

AGENDA ITEM NO.8/1(a)

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| Parish: | Downham Market Wimbotsham | |
| Proposal: | Reserved Matters Application for layout, scale, appearance and landscaping for the erection of 226 dwellings and associated works and infrastructure | |
| Location: | Land NE of Bridle Lane, Downham Market, Norfolk, PE38 9QZ | |
| Applicant: | Persimmon Homes East Midlands | |
| Case No: | 21/01121/RMM (Reserved Matters - Major Development) | |
| Case Officer: | Mr K Wilkinson | Date for Determination: 22 September 2021 Extension of Time Expiry Date: 9 December 2022 |

Reason for Referral to Planning Committee – The views of Wimbotsham Parish Council are contrary to the Officer recommendation.

Neighbourhood Plan: No

Case Summary

The site is an irregular shaped parcel of land located to the north-east of Downham Market, but lies mostly within the parish of Wimbotsham (boundary along bridleway BR13/Bridle Lane which runs generally east-west). It has approx. 140m of frontage onto Lynn Road/B1507, lies north of Bridle Lane across to the concrete road (formerly part of RAF Downham Market and is a bridleway - BR14) which runs broadly parallel to the A10/by-pass; there is a narrowing parcel to the south of Bridle Lane which abuts Parsley Way and almost adjoins Elderflower Way – the existing peripheral residential estate development constituting the present edge of the urban area of the town. Dwellings adjoin the site on Broomhill, north of the petrol filling station and car wash, and to the northern side of Bridle Lane. There is agricultural land to the north (with New Road beyond), east and west of the southern 'leg' and also on the opposite side of Lynn Road.

The site comprises 9.2ha of an allocation site of 16.2ha for Downham Market under Policy F1.3 of the Site Allocations and Development Management Policies Plan (SADMPP) 2016, with the policy requiring at least 250 dwellings and associated facilities.

The principle of residential development of the site along with access (3 arm roundabout junction on Lynn Road/B1507) has already been established by outline planning permission granted initially under application ref: 16/00610/OM, and then varied by 21/00798/F to remove the need for an emergency access route adjoining the roundabout junction on Lynn Road (and supported by the Local Highway Authority).

This application seeks reserved matters approval for 226 dwellings plus associated works and infrastructure. The matters for consideration are appearance, landscaping, layout and scale.

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Key Issues

Principle of Development and Planning History
Form and Character
Highway Implications
Residential Amenity
Landscaping
Impact upon Heritage Assets
Open Space Provision
Affordable Housing Requirements
Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

The site is an irregular shaped parcel of land located to the north-east of Downham Market, but lies mostly within the parish of Wimbotsham (boundary along bridleway BR13/Bridle Lane which runs generally east-west). It has approx. 140m of frontage onto Lynn Road/B1507, lies north of Bridle Lane across to the concrete road (formerly part of RAF Downham Market and is a bridleway - BR14) which runs broadly parallel to the A10/by-pass; there is a narrowing parcel to the south of Bridle Lane which abuts Parsley Way and almost adjoins Elderflower Way – the existing peripheral residential estate development constituting the present edge of the urban area of the town. Dwellings adjoin the site on Broomhill, north of the petrol filling station and car wash, and to the northern side of Bridle Lane. There is agricultural land to the north (with New Road beyond), east and west of the southern 'leg' and also on the opposite side of Lynn Road.

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There are 26 house types providing the following mix:

- 1 Bed – 12 units
- 2 Bed – 54 units
- 3 Bed – 116 units
- 4 Bed – 41 units
- 5 Bed – 3 units

Total – 226 units

SUPPORTING CASE

The applicants have submitted the following statement in support of this proposed development:

“Persimmon Homes have worked proactively and extensively with both council officers and the consultant Urban Designer throughout a period of several collaborative workshops to achieve the layout that is presented before you. This is pursuant to the outline planning permission granted in September 2018, securing the access to the site and development of up to 240 dwellings

The layout presented before you has been the product of much collaboration with the council’s urban design officer, the case officer and statutory consultees. The layout considers elements of excellent design, such as good connectivity, distinct character areas, material choices and enhancements of the site’s opportunities. This will result in a neighbourhood to cater to all types of families, acknowledging elements of existing design that is seen throughout Downham Market.

The number of dwellings on site were reduced throughout the urban design collaboration with the council, and the density reflects other developments approved throughout Downham Market. The location of dwellings has been amended to ensure there is considerable distance to the existing properties and ensures there is no overlooking or loss of privacy.

Ecological enhancements are secured through the outline planning permission, and include bat and bird boxes, hedgehog highways and brash piles. The layout also ensures the preservation of protected trees along Bridle Lane, with no construction within any root protection areas. Both the formal and walked footpaths running through the site are incorporated into the layout, providing connectivity along a green infrastructure route.

The development comprises of 20% affordable housing of a mix of tenures, house types that are in accordance with the housing needs and supported by the Housing Officer. This total of 45 dwellings are distributed throughout the site and provide opportunities for shared ownership and affordable rent to a mix of people and families.

A landscaping masterplan submitted contains the principles of green environment. This includes a tree lined spine road, landscape buffer around the boundaries of the site and on-plot planting for visual interest and supporting biodiversity. The provision of these trees and landscaping will create opportunities for biodiversity. The landscaping masterplan will be followed and finer details of planting secured through condition. Allotments and a play area are provided to benefit the wider community.

The Highways officer is in support of the application, with a looped road network that clearly shows a defined hierarchy that is safe, visually pleasing and accessible.

The drainage basin located to the north-west of the site will be a grassed area and will only hold water in cases of extreme weather, where it will naturally drain at a controlled rate. The water will only be held for a maximum period of 24 hours in these events of extreme weather (designed for a 1 in 1000 year event). The swales around the site will have a gentle slope and are used to direct surface water towards this basin following the natural topography of the site, with grass and landscaping for amenity purposes. The basin and swales will provide an openness to the site. Discussions have been held with Anglian Water with regards to their comments and they have expressed support for the scheme following clarification on the

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location of their assets. The LLFA comments have all been addressed with further information submitted. The detailed designs of drainage are secured by condition on the outline planning consent and will be subject to a further approval through a discharge of condition application.

The development on this allocated site is compliant with policy, both national and local, with the principle of development established through approval of outline planning permission. The scheme will benefit the wider community with good open space, financial contributions and affordable housing, in addition to contributing to the supply of housing for King's Lynn and West Norfolk."

