

AGENDA ITEM NO: 9/1(a)

Parish:	Castle Rising Grimston South Wootton King's Lynn	
Proposal:	Approval of matters reserved for layout, scale, appearance and landscaping following outline planning permission 16/02231/OM for the erection of new homes, open space, a car park to serve Reffley Wood, paths and cycleways and associated development	
Location:	Land West of Knights Hill Village Grimston Road South Wootton Norfolk PE30 3HQ	
Applicant:	BDW Trading Ltd And Whistle Wood And Reffley Wood Ltd	
Case No:	22/01310/RMM (Reserved Matters - Major Development)	
Case Officer:	Mrs N Osler	Date for Determination: 23 September 2022 Extension of Time Expiry Date: 10 November 2023

Reason for Referral to Planning Committee – *Called in by Cllrs Rust, Coates and Howard, and Officer Recommendation is contrary to Parish Councils' Recommendations and Raises Issues of Wider Concern.*

Neighbourhood Plan: Yes, in relation to South Wootton only

Case Summary

The site is located on the north-eastern outer limits of King's Lynn partly within the parishes of South Wootton and Castle Rising and an unparished part of King's Lynn and is immediately to the west of Grimston Parish boundary. It lies to west of the A149, Queen Elizabeth Way and south of the A148, Grimston Road adjacent to the Area of Outstanding Natural Beauty (AONB) and Knights Hill Hotel complex of which the main building, Rising Lodge, is Grade II Listed.

The site lies within Flood Zone 1.

The site is bisected by Sandy Lane. The section of Sandy Lane which crosses the site is a pedestrian route with restricted vehicular access onto the A149. To the west of the site Sandy Lane returns to an unrestricted road that curves to the north to a point that links up with the A148, Grimston Road.

Adjacent to the site (to the northwest) is a recently approved development site known as Claylands permitted under applications 15/01782/OM and 20/00666/RMM. Both the Claylands permission and the outline consent for the site that is the subject of this report require a pedestrian / cycle link between the two sites.

To the south and southwest of the site lies Reffley Wood (a designed Ancient Woodland.) The wood provides a large recreational area for residents as well as an important wildlife habitat.

In broad terms, levels across the site decrease from north to south with the lowest elements in the most southern part of the site.

Although there is a level change of approximately 37.5m between the highest and lowest parts of the site (43AOD in the north and 5-6AOD in the south), gradients are relatively shallow due to the size of the site (35.3ha.)

This application seeks reserved matters (RM) approval for 574 dwellings, open space, formal sport pitches, a car park to serve Reffley Wood and associated development including substations, drainage, roads, cycle and pedestrian paths and other such works, following the grant of outline planning permission under application 16/02231/OM granted at public inquiry in July 2020 (APP/V2635/W/19/3237042.) The outline approval was for *Residential development of the land to provide up to 600 dwellings, incorporating affordable housing, together with a local centre for uses A1, A2, A3 and/or A5 (600m2) with the total quantum of A1 net sales area not to exceed 279m2 in the alternative, D2 community floorspace (up to 500m2), open space, formal sport pitches, a car park to serve Reffley Wood and associated development to include substations, drainage features, roads, cycle and pedestrian paths and other such works.* The site represents one of the borough's main housing allocations.

Access was approved at outline stage, so this RM application seeks approval of: layout, appearance, scale and landscaping.

The Local Centre and Community Facility Land for a Community Use are not part of this reserved matters application and will/may be the subject of future reserved matters application(s). Whilst provision of the Local Centre is secured by condition 6 on the outline consent, the possible provision of a Community Use on Community Facility Land is contained within the S106 Agreement and will only be a requirement if certain triggers are met as laid out in the S106. The S106 Agreement is appended to this report.

The application proposes 574 dwellings; 108 of which would be affordable.

A total of 157,291m2 of Open Space is proposed including that contained within the Ecological Mitigation Zone.

It is of significance that the outline approval on this site was made after a Public Inquiry, with the final decision made by the Secretary of State, who agreed with their Inspector's views.

Key Issues

Site Allocations and Development Management Policy E4.1 / Outline Conditions / S106 Compliance

Building for a Healthy Life

Form and Character and Impact on Historic Environment and AONB

Neighbour Amenity

Inter-developmental Relationships

Highway Issues

Open Space

Drainage

Environmental Impact Assessment

Habitats and Biodiversity

Trees

Affordable Housing and Other S106 Issues

Crime and Disorder

Other Material Considerations
Specific Comments and Issues
Planning Balance

Recommendation

APPROVE

THE APPLICATION

The outline application was approved on this site following a Public Inquiry, with the Secretary of State ultimately making the decision on the recommendation of the Inspector.

Reserved matters permission is sought for appearance, landscaping, layout and scale for a development of 574 dwellings on a site benefitting from outline planning permission (16/02231/OM) for *residential development of the land to provide up to 600 dwellings, incorporating affordable housing, together with a local centre for uses A1, A2, A3 and/or A5 (600m²) with the total quantum of A1 net sales area not to exceed 279m² in the alternative, D2 community floorspace (up to 500m²), open space, formal sport pitches, a car park to serve Reffley Wood and associated development to include substations, drainage features, roads, cycle and pedestrian paths and other such works granted at appeal in July 2020 (APP/V2635/W/19/3237042.)* The outline permission reserved all matters except for access. The site represents one of the borough's main housing allocations covered by Policy E4.1 of the Site Allocations and Development Management Policies Plan (SADMP.)

