Flood resilient construction techniques will be employed up to a level of 4.19m AOD.
 - There will be no ground floor sleeping accommodation.
 - Safe refuge shall be provided above 3.89m AOD.

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- 7 Reason To reduce the risks associated with flooding in accordance with the NPPF and Development Plan.
- 8 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 current best practice, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.
- 8 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.
- 9 Condition No development shall commence on site until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority that provides for mitigation of environmental and amenity impacts during the period of construction. This must include, but is not limited to, the proposed timescales and hours of the construction phase(s) and must specify the sound power levels of any equipment and its location. The proposed mitigation methods must include protection of residents from noise and dust. The scheme shall be implemented as approved during the period of construction unless otherwise agreed in writing by the Local Planning Authority.
- 9 Reason In the interests of the amenities of the locality and to ensure that the amenities of future occupants are safeguarded in accordance with the NPPF. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
- 10 Condition Prior to the occupation of the development hereby permitted, full details of both hard and soft landscape works shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include finished levels or contours, hard surface materials, refuse or other storage units, street furniture, structures and other minor artefacts. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) schedules of plants noting species, plant sizes and proposed numbers and densities where appropriate.
- 10 Reason To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 11 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.

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- 11 Reason To ensure that the work is carried out within a reasonable period in accordance with the NPPF and Development Plan.
- 12 Condition The development hereby permitted shall be carried out in strict accordance with the Arboricultural Impact Assessment, Tree Protection Plan and Method Statement that accompanied the application (dated August 2021, by C.J.Yardley) and drawing no. 4649/01 dated 30th August 2021.
- 12 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF and Development Plan.
- 13 Condition The development shall not be brought into use until a scheme for the provision of fire hydrants has been implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.
- 13 Reason In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF.
- 14 Condition The development hereby permitted shall include the proposed mitigation / enhancement recommendations listed in the Updated Water Vole Survey (dated July 2021 by James Blake Associates), the Reptile Survey (dated May 2021 by James Blake Associates), the Great Crested Newt eDNA Survey (dated 24th May 2021 by James Blake Associates) and the Bat Emergence/Return to Roost and Bat Activity Survey Report (dated December 2021 by James Blake Associates); and as shown on the Landscape and Ecology Plan – Part 1 and Part 2 (dwg nos. 016 rev P13 and 017 rev P05).
- 14 Reason To ensure that the impact of the development upon protected species is minimised in accordance with the NPPF and NPPG.
- 15 Condition No development shall take place on any external surface of the development hereby permitted until samples of the materials to be used in the construction of the external surfaces of the buildings 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.
- 15 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 16 Condition Boundary treatments shall be completed in accordance with the approved details (dwg no. 013 rev P10) before the building(s) to which they relate are occupied or in accordance with a timetable to be approved in writing by the Local Planning Authority.
- 16 Reason To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.
- 17 Condition The development hereby permitted shall be carried out in accordance with the following approved plans drawing nos:
 - 003 rev P19 Site Plan – Proposed Roof Plan
 - 004 rev P11 Site Plan – Ground Floor Plan
 - 005 rev P10 Material Schedule Plan
 - 006 rev P12 Accommodation Mix
 - 007 rev P10 Building Heights Plan
 - 008 rev P10 Phasing Plan
 - 010 rev P10 Refuse Strategy Plan

011 rev P10 Affordable Plan
012 rev P10 Parking Matrix Plan
013 rev P10 Boundary Treatment Plan
014 rev P08 Open Space Plan
016 rev P13 Landscape and Ecology Plan – Part 1
017 rev P05 Landscape and Ecology Plan – Part 2
018 rev P10 Photovoltaic and Electric Charging Plan

House Types:

0050 rev P01 H1437(D) – Plans and Elevations
0055 rev P01 H1295(D) – Plans and Elevations
0060 rev P01 H1282(D) – Plans and Elevations (garage attached)
0061 rev P01 H1282(D) – Plans and Elevations
0065 rev P01 H1015(D) – Plans and Elevations
0068 rev P01 H1015W(D) – Plans and Elevations
0070 rev P01 H912(D) – Plans and Elevations
0075 rev P01 H897(D) – Plans and Elevations
0076 rev P01 H897(S) – Plans and Elevations
0077 rev P02 H897(D-SO) – Plans and Elevations
0080 rev P01 H789(S) – Plans and Elevations
0085 rev P02 H663(S) – Plans and Elevations
0086 rev P01 H663(T3) – Plans and Elevations
0087 rev P01 H663(T4) – Plans and Elevations
0088 rev P01 H663+A2B – Plans and Elevations
0090 rev P02 A2B(S) – Plans and Elevations
0095 rev P01 A1B+A1B+A2B(T3) – Plans and Elevations
0100 rev P02 A1B(S) – Plans and Elevations

Garage Types:

0150 rev P01 Type 1 – Single 6m (private)
0151 rev P01 Type 2 – Single 7m (private)
0152 rev P01 Type 3 – Double 6m – 2 door (shared)
0153 rev P01 Type 4 – Double 7m – 2 door (shared)
0154 rev P01 Type 5 – Double 7m – 1 door (private)
0156 rev P00 Type 7 – 3 no. Singles 7m (shared)

17 Reason For the avoidance of doubt and in the interests of proper planning.

(B) REFUSE in the event that a Section 106 Agreement to secure affordable housing, library contribution, open space provision and habitats mitigation is not completed within 4 months of the resolution to approve.