PLANNING HISTORY

21/00798/F: Application Permitted: 14/07/21 - Variation of condition 8 and removal of condition 11 of planning permission 16/00610/OM - no requirement for an emergency access (Delegated decision)

16/00610/OM: Application Permitted: 06/09/18 - Outline Major Application: To include up to 240 dwellings (use class C3), access onto Lynn Road, open space, sustainable drainage systems and associated ancillary works (Committee decision)

Various discharge of condition applications have been submitted in connection with 21/00798/F and 16/00610/OM

RESPONSE TO CONSULTATION

Responses to amended scheme since August 2022:

Wimbotsham Parish Council: OBJECT (13/10/22) - The Parish Council have reviewed the amended details submitted and still object to the application for the reasons outlined in our previous consultation responses, which are attached. Without sufficient information being submitted to address the concerns raised, the Parish Council believe that this application should be refused.

To summarise, the parish council remains concerned that the scheme without sufficient mitigation, particularly in relation to landscaping, lighting, noise and road safety, will give rise to an unacceptable level of visual impact, road safety issues, noise and light pollution, eroding the natural open space between Broomhill and Wimbotsham and therefore will not serve to contribute to and enhance the natural and local environment. The Parish Council would welcome the submission of amendments to the current application to address the above concerns.

Downham Town Council: APPROVE (05/10/22)

Councillors considered this application at an Extraordinary Full Council meeting on 4th October 2022. Council recommended approval of the application with the following comments:

- The town currently has insufficient social facilities e.g. schools, GPs, dentists to support the size of the development.
- Questions were raised about the lack of CIL funding attached to this development, and Councillors requested a review of this agreement
- Concerns remain about the access onto Lynn Road.

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Highways Authority: NO OBJECTION (20/10/22)

With reference to the layout shown on drawing BL/DM/PPL/100 rev K, I can confirm that in relation to highway matters, the County Council does not wish to raise an objection to the granting of permission should the Borough Council deem it to be acceptable. Conditions requested regarding construction details of roads etc., implementation and constructed to binder course surface level prior to occupation of associated dwelling.

Public Rights of Way: NO OBJECTION (12/10/22)

We have no objection in principle to the application but would highlight that the Public Right of Way, known as Wimbotsham Bridleway 14 is aligned along the Eastern boundary within the site and Wimbotsham Bridleway 13 dissects the Site on an East- West alignment. We note that the open spaces have been designed to include the alignments of these PROW, which is welcome. The applicant will need to apply for a Temporary Traffic Regulation Order which must be confirmed before any works commence which would impact upon the Public Rights of Way. Any changes to the surface of the routes may require Highway Authority consent to ensure they are compatible with the public use. The full legal extents of these Bridleways must remain open and accessible for the duration of the development and subsequent occupation.

Environmental Health & Housing – Community Safety & Neighbourhood Nuisance: No comments received at the time of writing this report.

Environmental Health & Housing – Environmental Quality: NO OBJECTION (20/10/22) -

A Construction Environmental Management Plan is required under condition 13 as part of this outline permission. Informative notes raised regarding:

- Details of renewable/decentralised or low carbon technologies to limit emissions from dwellings;
- Confirmation that the 9 dwelling types showing chimneys are ornamental rather than functional therefore no smoke emissions; and
- Details of suitable electric vehicle charging points to serve the development [Officer note: to be covered via condition].

Lead Local Flood Authority (NCC): HOLDING OBJECTION (04/11/22) - We maintain our objection to this planning application in the absence of an acceptable development layout relating to:

- Local flood risk to the development
- Impacts from the development adversely effects flood risk
- Not complying with NPPF, PPG or local policies

We will consider reviewing this objection if the following issues are adequately addressed:

- Consideration in the proposed layout of all four pillars of SuDS to enable the application to be classed as SuDS. In particular, the proposed layout should demonstrate that the removal of the southern pond for swales provides enough spatial capacity for surface water drainage.
- Clarification of surfacing for parking areas, for example Plot 1 and 2 seem to have different surface proposed compared to Plot 12 and 13, which differs again from Plots 3-11. The Planning Condition & FRA Compliance Report and proposed layout does not clearly indicate which of these will be permeable paving.
- A key to be included on the proposed layout which clearly identifies the different types of SuDS features and identifies where permeable paving is located. The Planning Condition & FRA Compliance Report states that: 'All drives without discharge to a swale are to be porous paving. In areas of deep fill (>1m), tanked system to be used to ensure no egress of water into fill material, all other areas to infiltrate'. However, the location of these is not shown on the plan.

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Amended scheme: Comments are outstanding at the time of writing this report in relation to the submission of amended plans, but the applicants' drainage experts are confident that the revised scheme will negate those earlier concerns of the LLFA. The detailed designs of drainage are secured by condition on the outline/earlier planning consent and will be subject to a further approval through a discharge of condition application. Further comments will be reported in late correspondence.

Downham & Stow Bardolph IDB: NO COMMENTS (27/09/22) - The site itself lies outside the Stoke Ferry District but within its catchment. The drainage proposals for the development are that all surface water run-off is disposed of to the ground using infiltration basins.

The updated information submitted contains no specific information relating to matters affecting the IDB, it is however noted in the phasing plan provided that the infiltration areas are being constructed as part of the first phase, which is what would be expected and safeguards against any unanticipated discharge into the Board's district.

(23/11/22) – No further comments.

Environment Agency: NO COMMENTS (29/09/22) - We have reviewed the above application and it is considered that there are no Agency related issues in respect of this application and therefore we have no comment to make.

Anglian Water: HOLDING OBJECTION (08/11/22) - We object to the planning application as currently proposed due to the location of the pond in relation to the existing water mains.

The full easement widths for the 24' main and the 15' main need to be 9m and 6m either side of the pipe centreline respectively (full easement widths 18m and 12m). The exact line of both mains must be accurately located on site by trial holes or other suitable means. If the line of the mains differs from the above plan the layout will need to be amended to provide the required easements. The depth of the mains must also be recorded as the developer will need to ensure that a minimum of 600mm cover is maintained over the mains at all times. This is to avoid damage being caused by construction activities taking place above the pipes.

The water mains must not be located below the proposed surface water storage areas on the development. We stipulate this requirement to ensure that suitable access for maintenance and repair is always available, at all times. This comment relates to larger storage area located in the north-west corner of the development and what appears to be a smaller one immediately to the south in front of plot No 10.

In order to overcome this objection, the applicant must accurately locate the exact line of the mains by trial holes or other suitable means. Dependant on the exact location of the mains the site layout and design may need to be amended to ensure the easements are taken account of.