The Local Centre and Community Facility Land for a Community Use are not part of this reserved matters application and will/may be the subject of future reserved matters application(s). Whilst provision of the Local Centre is secured by condition 6 on the outline consent, the possible provision of a Community Use on Community Facility Land is contained within the S106 Agreement and will only be a requirement if certain triggers are met as laid out in the S106. The S106 Agreement is appended to this report.

The outline permission has conditions covering:

- phasing
- ridge heights
- off-site highway improvement works comprising the provision of a roundabout and bus stops on Grimston Road (and any other aspect relating to this provision such as lighting)
- off-site highway improvement works at the Grimston Road / Langley Road proposed traffic signal junction
- submission and implementation of a travel plan
- surface water drainage
- contamination
- ecological enhancements and management
- archaeology.

A S106 Agreement secured against the outline application covers:

- open space specification, management and maintenance
- on-site affordable housing provision

- habitats monitoring and mitigation including a contribution towards the cost of a community ranger and a contribution to Norfolk Wildlife Trust towards community engagement
- the reservation of land upon which a community use could be accommodated
- a highway contribution towards a highway scheme to improve the junction of Low Road, Wootton Road, Grimston Road and Castle Rising Road South Wootton
- an education contribution (on the zero-CIL rated parts of the site i.e., the unparished area at the southern end of the site) to be used towards increasing the capacity at Reffley Community School and Nursery
- a library contribution (on the zero-CIL rated parts of the site) to be used to increase the capacity of Gaywood Library
- a bus service contribution to support bus services to King's Lynn, Hunstanton and the Queen Elizabeth Hospital.

Issues covered by the S106 and conditions on the outline permission are not for consideration in the context of this reserved matters application other than to ensure compliance where necessary.

In relation to this application, a parameter land use plan, access and movement plan and indicative landscape strategy were approved at outline stage, and this reserved matters application must be in general accordance with these approved plans. Additionally, conditions 7 and 13 of the outline consent require consideration under this reserved matters application. They relate, respectively, to maximum ridge heights and drainage (condition 13 requires each reserved matters application to be supported by a detailed surface water drainage scheme based on the Welland Design and Build Limited, WDB_SWDS_07, October 2018 drainage strategy submitted with the outline application.)

Reserved matters are being sought for 574 dwellings (433 dwellings north of Sandy Lane and 141 south), 108 of which are affordable (overall 18.8%). The dwellings are contained within eight Character Areas (CAs). The reduction in the number of proposed dwellings relative to the outline consent (up to 600) is reflective of the need to ensure a development that makes the best use of land, whilst also respecting form and character and to prevent what was, before the reduction in the number of dwellings, a heavily car dominant scheme.

There are 13 three-storey dwellings, 13 x 2.5 storey dwellings, 530 two-storey dwellings and 18 single storey dwellings proposed comprising:

- 360 x detached dwellings including link detached via garages (63%)
- 154 x semi-detached dwellings, including 18 maisonettes which represent the 18 affordable 1-bed units (27%)
- 16 x 3-house terrace dwellings (48 homes; 8%)
- 3 x 4-house terrace dwellings (12 homes; 2%)

These can be broken down into:

- 18 x 1-bed units
- 65 x 2-bed units
- 282 x 3-bed units
- 209 x 4-bed units.

The affordable units comprise 90 two-storey dwellings (including maisonettes) and 18 single storey dwellings consisting of:

- 18 x 1-bed units

- 44 x 2-bed units
- 38 x 3-bed units
- 8 x 4-bed units.

The eight-character areas (CA) are:

Grimston Road CA (66 dwellings; density 22.2 dwellings/hectare (d/h)) – adjacent to the roundabout, with Grimston Road to the north and west and Wootton Rise CA to the east.

As the gateway into the development, the Grimston Road CA is described as an extension of the existing Grimston Road. The Design and Access Statement (DAS) that accompanied the application suggests this CA *is reflected in its staggered building line, mixture of side and frontage parking arrangements and material palette which will include carrstone which is reflective of the immediate context.*

Wootton Rise CA (64 dwellings; density 12.7d/h) - to the east of the Grimston Road CA and west of Knight's Hill Hotel Complex. The A149 runs along the southwest boundary of the CA.

The DAS states that *Wootton Rise will be partially visible from Grimston Road and as such has a character reflective of 'edge of settlement' and will have a more rural feel largely achieved by the presence of the substantial area of open space to its east.*

Grimston Copse CA (94 dwellings; density 18.2d/h) – to the southwest of Grimston Road CA and abutting development on Grimston Road (to the north), the Clayland site and Ullswater Avenue (to the west) and Reffley Park CA to the east.

The DAS states *Grimston Copse sits to the west of the existing area filled with mature trees. This contextual condition creates a rural woodland character which can be reflected through staggered building lines, softer street hierarchy and softer material tones.*

Reffley Park CA (60 dwellings; density 12.3d/h) - to the south of Grimston Road CA, east of Grimston Copse CA and west of Grimston Avenue CA. The A149 runs along the southeast boundary of the CA.