Amended scheme: Comments are outstanding at the time of writing this report in relation to the submission of amended plans, but the applicants' drainage experts are confident that the revised scheme will negate those earlier concerns of Anglian Water. Further comments will be reported in late correspondence.

Norfolk Constabulary: NO OBJECTION (06/10/22) - Relieved to see comments regarding increasing surveillance with the use of 1.5m closed board fencing and 300m trellis has been incorporated where parking provisions have been located at the rear of a plot and also

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pleased to see the amended house types with floor/elevations where windows have been added to those active rooms for the specific plots which had been identified in previous correspondence. No further comments.

(15/11/22) – Additional comments summarised as follows:

Attenuation Basin

In other parts of Norfolk, I have seen areas like these become hotspot for anti-social behaviour due to their poor layout, design and lack of barriers. The proposed location of these flood preventions has some surveillance from surrounding properties.

Recommendations for suitable barriers/fencing, defensive planting, signage and life-saving devices for the intended 'Wet' areas.

LEAP/LAP

I am pleased to see that the LAP area has a defensive planting landscape buffer between the LAP and the parking for plots 45-50. The LEAP area being on the opposite side of the road to any dwellings however within sight for surveillance is also supported.

Care has been taken to ensure that no dwelling will be adversely affected by the location of the amenity spaces, and pleased to see it has not been positioned to the rear of dwellings as this can increase the potential for crime and complaints arising from increased noise and nuisance.

However, the location of the LEAP area creates a vulnerability being sited next to the allotments which will need its perimeter securing from anti-social behaviour in the form of a fence and gate. Advice on style of sheds and security also given. (Officer note: can be covered by details of hard and soft landscaping scheme to be secured via condition.)

Play areas should ideally be designed so that they can be secured at night. This is to reduce the amount of damage and graffiti that occurs after dark. The type of fencing and security measures will need to vary to suit the particular area. However, consideration should be given to a single dedicated entry and exit point to enable parental / guardian control and supervision. Fencing at a minimum height of 1200mm can often discourage casual entry, provide a safe clear play area and reduce damage to equipment. (Officer note: To be covered by detailed hard and soft landscaping scheme and discharging the Section 106 agreement attached to the outline/earlier consent.)

Norfolk Fire & Rescue: No response to consultation at the time of writing this report.

(Officer note: fire hydrant provision to be dealt with via condition attached to earlier outline/varied permission.)

Housing Development Officer: NO OBJECTION (12/10/22) - content with the proposed affordable housing and have no further comments.

Greenspace Officer: OBJECTION (21/11/22) summarised as follows:

- In line with Fields in Trust guidance, developments of more than 200 dwellings require a Multi-Use Games Area (MUGA). No MUGA has been provided in the current plans, so I'm obliged to object to these plans. Although I'm advised that a MUGA will be provided in a future development, there is no guarantee that this development will take place or that it will include the MUGA, leading to occupants of the currently proposed dwellings to be provided with insufficient play spaces.
- Concerns raised relating to the quality of the proposed play equipment, type of bins and wear strips/surfacing, and suitability of an element within the LEAP (grass mound).

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(Officer note: To be agreed as part of discharging the Section 106 agreement attached to the outline/earlier consent.)

- There is extensive wildflower planting – this may not be considered as play space/amenity in large swathes. Wildflower requires collection of arisings, which BCKLWN is not equipped to do, and therefore would be unable to adopt. The maintenance plans also suggest collection of arisings for grass which is excessive and would also render it unable for adoption by BCKLWN. (Officer note: Full details of landscaping scheme to be dealt with via condition and applicants indicate that the POS and SuDS features will be retained and maintained by a Management Company.)
- Requirement is for 56m² per dwelling of open space – approx. 30% as suitably equipped children's play space, remainder as amenity/outdoor sport/allotments.
- Areas of open water and SuDS that are liable to be accessed by young/unsupervised children will also need to be secured to prevent unauthorised or unintentional access;
- Allotments would not be adopted by BCKLWN. In the event they are vested in a public body, they should be managed by the lowest form of local government, presumably Wimbotsham Parish Council (or Downham Town Council). Has there been any consultation to establish demand for these allotments? (Officer note: A requirement of the allocation/Policy F1.3.)
- Clarification sought on which driveways will be private;
- There are a lot of trees proposed for planting throughout the site - any trees planted near houses need to be suitable for urban planting. It would be ideal to receive a tree schedule prior to approval of the tree selection. (Officer note: Once again covered via condition as part of the final soft landscaping details.)

Conservation Officer: NO OBJECTION (verbally 13/10/22) – given the separation distances involved and lie of the land between the site and the conservation area, St Mary's Church (Grade 2*) and Hill House (Grade 2), any impact would be considered as 'less than substantial'.

Arboricultural Officer: NO OBJECTION (18/10/22) - Please condition in accordance with both the AIA & AMS and plans authored by James Blake Associates.

Waste & Recycling: NO OBJECTION (21/10/22)

REPRESENTATIONS

Original scheme:

THIRTEEN OBJECTIONS received, summarised below (by officers)-

- No need for these houses;
- No jobs and industry for new residents;
- Sustainability issues – commuters and lack of public transport;
- Lack of public consultation;
- Lack of infrastructure and services for additional demands (schools, doctors, dentists etc.);
- Disturbance during construction period;
- Adverse impacts upon amenity of existing properties;
- Impact upon trees;
- Loss of views over fields;
- Removal of WW2 runway;
- Impact upon wildlife;
- Encroachment towards Wimbotsham; and

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- Plans not the same as outline stage.

Amended scheme (post July 2022)

FIFTEEN OBJECTIONS received raising the following summarised grounds:

- Layout still impacts significantly upon existing residential properties adjoining the site;
- Impact upon residential amenity – noise, pollution during construction;
- Town Council changed its mind and now supports the proposal but same issues remain;
- Lack of communication from applicants;
- Drainage shows foul water connection to main in Lynn Road via Bridle Lane;
- Construction Management Plan shows use of the old airfield as route to access the site – BR14 should not be used;
- New properties on Bridle Lane not shown on proposed plans [Officer note: remedied by amended plan submitted];
- Amenity issues – overlooking, overshadowing and overbearing;
- Green space should act as buffer between existing and new development;
- Pepper-potting of affordable units;
- Impact upon trees;
- Water pressure;
- Air source heat pumps and electric vehicle charging points?
- Design not in keeping with individually designed houses in Downham Market
- Need a new/replacement hospital to serve increased population.

ONE representation of **SUPPORT** summarised as below-

- Still a recognised need for further housing; and
- Permission should be conditional upon extra public services being provided by the developers.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS04 - Downham Market

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

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM16 – Provision of Recreational Open Space for Residential Developments

DM17 - Parking Provision in New Development

DM19 - Green Infrastructure/Habitats Monitoring & Mitigation

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

National Model Design Code

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of Development and Planning History
- Form and Character
- Highway Implications
- Residential Amenity
- Landscaping
- Impact upon Heritage Assets
- Open Space Provision
- Affordable Housing Requirements
- Other Material Considerations

Principle of Development and Planning History

The principle of residential development of the site, along with access, has already been established by outline planning permission granted initially under application ref: 16/00610/OM and then varied by 21/00798/F to remove the need for an emergency access route adjoining the roundabout junction on Lynn Road (and supported by the Local Highway Authority). This is a commitment and not therefore open for review.

This application is solely for the determination of Layout, Scale, Appearance and Landscaping (Reserved Matters).

Whilst the original outline permission was subsequently varied by application ref: 21/00798/F, the conditions and S106 requirements on the earlier outline permission remain applicable to the development. Those that are pertinent to this reserved matters application (i.e. that could affect the layout, scale and landscaping), are: quantum of dwellings (up to

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240 units), drainage strategy and attenuation measures/features, tree/hedge protection plus new boundary treatments, amount of open space and allotments, retention of Public Rights of Way (BR13 & BR14), connection of roads and footpaths to adjoining land including remainder of the allocation.

The layout, scale and landscaping of the current RM application is in accordance with conditions and S106 requirements.

The current application for reserved matters was submitted in June 2021 and complies with the time limit conditions attached to application ref: 21/00798/F; the permission therefore remains extant.

The principle of development for the proposed scheme, by virtue of the extant planning consent and compliance with this consent and the Section 106 agreement, in addition to being national and local policy compliant, is acceptable.

Matters that will be dealt with via discharge of conditions attached to the earlier consent are as follows: Phasing plan, management and maintenance of streets, Construction Environmental Management Plan (CEMP), Travel Plan, surface water drainage strategy and maintenance/management, foul water drainage, contamination investigation/mitigation, lighting (roads, footpaths, parking and circulation spaces), archaeological investigation, Arboricultural Impact Assessment and Method Statement, boundary treatments, off-site enhancements to hedges to Lynn Road, New Road and the A10, plus provision of fire hydrants.

Other matters covered by the Section 106 agreement are as follows: Public Open Space (POS) provision and transfer/management, affordable housing provision, SuDS provision and management, Habitat Monitoring and Mitigation fees, education contribution, library contribution, Travel Plan preparation and contribution towards off-site footpath network improvement works.

Form and Character

Paragraph 124 of the NPPF states that planning policies and decisions should support development that makes efficient use of land, with paragraph 125 suggesting that design guides and codes be used to ensure that land is used efficiently whilst also creating beautiful and sustainable places (paragraph 126). One such guide is Building for a Healthy Life (BHL) which can be used in conjunction with the National Design Guide (NDG) and National Model Design Code (NMDC).

The BHL assessment considers integrated neighbourhoods (connections through the site, open space, pedestrian/ cycle provision), distinctive places (design and character, street scape, identity and landscaping), and streets for all (healthy streets, parking, green and blue infrastructure, amenity space). BHL is a design assessment tool (with a traffic light scoring system to aid the design process) based on a set of 12 key questions (macro to micro).

GREEN - A positive / high quality design solution. The scheme needs to achieve a majority of greens to be considered good design.

AMBER - Indicates that this aspect of a scheme currently fails to meet national policy and further amendments will be required to improve design quality (turn ambers to green where possible)

RED - Poor design quality / proposal that must be addressed – reds must be avoided where possible

Where an element of design is considered to fall between a green and a red light, an amber light can be assigned. In principle, the more green lights a proposed scheme secures the better the design outcome. The overall objective with a BHL assessment is to minimise the number of amber lights and avoid red lights where possible.

A BHL assessment has been carried out on this proposal to assess design and place-making qualities and compliance with the NPPF, NDG and NMDC.

The assessment was broken down into 24 questions under the 12 key question headings of:

- natural connections
- walking
- cycling and public transport
- facilities and services
- homes for everyone
- making the most of what is there
- memorable character
- well defined streets and spaces
- easy to find your way around
- healthy streets
- cycle and car parking
- green and blue infrastructure and
- back of pavement front of home.

The initial scheme scored poorly however the outcome of the assessment of the amended scheme was 20 green and 4 amber which suggests an overall acceptable development that would meet the overarching aims of BHL and therefore the NPPF and NDG.

Density / Efficient use of Land (Layout)

The number of dwellings has been reduced from the originally submitted 240 dwellings to 226. This change is in response to the involvement of an Urban Design consultant undertaking workshops and evolving the design and layout of the scheme using the BHL and National Design Guide principles. The overall allocation of Policy F1.3 has been addressed during this exercise and not just this application site which comprises approx. half of the overall site area.

A 'Green Avenue' concept has been applied to this proposal with green and blue infrastructure strongly influencing this layout with public open space, allotments and a formal play area running diagonally across the allocated site from NW to SE (following the Anglian Water mains which bisect the site). The peripheral site boundaries to the north and east are landscaped with swales to create a 'green edge' with properties mostly fronting open land beyond. The pedestrian and cycle links have been assessed and link into the existing Public Rights of Way that cross (Bridle Lane BR13) and abut (BR14) the site. There is a verdant continuation of Bridle Lane, with its TPO trees (2/TPO/00529), to the east joining up to the old airfield/concrete road (BR14) which is parallel to the eastern site boundary with links southwards to Hillcrest Primary School and Downham Market Academy (High School) beyond.

This layout gives a gross density of development of 24 dwellings/hectare (39 dph net) which is comparable to the residential development recently approved on the allocated site under Policy F1.4 to the SE of the town (22 (gross) & 38 dph (net) respectively). Officers consider

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this is an acceptable density given the context of the site, adjoining residential estates to the south and the design process undertaken.

The development has incorporated three area typologies for housing to introduce a subtle mixture of design using a conventional number of house types. In the north-western area ('The Gateway') the dwellings front onto Lynn Road and the water attenuation features thus framing the entrance and leading through into the estate.

'The Avenue' areas follow the main spine roads and is tree-lined adjoining larger areas of public open space including a 'Village Green' in the central part of the northern half of the site.