The DAS states *Reffley Park incorporates the large area of open space that breaks through the middle of the development and given its use as a sports field this area very much feels like a park scape. Properties along these edges will have a more rural feel with regard to plotting, density and material palette in a direct response to its context.*

Grimston Avenue CA (104 dwellings; density 31.9d/h) – to the south of Grimston Road CA, west of Wootton Rise CA and east of Reffley Park CA. The A149 runs along the southeast boundary of the CA.

The DAS states that *Grimston Avenue is designed as a more formal and primary street...this is reflected in more rhythmic and controlled plotting arrangement through the use of semi-detached and terraced properties. As this is the urban core in the development, this area will be higher in density and accommodate 11 of the 2.5 storey dwellings in the vicinity of the local centre.*

Grimston Plaza CA (15 dwellings; density 22d/h) – the central part of Grimston Avenue.

The DAS states *Grimston Plaza has been identified as a sub character to Grimston Avenue as this is where the Local Centre is located and as such will be different to that of Grimston*

Avenue mainly due to scale and massing. This area will have all 13 three-storey dwellings and two of the 2.5 storey dwellings with formal boundary treatments and a townhouse feel.

It is intended that the Plaza be an area of pedestrian priority and as such the road will be designed to create bends that significantly reduce traffic speed and provide a wide area of hard standing with street furniture.

Sandy Lane CA (50 dwellings; density 19.7d/h) – which lies to the north and south of Sandy Lane, to the south of Reffley Park CA, north of Reffley Wood CA, and east of the Reffley Wood Buffer. The A149 runs along the eastern boundary of the CA.

The DAS states *The Sandy Lane area acts as a gateway into the southern part of the development whilst also being a continuation of the main spine road. This area should begin to feel more rural through a transition of semi-detached properties from Grimston Avenue with the introduction of smaller detached properties. The introduction of these smaller detached properties and outward facing parcels will respond to the public open space that surrounds this CA.*

Reffley Wood CA (121 dwellings; density 19.5d/h) - which occupies the southern part of the site and lies to the south of Sandy Lane CA and east of the Reffley Wood Buffer. The A149 runs along the eastern boundary of the CA.

The DAS states *Reffley Wood covers the southern part of the site and is in direct response to the woodland that is adjacent. Typically, this area would have a more rural feel through varied building lines and roofscape with a more natural material palette and use the open space buffer to soften the approach to the built form.*

The mean density for the character areas is 19.8d/h, with the overall density of development across the entire site being 16.2d/h.

The mix of materials and boundary treatments is taken from an overall palette. They differ across the different character areas which both defines those areas whilst ensuring consistency of materials and boundary treatments throughout the site.

Materials comprise of a mixture of:

- Red pantiles (modestly used in the Grimston Road, Wootton Rise, Grimston Copse and Reffley Wood CAs)
- Red flat tiles (used throughout site)
- grey flat tiles (used throughout site; most heavily used in Grimston Avenue and Reffley Park CAs)
- Red multi brick (wholly used in the Grimston Road and Wootton Rise CA where carrstone has not been used)
- Solid red brick (wholly used in Grimston Avenue and Reffley Wood CAs and partly used in the Sandy Lane CA)
- Gault brick (wholly used in Grimston Plaza CA)
- Orange bricks (wholly used in the Reffley Park and Grimston Copse CAs; partly used in the Sandy Lane CA)
- Full Carrstone elevations (modestly used in the Grimston Road and Wootton Rise CAs)
- Render elevation first floor (modestly used in the Reffley Park CA)
- Black Hardie Plank elevation first floor (modestly used in the Grimston Copse and Reffley Wood CAs).

Boundary treatments comprise of a mixture of:

- 1200mm carrstone and brick wall entrance feature
- 1500mm high close boarded timber fences with 300mm trellis top (to enable overlooking, limited use throughout site)
- 1800mm close boarded timber fences (comprises the rear boundary treatment between all properties)
- 1800mm brick walls (used as a 'full stop' at the bottom of Sandy Lane CA, and modestly elsewhere throughout the site)
- 1100mm timber post and rail fences (modestly used in Wootton Rise CA)
- 1100mm low brick wall with metal railings (used in Reffley Park CA where properties are adjacent to the main area of open space)
- 1050mm low brick walls to match brickwork of corresponding house (used in Grimston Plaza CA)
- 900mm estate railings (modestly used throughout site)
- 2000mm close boarded timber fences (runs along the entire eastern boundary of the site from the Sandy Lane CA southwards)
- 2100mm brick walls (as per acoustic report; modestly used (where necessary) near roundabout)
- 2100mm close boarded timber fences (as per acoustic report (used once in Reffley Wood CA))

Scale:

- lowest two storey ridge height is 6.68m
- highest two storey ridge height is 9.5m (restricted to Grimston Plaza CA)

A total of 119,428m² of Open Space is proposed comprising:

- 2,469m² children's play areas (Neighbourhood Equipped Area of Play (NEAP), Local Equipped Area of Play (LEAP) and Local Areas of Play (LAPS)) and Multi Use Games Area (MUGA))
- 1,419m² 5v5 pitch
- 1,507m² allotments
- 114,033m² informal open space.

Additionally, there is a 37,863m² Ecological Mitigation Zone.

SUPPORTING CASE

The application site forms part of a wider site allocation "E4.1 Knights Hill" for at least 600 homes. A small part of the allocation known as the Claylands land has already received permissions for 60 homes.

The application site obtained outline planning permission for up to 600 homes with a local centre, community facilities, open space and car park for Reffley Wood in June 2020. The outline permission considered and approved the transport impact of the development and fixed the roundabout site entrance off Grimston Road. It also approved two parameter plans that relate to land use and access/movement.

Following the outline approval, Barratt David Wilson Homes has prepared and submitted these reserved matters. Approval is being sought for the landscaping, layout, scale and appearance of 574 homes.

These reserved matters have been informed by an extensive design evolution process that has included engagement with the Borough Council's Planning, Housing, Conservation and Open Space officers, County Highways, the LLFA and drainage board, local residents and the Parish Councils. We have found their input and experience extremely helpful. This detailed engagement strategy has led to a well-considered and sympathetic design response to the site that fully accords with the outline planning permission parameters and has the support of statutory consultees.

The proposed plans provide for a high-quality place to live that has a strong and distinctive landscaped character that will provide the following:

- A wide range of housing types, sizes and tenures, including a policy compliant quantum of affordable housing and wheelchair accessible affordable bungalows.
- Low rise housing that complies with the defined building height parameters and respect key views towards the site, including those from nearby heritage assets.
- Significant Ecological Management Zones that cover 37,863sq.m (10.7% of the site area) and provide valuable habitats for birds and reptiles.
- A 50m buffer to Reffley Wood and its Ancient/Veteran Trees.
- Reserved land for a community building that will be offered up to the Council, with the parking area provided by BDW.
- A site for a local centre that will be the subject of a separate reserved matters submission.
- Significant areas of open space including allotments, a five a side football pitch, multi-use games area, children's play areas and informal open spaces covering 119,428sq.m (a third of the site).
- A new car park for Reffley Wood, enhancing access to the woodland and reducing overspill parking pressure on Sandy Lane and Ullswater Avenue.
- New bus stops on Grimston Road with cycle parking provision.
- New cycle and pedestrian routes that connect the site with the wider area and provide attractive and direct routes through the site to encourage the use of sustainable transport.
- A gas free development that will incorporate sustainable technologies including air source heat pumps and PV panels as well as EV charging points.

As set out within the committee report, the development will also deliver significant funding through the S106 to deliver a new bus service, local road improvements, education and library enhancements, and bespoke ecological mitigation strategies. A significant contribution will also be made through CIL to fund the delivery of wider infrastructure enhancements.

In summary, these reserved matters deliver a well-considered high-quality development that meets the outline parameters, accords with the Development Plan (and in many instances exceeds the outline and planning policy requirements), and delivers all the mitigation measures and financial contributions previously secured. We hope therefore that you will consider voting to approve these reserved matters and look forward to continuing to work with the parishes and key consultees as the scheme progresses.

PLANNING HISTORY

23/00086/F: Pending determination with a recommendation of approval: Application for a temporary construction access and haul road in association with development approved under 16/02231/OM.

16/02231/OM: Application Refused: 21/03/19 - Residential development of the land to provide up to 600 dwellings, incorporating affordable housing, together with a local centre for uses A1, A2, A3 and/or A5 (600m2) with the total quantum of A1 net sales area not to exceed 279m2 in the alternative, D2 community floorspace (up to 500m2), open space, formal sport pitches, a car park to serve Reffley Wood and associated development to include substations, drainage features, roads, cycle and pedestrian paths and other such works. APPEAL ALLOWED 14/07/20. SECRETARY OF STATE DECISION

2/94/0472/O: Application Withdrawn: 04/10/99 - Site for construction of food superstore and petrol filling station non-food retailing fast food restaurant multi plex cinema and bowling alley and park and ride site.

2/93/1686/O: Application Withdrawn: 18/10/94 - Site for construction of food superstore and petrol filling station non-food retailing fast food restaurant multi plex cinema and bowling alley and park and ride site. Appeal Withdrawn 22/09/94.

2/92/2273/O: Application Withdrawn: 12/12/96 - Site for construction of superstore, petrol filling station and structural landscaping.

RESPONSE TO CONSULTATION

Parish Councils:

South Wootton, North Wootton and Castle Rising Parish Council (joint response): OBJECT

The Joint Parish Councils' objections / comments, that were received in March, May, July and September 2023, can be summarised as:

- The development does not comply with the NPPF.
- Pleased to see that the developer has provided much improved cycle and walkway links along the northern boundary of the site; we support this.
- Street lighting on the A148 needs to be considered under this reserved matters application.
- An on site bus service provision must be considered under this reserved matters application.
- Traffic impacts need to be managed by this reserved matters application.
- Confusion over three different planning references (one relating to the outline permission, one to this reserved matters application and one relating to the temporary access to enable construction of the roundabout) which has made the planning process unnecessarily complicated and misleading. These should be consolidated under one reference number.
- The planning process has been fragmented and poorly administered and the parishes have not been appropriately considered and they are the bodies that have the best knowledge of the consequences of poorly planned schemes. The parishes and communities in West Norfolk deserve to be heard and not brushed aside especially when in pursuit of trying to secure better planning outcomes.
- Questions whether the planning department is fit to handle such large applications and whether the parishes' comments are even considered.
- The developer rebuts nothing in their rebuttal letters and merely lists amendments made.
- In relation to the Police Architectural Liaison Officer's comments pertaining to safe walking and cycling on Ullswater Avenue, Barsham Drive and Sandy Lane the

developer suggests that they are not responsible for the safety of residents when travelling outside the boundary of the development. To ignore professional advice on crime reduction fails to address the need for safety and is contrary to the NPPF.