The road hierarchy reduces leading off those main routes, with shared surfaces and private driveways in a mixture of permeable surfacing characterising these different areas – 'The Outlooks'. The roads form almost circuitous routes which aids permeability for residents and bin collection.

Given the shape of the site, existing landscape and proposed drainage features, plus the previously agreed access point, this proposed layout is the best achievable. Additionally, it now broadly accords with the indicative plan submitted as part of the outline application.

The proposed layout is therefore considered to be acceptable in this locality and accords with Policy CS08 of the CS (2011) and Policy DM15 of the SADMPP (2016).

Scale and Appearance

The dwellings proposed are single, two and two and a half storeys in height with a total of 26 dwelling types. The appearance comprises mainly simple gable roof structures, cottage style windows, pitched and lean-to bracketed porches and specific dwellings include bay windows, brick slip dummy chimneys and the 2½ storey dwellings include a combination of flat and gabled roofed dormer windows in the front roof planes serving the second floor bedrooms.

The materials proposed are a mix of buff and red brick types with 15 no. 'key dwellings' proposed to be rendered. A mix of anthracite grey and red roof tiles are proposed. The types/colours are yet to be confirmed and are to be conditioned accordingly (as agreed with the applicants) due to availability/supply issues presently being experienced. There are also 18 no. 'feature dwellings' proposed with carrstone elevations facing public areas at focal points throughout the site. A sample panel will be required for the stonework and can be conditioned accordingly.

Concerns were initially raised that the dwellings were of a generic/corporate design and did not reflect the local vernacular. In response to this, as portrayed in the amended Design & Access Statement, the applicants have introduced details into the development including brick detailing, brick quoins, brick window arches and cills. This is in addition to the materials described above.

The boundary treatments proposed include 1.8m close-boarded fencing and walls, to the rear of the dwellings to secure private rear gardens. All dwellings have external access to their rear gardens. Hedging, planting, black metal estate hurdles, picket fencing and timber knee-rails are proposed for front boundaries. There is also walling proposed to protect private amenity space, where the boundary treatment would have a significant impact upon the street scene.

There is a significant amount of landscaping included in the scheme both around the edge of the site for public open space, but also importantly within the built extent. Ornamental hedging is proposed alongside the planting of trees and shrubs along the frontages. This improves the quality of the environment as well as demarcating private space, and also screens some of the parking to reduce the visual impact. The hard landscaping materials will also assist in establishing the character and hierarchy of streets/ areas throughout the development.

From a form and character perspective, given the existing setting and the layout and design proposed, the development is fully acceptable and in accordance with Policy CS08 of the CS (2011) and Policy DM15 of the SADMPP (2016).

Highway Implications

As stated above, the impact of the development on the local road network along with access to Lynn Road via a 3-arm roundabout have already been established at outline stage and is not a consideration in assessing the current application.

The layout plan shows a gateway feature indicating a 20mph zone throughout the estate and traffic calming measures within the road network.

The application is accompanied by a Parking Statement which indicates that all dwellings have parking spaces to meet adopted standards (1 bed units – 1 space; 2 & 3 bed units – 2 spaces; and 4 bed units – 3 spaces) plus 26 visitor spaces and three serving the allotments. In terms of cycle parking, the adopted policy requires that 1 cycle space is provided per dwelling. All dwellings have access to private and secure areas in rear gardens where sheds will be provided to be utilised for storage of cycles. The 1 bed units will have dedicated cycle storage facilities.

Off-site highway improvement works on the Lynn Road/Broomhill frontage will also lead to the prospect of safer cycling and pedestrian routes to the town centre.

Conditions are requested regarding construction details of roads etc., implementation and constructed to binder course surface level prior to occupation of associated dwellings.

Parking provision, road types and turning heads are all in accordance with required standards/policy and no objection is raised by the Local Highway Authority. The proposal is therefore considered to comply with the NPPF and Development Plan Policies CS11, DM15 and DM17.

Residential Amenity

Para 130 f) of the NPPF state that: Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. This is reiterated in Development Plan Policy DM15.

There are only six dwellings directly adjoining the site – Nos. 226 & 228 Broomhill, plus Nos. 3, 7, 9 & 11 Bridle Lane. All of the properties on Bridle Lane have been constructed since the allocation of the land for residential purposes and outline permission was granted.

In response to earlier objections, the amended scheme now has dwellings either back or side onto these neighbouring properties. Plots 1-10 are to the north of Nos. 226 & 228 Broomhill and would not create any overshadowing implications. Plot 1 is located some 13m

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north of No. 226 with no windows in the gable at first floor level, and to the NW of No. 228 with rear to front elevation separation distance of some 23m which would not create adverse implications regarding overlooking or overbearing. Detailed hard and soft landscaping along this southern boundary of the site will also alleviate any concerns.

Houses lie on Plots 6-8 to the north of No.228 some 23m away at the closest point, plus Plots 9 & 10 approx. 10.5 away from the common boundary and Plot 11 to the SE some 23m away.

No. 3 Bridle Lane is a contemporary single storey structure set within a former pit to the east/rear of the petrol filling station and car wash, so there are no overlooking implications. Impact upon its oak tree is addressed elsewhere in this report.

Nos. 7, 9 & 11 Bridle Lane are recently built detached 5 bedrooomed houses in substantial grounds with approx. 40m rear garden depths. The inter-relationships with the proposed dwellings are considered to be fully acceptable. Established peripheral hedging adjoining the application site and these plots appears to have been removed when the houses were developed.

The amended layout is therefore considered to offer acceptable separation distances between new and existing residential development and between proposed dwellings in terms of overlooking, overshadowing and overbearing impacts.

Spaces for sheds and bin storage are afforded to every dwelling. Bin collection points to serve the properties off private drives have been provided in response to earlier comments from our Waste & Recycling Manager. The layout is now satisfactory in this respect.

While there are no air source heat pumps indicated on the submitted plans, a condition has been attached requesting that prior to the installation of these units, full details should be submitted to, and agreed by, the Local Planning Authority to ensure these would not create noise levels detrimental to residential amenity.

The outline/varied consent included a number of conditions including the submission of a Construction Environmental Management Plan (No.12), to be submitted to, and agreed by, the LPA for each phase to protect residential amenity. These should not be repeated as part of this application.

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

The proposal is therefore considered to comply with the NPPF and Development Plan Policies CS08 and DM15.