- The parishes should have been made aware of the proposed changes to highway mitigation (withdrawal of highway reason for refusal) which meant that the Inquiry in January 2020 was not properly tested.
- Certain highways and transportation matters remain a valid consideration of this reserved matters application including the roundabout and bus stop.
- Deeply concerned whether the proposed new roundabout design is acceptable.
- The amount of affordable housing in the south of the site (31%), some 650m from the nearest bus stop, is contrary to the statement made to the Inquiry Inspector that suggested affordable housing should be in the areas closest to Grimston Road to make them more accessible to a bus stop, and contrary to the NPPF.
- We have absolutely no confidence in the County Council's professional competence in its handling of the development application.
- This development is committed to car dependency even more so with the recent reduction in the current Grimston Road Bus Service and the ill-advised scrapping of an onsite bus service to King's Lynn.
- The site has failed to design for the future with the inability to accommodate full sized public transport.
- The Environmental Officer has raised concerns with the emissions from this car-dependent development.
- Inconsistencies and alterations to mitigation measures demand a complete review of highways and transportation matters.
- Concerns regarding the impact on other routes into town by increased traffic associated with this and other major developments in the locality.
- The developer is back tracking and appears to be offering very basic limited sports facilities that will exert undue pressure on the current overused Wootton Park facilities. The development must be self-sufficient. This current proposal is also contrary to Sports England's comments that suggest an 11 x 11 full size pitch and appropriate pavilion be provided along with an appropriately sized car park to relieve pressure on the Wootton Park ground that is at full capacity. These facilities (the developer has suggested, space permitting, that they would consider providing an 11 x 11 full size pitch), including the community building, need to be of sufficient size and specification to serve the development thereby avoiding car journeys off-site. There must be a condition to require such a building to be provided as part of the development programme before the site is built out. The design and size requirement of this must be conditioned to accommodate residents and visitors, hence adequate parking, changing, washing and toilet facilities.
- The developer has not communicated with the parish councils in relation to management of the proposed allotments, football pitch, sports facilities or responsibility and expense for servicing and maintaining the dog poos bins.
- Drainage issues need to be fully considered.
- This development should be high in quality, sustainable and sympathetic to the nearby AONB.
- This is the last opportunity for the new planning committee to rectify the shortcomings of the past by using this reserved matters application to impose changes including restoring the major mitigation of onsite public transport.
- Our local knowledge and vast work to improve this application has to a major extent been ignored. However, the parish councils are willing to work with the Borough Council, the Developer and Norfolk County Council to pursue the best outcome.
- The developer's £500k contribution to NCC should be used to fund the upgrade of the footpaths from the site's entrance to the nearest bus stops.

- Construction management should be conditioned as part of this application to limit traffic emissions, unacceptable inconvenience, delay and cost to vehicle users and businesses.
- The number of bungalows proposed should be increased.
- The following is a list of conditions we require for both the temporary access and reserved matters applications:
 1. The agreement will incorporate a clause stating no commencement on the housing or any infrastructure for same will commence until such time the roundabout is brought into full use and the temporary access is decommissioned, made good and landscaped and not brought back into use at a future date or for any other purpose.
 2. There must be an agreed period with a maximum of 9 months from the start date to the finish of the above works and the new roundabout being brought into full use.
 3. For vehicles travelling from South Wootton up Knights Hill strictly no right turn off the A148 into the site - such vehicles will need to continue to the roundabout and return entering the site from the nearside.
 4. All right turns out of site to be controlled by a banksman and lights. During site opening hours the lights are to be manually operated to give priority to road users not site traffic. The lights will remain in place until such time the roundabout can be brought into full use.
 5. In addition there will be no right turn exit when leaving the site when traffic is already grid locked and queuing on the carriageway to the roundabout. There must therefore be a holding area immediately within the site for vehicles waiting to exit and turn right (this is the only permitted exit for HGVs). At all times existing road users will have priority over site vehicles which will be expected to wait in their holding area until such time the traffic queued from the Knights Hill roundabout has cleared.
 6. The Banksman will also have to ensure the safety of cyclists and pedestrians when site vehicles leave the site by the temporary access.
 7. Temporary lighting to be erected at the access/egress points.
 8. Adoption of an agreed site management and works plan with restricted delivery slots for materials to avoid peak traffic periods.

These conditions should be legally binding and once adopted cannot be varied, amended and will remain in place until such time the temporary access is closed, and the roundabout brought into full use as the only vehicular access to and from the Grimston Road.

Note: The conditions above relate to the application for the temporary access.

Separate and individual parish council comments have also been received.

Castle Rising Parish Council: OBJECT

Castle Rising Parish Council's objections, made in October 2022, prior to their collaboration with North and South Wootton Parish Councils, can be summarised as:

- Castle Rising Parish Council does not wish to assume responsibility for management of dog waste bins, allotments, sports pitches or open spaces. These facilities should be managed by an onsite Management Committee comprising local residents.
- Whilst acknowledging the need for more homes, we cannot keep adding homes and more cars to an aged highway network without addressing the infrastructure. Without mitigation we will cause more congestion and further damage to our environment and poor air quality.
- All our new large housing developments must include onsite reliable and regular public transport provision and reduce car dependency. Good, safe and active travel routes for cycling and walking are equally important to this development.

- Normally highway and transportation matters are not part of reserved matters. However, the developer has included information relating to these aspects which enable the parish council to comment on these facets.
- The parish council was horrified when NCC, without consultation, reduced mitigation measures for the need for public transport to enter the site to serve the development. This presents further problems with the development's connectivity to local schools and healthcare and ensures that this development will be car dependent.
- This application should be refused until such time that the roads and turning areas are redesigned to accommodate full size onsite public transport.
- Norfolk Constabulary's concerns with off-site pedestrian and cycle routes should be fully addressed. The Local Highway Authority has also raised several outstanding matters.

South Wootton Parish Council: OBJECT

South Wootton Parish Council's objections, made in August and October 2022, prior to their collaboration with Castle Rising and North Wootton Parish Councils, can be summarised as:

- We are pleased to see that documentation relating to the proposed cycle path links across privately owned land has been removed from the proposal.
- Concurs with Castle Rising Parish Council comments.
- Would like to see a second access/egress point via a roundabout onto the A149 Queen Elizabeth Way at the southern end of the site.
- For the sake of clarity, the site address should be Land at Knights Hill, Grimston Road, *Castle Rising*, King's Lynn, PE30 3HQ.
- Again, for the sake of clarity and accuracy, most of the site is in the Parish of Castle Rising with some in South Wootton, some in Grimston / Roydon and a small part in an unparished part of King's Lynn. However, the greatest impact from the development would be on South Wootton given the development is nowhere near to any property in Castle Rising or Grimston/Roydon. Therefore, greater credence should be placed upon the comments of South Wootton Parish Council on behalf of its residents.
- The number of bungalows proposed should be increased.
- Surface water runoff should be adequately controlled to avoid flooding risks. Likewise foul water/sewage measures should be properly designed.
- Electric charging points for vehicles should be provided.

North Wootton Parish Council: OBJECT

North Wootton Parish Council's objections, made in August and October 2022, prior to their collaboration with Castle Rising and South Wootton Parish Councils, can be summarised as:

- We fully endorse the objection submitted by Castle Rising Parish Council.
- The site's road network proposals are not fit for purpose as the intended public transport mitigation can never be implemented. This is still an essential requirement to future proof the site. Without this the development will not comply with the NPPF and will result in a car dependent development.
- A cycle path across land not in the applicant's ownership is proposed. This is unnecessary as alternative routes are already in place.
- We as a parish appreciate the need for more houses and accept there is outline permission for 600 homes at Knights Hill. However, we are objecting to the reserve matters for the reason the development does not comply with the NPPF and is not sustainable without proper provision for public transport.

Grimston Parish Council: OBJECT

Grimston Parish Council objections, that were received in September 2022 and September 2023 can be summarised as:

- Remains concerned in the levels of traffic around Knight's Hill roundabout, the hospital roundabout and on Grimston Road into King's Lynn as well as the knock-on effect on the A149 and A148.
- We do not consider that the scale of the impact on the transport infrastructure has been properly addressed, although it is difficult now to see how this can be rectified.
- The parish council is struggling to see how this development is sustainable and therefore objects on both highway and environmental grounds.
- In addition, the parish council is concerned to see that four areas of the development indicate a link to Grimston: Grimston Road, Grimston Plaza, Grimston Copse etc., and urge that with the exception possibly of Grimston Road they be renamed to avoid confusion with the neighbouring parish and village of Grimston.
- We assume that if permission is granted one of the requirements will be a strategy to manage deliveries on and off site particularly land clearance during the build.
- We would ask that it be conditioned that the A149 is the key route and contractors should avoid using Lynn Road off the A148 which goes through Grimston and on the B1153 through to Gayton. The reason being is that the part of Lynn Road which travels through Grimston is all residential at 30mph, then once on the B1153 there are several sharp bends including one by St Botolph's Church.

Highways Authority (NCC): NO OBJECTION With reference to the amended layout shown on drawing 100-831-013 rev AD, whilst there will still be some minor detailed design issues to resolve later, and it is still unclear how cyclists will retain priority at all side roads, I do not wish to comment further at this stage.

Therefore, should the Borough Council deem the submitted layout to be acceptable I would request conditions relating to detailed plans relating to roads, footway etc., binder course, and details of highway works to Sandy Lane be included within the decision notice for this application:

Public Rights of Way (NCC): NO OBJECTION We have no objection in principle to the application as there are no Public Rights of Way within the site.