Landscaping

Hard and soft landscaping and boundary treatments throughout the estate have been previously submitted, however given the recent amendments to the layout, full details and specifications have not been fully worked up into detailed plans. These are to be covered via condition to be in accordance with the landscaping masterplan.

There is a significant amount of landscaping included in the masterplan scheme both around the edge of the site, but also importantly within the built extent. Ornamental hedging is

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proposed alongside the planting of trees and shrubs along the frontages. This improves the quality of the environment as well as demarcating private space, and also screens some of the parking to reduce the visual impact. The hard landscaping materials will also assist in establishing the character and hierarchy of streets/ areas throughout the development.

As stated above, green and blue infrastructure has strongly influenced this layout with public open space, allotments and a formal play area running diagonally across the allocated site from NW to SE following the Anglian Water mains which bisect the site and significant entrance feature of a surface water attenuation basin. The peripheral site boundaries to the north and east are landscaped with swales to create a 'green edge' with properties mostly fronting open land beyond rather than 'turning its back' on the edge like existing developed estates to the south. There is a 'village green' leading NE off the spine road central to the northern sector (incorporating a LAP), plus a verdant continuation of Bridle Lane, with its TPO trees, to the east joining up to the old airfield/concrete road (BR14). An open space at the southern point can join up with additional land to the south-east presently outside the outline site (but within the landowners' remit and part of the overall design assessment) to create better linkages to BR14.

Off-site planting is also required along Lynn Road, New Road and the A10 supplementing the existing boundary treatments. This is controlled via conditions attached to the earlier consents.

The future management and maintenance of these areas of POS plus the surface water attenuation features will be covered by the S106 Agreement. These are likely to be dealt with via a Management Company, however Downham Market Town Council has historically expressed an interest in taking on the allotments.

Collectively the landscaping will provide a green edge to the town and reduce the visual impact of the development proposed.

The proposal is therefore considered to comply with the NPPF, National Design Guide and Development Plan Policies CS08, DM15, DM16 and F1.3.

Impact upon Heritage Assets

The Council has a duty under the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990 to assess such impact.

In this instance the conservation area lies approx. 250m north of the application site on the western side of Lynn Road (Church Farm) and some 450m to the north-west on Low Road (Slate Barn). The Grade 2* St Mary's Church lies some 430m away and the Grade 2 listed Hill House some 530m away on the SW junction of Church Road and Lynn Road. There is established landscaping south of Church Farm and a copse on the New Road/Lynn Road junction north of the site plus established hedgerows. Lynn Road also dips to the north beyond New Road.

Low Road is once again hedge lined but longer views of the site would be available from the edge of the Conservation Area eastwards.

Whilst the concerns of Wimbotsham Parish Council are noted, the limited views of the housing from public areas would be seen in context with other development to the south and be contained within landscaped boundaries. The dwellings are set back some 40-100m from the road frontage at the entrance to the estate. Additional landscaping to peripheral boundaries along Lynn Road (plus New Road and A10) is to be dealt with via discharge of

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condition 25 attached to application ref: 21/00798/F. Any visual impact would lessen over the passage of time as the new landscaping becomes established.

It is considered that the proposal would therefore have a 'less than substantial harm' on the setting of the aforementioned heritage assets, and in the planning balance the public benefits of fulfilling the housing allocation would vastly outweigh any impact. Once again, this site was allocated for this form of development some considerable time ago.

A Heritage Impact Assessment is submitted as part of this application which aids this process in accordance with the provisions of Policy F1.3 d). This 'less than substantial' impact is also the opinion of our Conservation Officer.

There are no adverse implications relating to the former WW2 airfield. A scheme of archaeological investigation was secured via discharge of condition attached to the outline permission (now Condition 22 of 21/00798/F).

The proposal accords with the provisions of the NPPF and Policy CS12 of the Development Plan.

Open Space Provision

The outline and varied planning consents required the provision of 750m² of allotments, which was controlled by condition (No.27) to be provided before 100 dwellings are occupied, and these are shown on the submitted plans (770m²). The Section 106 agreement for the outline/varied consents also requires that not less than 56 square metres of open space per dwelling is to be provided within the site which equates to 1.26ha (i.e. 56 x 226).

The development proposed shows a total provision of approx. 1.7ha of open space excluding the attenuation basins and swales (containing a Local Area of Play (LAP) and a Local Equipped Area of Play (LEAP)). This overall area of POS therefore exceeds the policy (Policy DM16 of the SADMPP 2016) and Section 106 requirement of 1.26ha. The exact details of the equipment and maintenance will be secured via the Section 106 agreement, however the LAP measures some 100m² and LEAP 410m² plus buffer zones to meet the Fields in Trust standards.

Our Greenspace Officer indicates that schemes between 200-500 dwellings should accommodate a Local Area of Play (LAP), Local Equipped Area of Play (LEAP) and Multi-Use Games Area (MUGA) in accordance with the Fields in Trust guidance. At 226 dwellings this proposal is at the lower end of that range and this site is effectively only half of the allocated site of Policy F1.3. In accordance with the concept plan for the overall allocation (which also includes a wooded area), additional play areas and a MUGA (800m²) can be comfortably accommodated within the remainder of the residential development allocation to meet the overall requirements for the estate.

Green and blue infrastructure was included within the BHL assessment and the proposed development scored positively/high quality.

The open space provision is in accordance with Policies CS08 and CS12 of the CS (2011) and broadly with Policy DM16 of the SADMPP (2016).

Affordable Housing Requirements

Core Strategy Policy CS09 and the outline consent Section 106 agreement, required affordable housing provision in line with policy requirements. In this case the applicant has

proposed 45 affordable units with a mix of housing types including bungalows, and 1 to 4 bedroom two-storey dwellings comprising the following:

Affordable rent

6 x 1 Bedroom

14 x 2 Bedroom (4 no. bungalows)

10 x 3 Bedroom (2 no. bungalows)

1 x 4 Bedroom

Total: 31

Shared ownership

8 x 2 Bedroom

6 x 3 Bedroom

Total: 14

The proposed mix is considered acceptable, and the units are adequately dispersed throughout the site as confirmed by our Housing Development Officer.

The proposal therefore accords with Policy CS09 of the Core Strategy.

Other Material Considerations

Safety – Members have previously raised concerns regarding the safety implications of having surface water attenuation ponds within residential estate developments. In this instance the main pond and smaller attenuation basins lie close to the roundabout access into the estate off Lynn Road. The main basin has 1:3 sloped sides and a verge of approx. 6.5m from the highway/pavement containing a line of trees and is overlooked by 6 dwellings giving natural surveillance.