Development should integrate into the existing highway network, be that roads, footways or Public Rights of Way. We support the provision of walking and cycling routes within the site and the links with Sandy Lane (King's Lynn Restricted Byway 8) and into Reffley Wood and we are pleased to note the addition of pedestrian/cycle access points west into the Claylands development and to Grimston Road in the northeast corner of the site. Likewise, the revised access arrangements off Grimston Road provide a pedestrian crossing and footpath link to provide access to Castle Rising Public Footpath 12.

Internal Drainage Board: NO OBJECTION The Board has no comments to make specific to the amendments, and as per our previous response we are continuing to process an application for Land Drainage Consent associated with this development.

Lead Local Flood Authority (NCC): NO OBJECTION This is a reserved matters application for a residential development.

Having reviewed the most recently submitted and updated documents, we continue to have no objections to this Reserved Matters planning application, subject to conditions being attached to any consent if this application is approved.

If the LPA review and wish to determine this application against our advice you should notify us, the LLFA, by email at llfa@norfolk.gov.uk. Alternatively, if further information is submitted, we request we are reconsulted and we will aim to provide bespoke comments within 21 days of the formal consultation date.

Anglian Water: NO OBJECTION

Foul Water: We have reviewed the applicant's submitted FOUL AND SURFACE WATER DRAINAGE STRATEGY REPORT V. 04 PART 1 to PART 7 and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge Condition(s) of the outline planning application 16/02231/OM, to which this Reserved Matters application relates.

Surface Water: We have reviewed the applicant's submitted surface water drainage information DRAINAGE STRATEGY TECHNICAL NOTE and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction, and we are unable to provide comments on the suitability of the surface water discharge. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented. A connection to the public surface water sewer may only be permitted once the requirements of the surface water hierarchy as detailed in Building Regulations Part H have been satisfied. This will include evidence of the percolation test logs and investigations in to discharging the flows to a watercourse proven to be unfeasible.

Housing Team (BCKLWN): NO OBJECTION The applicant is proposing 108 affordable units, 76 for rent and 32 for shared ownership. The affordable units are policy compliant and are dispersed adequately throughout the site.

I have reviewed the amended plans for the affordable bungalows and can confirm all types are now policy compliant. I note The Oakley, Thetford, Midhurst and Ashby units are all to M4(2) standards and the Guelder is to M4(3) fully wheelchair accessible standards which is welcome.

Historic England: NO OBJECTION On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Historic England have provided detailed planning advice throughout the various previous stages of this development proposal. We have, since the granting of outline planning permission (16/02231/OM), been engaged in discussions with the applicant and their consultants about details of the reserved matters for this development proposal.

In our previous advice on the outline planning application, we highlighted two main areas of concern for the historic environment. Firstly, we raised concerns about the visual impact of the northern part of the proposed development on the setting and significance of Castle Rising Castle scheduled monument. Our second concern was the visual impact of the proposed development on the setting of the scheduled monument of 'Remains of St James' Church and surrounding Saxon and medieval settlement. The significance of these designated heritage assets is set out in detail in our advice letter dated 3 December 2018 on the outline planning application 16/02231/OM.

The impact of the proposed development on both of these scheduled monuments was considered by the Planning Inspector at the appeal stage and their recommendations were subsequently agreed by the Secretary of State for the Ministry of Housing, Communities and Local Government in the decision notice (APP/V2635/W/19/3237042) issued on 14 July 2020. As stated in paragraph 15 of the decision notice the Planning Inspector's Report concluded (in IR182) that any harm to the significance of Castle Rising Castle 'would be less than substantial, at the lower end of that spectrum'. Paragraph 16 of the decision notice states that the Inspectors Report (IR184) concludes that the impact on the scheduled monument of the Remains of St James' Church would be 'less than substantial, midway within that Spectrum'.

The current reserved matters application has sought to address the impact of proposals on the settings of the Castle Rising Castle and Remains of St James' Church scheduled monuments through the design, layout and landscaping of the development.

We note that the layout of the northern part of the proposed development includes open space in the northeast area where the ground rises to the east (the Wootton Rise Character Area), with two storey housing in the Grimston Road Character Area and landscape planting along the Grimston Road frontage. The Grimston Road Character Area also incorporates elements of local building materials, such as carrstone. We consider that these measures are appropriate for minimising the level of harm to the setting of the Castle Rising Castle scheduled monument and ensuring that it is at the lower end of less than substantial harm as concluded by the Planning Inspector.

With regard to the setting of the Remains of St James' Church scheduled monument, the development proposals have sought to minimise the visual impact on the scheduled monument through the design and materials of the dwellings in the Reffley Wood Character Area and the use of landscape planting within, and along, the southeast side of the area. We consider that these measures would help to minimise the visual impact of the proposed development on the setting of the 'Remains of St James' Church' scheduled monument and the harm arising to its significance would be in the middle range of less than substantial harm as concluded by the Planning Inspector.

Recommendation: Historic England has no objection to the reserved matters application on heritage grounds.

We consider that the measures proposed to address the impact of the proposed development on the setting of the Castle Rising Castle and Remains of St James' Church scheduled monuments to be appropriate. However, it is for your authority to decide whether, with these measure in place, the level of less than substantial harm to the historic environment can be outweighed by the public benefits of the proposals as required by NPPF paragraph 202.