The drainage strategy indicates that in an extreme storm event (1 in 100 years plus 40% climate change allowance + 6%) the depth of water in the basin would be 1.1m and would drain away in up to 22 hours. In a 1 in 2 year storm it would be 17mm deep.

Notwithstanding the landscape masterplan, full details of the means of enclosure (probably hoop-topped metal railings to deter climbing) and the provision of emergency buoyancy aid/s may be secured via condition.

The smaller basins/depressions on the southern side of the spine road are again overlooked by several dwellings but are not expected to hold water only in very extreme circumstances (200mm worst case and draining very quickly) as excess water is directed into the main pond. They would be grassed with a wildflower mix and the southern-most depression (900mm max depth with low/graduated sides) can mostly be used as part of the overall play area.

These measures have been used elsewhere within the borough, are considered to be appropriate in this instance and would satisfy Policy DM15 of the SADMPP.

Impact upon trees - A line of TPO trees adjoins the northern side of Bridle Lane which are indicated to be retained and protected during construction. The allotments and LEAP are located close by but would not affect them unduly – likewise the main spine road. The applicants have submitted an Arboricultural Impact Assessment & Method Statement which has been assessed by our Arboricultural Officer, who has no objections to the tree survey or soft landscape scheme for the site. Concerns regarding potential impact of the proposed development upon a specific oak tree within the grounds of No.3 Bridle Lane has been brought to our attention. However, given the amended layout plans and resultant separation

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distances involved (approx. 36m to nearest building on Plot 16) and differences in levels, no adverse implications have been identified by our Arboricultural Officer. The same applies to the mature conifer within the grounds of No. 228 Broomhill (Plots 9 & 10 approx. 10.5m north of the boundary).

Lighting scheme – Details of a lighting scheme for the development including roads, footpaths, parking and circulation spaces will be dealt with via discharge of condition 21 attached to 21/00798/F.

Public Rights of Way - The alignment of Bridle Lane (BR13), the well-trodden route where it crosses open land and connects to BR14, follows the field boundary, but does not correspond with the defined route mapped by Norfolk County Council. Aerial imagery indicates that this route has been used for some years and has established rights. Both the established and defined routes have however now been accommodated in the layout of the proposed development and this has received no objection from the NCC PROW Officer.

Financial contributions - Section 70(2) of the Town and Country Planning Act 1990 provides that an LPA must have regard to a local finance consideration as far as it is material. The site does not attract Community Infrastructure Levy, however contributions to education, library books and off-site improvement to the footpath network were secured via Section 106 agreement. The position on CIL was agreed by the Planning Inspector when the allocated site was dealt with as part of the adoption of the SADMPP (2016). Downham Market Town Council suggests that the position regarding CIL is reviewed, however it is already established and is not capable of review in determining this current application for reserved matters approval.

Crime and Disorder – The Architectural Liaison Officer (ALO) has assessed the scheme against the principles of Secured by Design, and through the application process the applicants have sought to address any queries/concerns raised to ensure the scheme is where possible in accordance. The applicants have introduced windows in side/flank elevations (previously blank) plus 1.5m high fencing with 300mm of trellis used to create surveillance of parking areas in strategic locations as stated above. Whilst private parking courts are not preferred by the ALO, the scheme is now considered to be acceptable in terms of designing out crime.

Flood risk - The application site lies within Flood Zone 1 of the SFRA and is therefore in an area with the lowest probability of flooding. The NPPF directs development towards areas of lower risk and thus the site is in accordance with national policy.

Foul and surface water drainage - Drainage is not a reserved matter and both foul and surface water will be dealt with via discharge of conditions attached to the earlier permission; the only consideration with regards to layout is the inclusion of the attenuation ponds/features with adequate capacity. The LLFA raised a holding objection, however the dimensions of the attenuation basin and drainage specifications have been amended and are under review. Confirmation of agreement to these changes are expected to be forthcoming prior to the meeting and will be reported as late correspondence.

Furthermore, the Section 106 agreement requires that the surface water drainage scheme incorporates Sustainable Drainage Strategies (SuDS) which is in accordance with national guidance and addresses the maintenance and management of this.

Emerging Downham Market Neighbourhood Plan - The draft (Regulation 14) Downham Market Neighbourhood Plan was consulted upon in Autumn 2021. It is anticipated the plan will be submitted for examination soon. Little weight can be given to the draft policies in decision making at this stage, however it is important these are considered.

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The Neighbourhood Plan policies cover a range of issues relevant to the proposed development, and consideration has been given to the requirements of these (many of which are already included within the NPPF and adopted Local Plan). It is considered that the scheme is broadly in accordance with the policy requirements; either in the outline consent and Section 106 agreement, and/or the reserved matters application and proposed conditions. Given the stage of the Plan however the scheme has been assessed against current policy requirements and standards (for example with regard to parking provision, affordable housing allocation and the provision of EV points).

Third party correspondence - In relation to third party comments not covered above, the LPA comments as follows:

- Sustainability issues – commuters and lack of public transport – a Travel Plan is to be produced which will look at alternative means of transport for residents; cycling and walking routes have been accommodated within the layout and linkages to existing networks achieved;
- Lack of public consultation – the application and subsequent amendments have been publicised in accordance with adopted working practices and legal requirements;
- Lack of infrastructure and services for additional demands (schools, doctors, dentists etc.) – education and library contributions are secured via Section 106 agreement;
- Loss of views over fields – private views are not a planning consideration;
- Removal of WW2 runway – BR14 is not proposed to be altered by this proposed development;
- Impact upon wildlife – addressed at the outline stage with biodiversity enhancements secured by a Habitat Management Plan (Condition 19);
- Plans not the same as outline stage – plans were solely indicative at the outline stage but the amended scheme now broadly accords with the earlier/outline submission.
- Town Council changed its mind and now supports the proposal, but same issues remain – the Town Council have made their views clear as recorded above in the Consultations section of this report;
- Construction Management Plan shows use of the old airfield as route to access the site – BR14 should not be used – this will be addressed by way of Discharge of Condition in liaison with the Local Highway Authority;
- Water pressure – will be dealt with by the appropriate bodies/authorities; it is unreasonable for the developers of this site to be expected to resolve these matters, and providing the site can cater for the drainage requirements of the new scheme without impacting upon existing development, this is acceptable; and
- Increased light pollution – this will be covered by discharge of condition attached to the earlier permission.

CONCLUSION

The site benefits from an existing outline/varied consent and the reserved matters application has been submitted in accordance with that planning permission, as well as Local Plan Policy F1.3 (SADMPP 2016).

The proposed form and layout of the scheme respects the characteristics of the urban fringe. It would create a development with an emphasis on a negotiated green and blue infrastructure concept with associated landscape and ecological benefits. The principle and scale of development has already been approved (up to 240 dwellings), as has the vehicular access and cannot be revisited as part of this reserved matters application.

The application has evolved through the planning application process, with detailed work undertaken with regard to the site layout, the design of dwellings, character of the streets and the landscaping provision as well as the connectivity throughout the site and to the existing and future development beyond. The scheme has been assessed against the Building for a Healthy Life criteria and has scored positively as a high-quality development.

On the basis of the above, the scheme is fully acceptable in planning terms and complies with the NPPF, National Design Guide and National Model Design Code, Policies CS01, CS02, CS04, CS08, CS09, CS11, CS12, CS13 & CS14 of the Core Strategy (2011) and Policies DM1, DM2, DM15, DM16, DM17 and F1.3 of the Site Allocations and Development Management Policies Plan (SADMPP) (2016). It is therefore recommended that permission be granted subject to the conditions stated below.

RECOMMENDATION:

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

- 1 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans:
BL/DM/PPL/100 Rev O: Layout
DM/CP/01 Rev G: Charter Plan
JBA 20 110-SK01 Rev XX: Landscape Masterplan
GTC-E-SS-0021_R1-0: Substation Plans
Al_Sem_R21-410: Alnmouth
Ad_Sem_R21-410: Ashridge
Rh_Det_R21-410: Redhill
Dp_MA_End_R21-201: Deepdale/Danbury
Ga_Sem_R21-410: Galloway
Sh_Det_R21-410: Sherwood
Sh_Cr_MA-Det_R21-901: Sherwood Cr
Bw_Det_R21-410: Barnwood
Sa_End_R21-410: Saunton
Ri_Det_R21-410: Rivington
Gz_End_R21-410: Grizedale
Wh_Sem_R21-410: Whinfell
Bw_Det_R21-410: Barnwood DT
GwDet_R21-410: Greenwood
Bt_Det_R21-401: Brampton
Bs_Det_R21-410: Brightstone
Bar_Ma_Det_R21: Barmouth
AS-WD-01: Daster/Aster x6a
Wa_MA_End_R21-901: Wentwood
Hd_Sem_R21-410: Haldon
Wa_End_R21_410: Wareham
Re_End_R21-410: Rendlesham
Dg_End_R21-410: Dallington
A8-PD-01: A88C2
SW/GW2/100: Greenwood 2
Sa_MA_End_R21-901: Saunton Plot 26, 53, 188
Al_MA_End_R21-901: Alnmouth Plot 55
Ga_MA_End_R21-901: Galloway Plot 156, 169
Sh_MA_Det_R21-901: Sherwood Plot 178, 179, 147
Bt_MA_Det_R21-901: Brampton Plot 212
Dg_MA_End_R21-901: Dallington Plot 93
Hd_MA_End_trad_R21-901: Haldon Plot 88, 89

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Wh_MA_End_R21-901: Whinfell Plot 185, 186
Bt_MA_Det_R21-901: Brampton Plot 60, 177
Ga2.2-105: Double Garage
Ga1.1-001 Rev A: Single Garage

- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition: No works shall commence on the site until such time as detailed plans of the roads, footways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. 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 planned for at the earliest possible stage in the development and 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, 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: Before any dwelling is first occupied the road(s) and footway(s) shall be constructed to binder course surfacing level from the dwelling to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority.
- 4 Reason: To ensure satisfactory development of the site in accordance with the NPPF.
- 5 Condition: All bathroom/ en-suite/ wc windows shall be obscure glazed and shall be retained as such thereafter.
- 5 Reason: For the avoidance of doubt and to safeguard the amenities of the locality in accordance with the NPPF.
- 6 Condition: Notwithstanding the details that accompanied the application hereby permitted, no development shall take place on any external surface of the development until the type, colour and texture of bricks, roof tiles and render to be used for the external surfaces of the dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 6 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 7 Condition: No development shall commence on any external surface of the relevant plots until a sample panel of the carrstone to be used for the external surfaces of the dwellings 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.

- 7 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 8 Condition: Prior to the installation of any air source heat pumps 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 neighboring dwellings, plus provide details of anti-vibration mounts, and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 8 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 9 Condition: Notwithstanding the plans/details already submitted as part of this application, prior to the commencement of development detailed plans and specifications for soft landscaping to accord with the principles of the Landscape Masterplan (Drawing No. JBA 20 110-SK01 Rev XX), shall be submitted to and agreed in writing by the Local Planning Authority. 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.
- 9 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 10 Condition: The boundary treatments shall be installed as approved prior to the occupation of the associated dwelling, 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 maintained as such in perpetuity.
- 10 Reason: To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.
- 11 Condition: No existing trees, shrubs or hedges within the site that are shown as being retained on the approved plans shall be felled, uprooted, willfully damaged or destroyed, cut back in any way or removed without the prior written approval of the Local Planning Authority. Any trees, shrubs or hedges removed without such approval or that die or become severely damaged or seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of a similar size and species in the next available planting season, unless the Local Planning Authority gives written approval to any variation.
- 11 Reason: To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.
- 12 Condition: Notwithstanding the details hereby approved, prior to occupation of the dwellings, a suitable Electric Vehicle (EV) charging scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The locations of the infrastructure and charging points are to be shown on the approved plans. The EV charging points shall be implemented as approved prior to occupation of the associated dwellings or phased as agreed.

- 12 Reason: To enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations in accordance with the provisions of the NPPF (Section 112(e)).
- 13 Condition: Prior to the occupation of any dwelling served off a private driveway, the associated bin collection point shall be provided in accordance with the approved plans and maintained thereafter for that use.
- 13 Reason: To ensure that the amenities of future occupants are safeguarded in accordance with the NPPF.
- 14 Condition: Notwithstanding the plans already submitted, prior to the first occupation of any dwelling hereby permitted the attenuation pond/features shall be enclosed with a boundary treatment and have safety measures installed as necessary, the details of which shall be submitted to, and agreed in writing by, the Local Planning Authority. The boundary treatment and safety measures shall be erected prior to the first occupation of any dwelling hereby permitted and shall thereafter be retained and maintained in accordance with the agreed details.
- 14 Reason: In the interests of safety in accordance with the NPPF and Policy DM15 of the Development Plan.