Conservation Officer (BCKLWN): NO OBJECTION There are now seventeen carstone dwellings on the development which is an improvement on the sixteen on the previous plans. These seventeen dwellings are now proposed to be full Carstone on all elevations which is also a marked improvement on the previous plans and is welcomed. We would reiterate again though that pre-formed Carstone panels will not be appropriate on these buildings.

Please condition sample panels of the plots which are to use carstone on the elevations, and details of materials including brick bonds and brick types in the Grimston Road and Wootton Rise Character Areas.

We have no further comments to make on this application.

Emergency Planning Officer (BCKLWN): NO OBJECTION I have no further comments to make at this stage as risk of flooding matters were dealt with at outline stage and these reserved matters don't appear to alter that.

Historic Environment Service (NCC): NO OBJECTION We have no comments to make regarding the application.

The archaeological fieldwork at the Knights Hill development is now completed (just the final report and archiving etc. is now outstanding). Two areas of significance were found; a ploughed-out Bronze Age burial mound at the southern end of the development which will not now be built on, and an Iron Age enclosure at the northern end which also contained a Beaker period (Early Bronze Age) isolated burial which has been subject to a full open area archaeological excavation. The fieldwork associated with the archaeological mitigation at Knights Hill has been completed and the final report will be forthcoming and will be deposited with the county Historic Environment Record where it will be available for public consultation.

Norfolk Coast Partnership: OBJECT

06.09.2022: Paragraph 176 of the NPPF requires that AONB's are 'conserved and enhanced', this applies to proposals outside the designation which may still have an impact on setting which in this case will as this is a gateway to the AONB from the west. Public bodies must 'have regard' in carrying out their functions that the AONB designation is not compromised.

Careful consideration in terms of design will be needed to avoid increased light pollution (which is already high here) and inappropriate planting, development and boundary proposals that may obscure views towards and adjacent to the AONB. Our Integrated Landscape Character assessment may be able to provide advice for an emerging Landscape Visual Impact Assessment which we would wish to see. <https://www.norfolkcoastaonb.org.uk/discovering/landscape/>

As the site is close to several designated sites there will need to be a Habitats Regulations Assessment undertaken to ascertain impact and put in place mitigation measures. This could be through provision of green infrastructure as part of the development, provision of accessible informal space nearby taking people away from sensitive sites and a contribution to the Habitats Mitigation Fund to ensure that designated sites can meet any additional pressure. Dersingham Bog and Roydon Common are two nearby sites that are particularly sensitive to disturbance and could be a draw for increased visitors and dog walkers which could harm biodiversity.

Until we know the results of the HRA we cannot support the application as it stands, and we await this further information to clarify that harm will not outweigh the need of the proposal.

Arboricultural Officer (BCKLWN): NO OBJECTION

23/10/2023 Additional Comments: I've been out to the site again to carry out a more in depth look at the areas where trees are proposed for removal, to provide some context to the numbers involved.

Looking at the headline numbers for tree removals the number of identified individual plants or stems is 4673, which at first look appears quite drastic.

Total count of 1160 category B hedgerow plants/trees to be removed: Of this number 1160 have been identified as individual hedgerow plants. This comprises removal of sections of 4 existing hedges.

One along the boundary of the site with the A148 Grimston Road, where circa 60% of the hedging is being removed to make way for the realigned road and site access roundabout.

Two others are along both sides of Sandy Lane, the removal of plants in this area appears to be 15/20% of the total hedgerow, and the fourth hedgerow to be removed is in the north-western corner for development of residential properties and associated roads.

This is in general accordance with the approved parameter plans.

Total count of 28 individual category B trees to be removed: The removal of the majority of individual category B trees is in the area of the proposed cycleway / footpath just to the north of two existing ponds within the wooded area along the green link of the site from east to west.

A few other category B trees proposed for removal are sporadic across the rest of the site where they conflict with the layout.

Again, in general accordance with the approved parameter plans.

Total count of 3478 category B woodland trees to be removed: The majority of trees to be removed are in the wooded areas towards the northwest of the site, again in general accordance with the approved parameters plans. This area of land has remained unmanaged for some time and as a result has developed into scrubland and young woodland through natural regeneration. The tree species in this area are predominantly local pioneer species of ash, silver birch, willow and hawthorn.

Developing mostly through natural regeneration without management the trees in this area have grown up at a high density, competing with one another, forming into groups with narrow tall stems with only a small amount of foliage at the top. This area of tree groups is not a well-spaced and structured woodland, it does not have the desirable characteristics of a well-managed and cared for diverse woodland with many foliage layers.

Trees that have developed in this way tend to be structurally unsuitable making them inappropriate for retention in development.

Because they have not been managed or thinned out, they have blocked out light to the lower shrub and herbaceous layers. Lacking management, trees with poor structural form are likely to split out in the future.

There are also areas of ash dieback that within a few years will be succumbing to this disease as well as distinct areas of elm trees that are already dead having succumbed to Dutch Elm Disease.

Although the headline numbers appear quite drastic a more detailed look shows that the impact is less than it first appears. There is no doubt that trees are being removed to make way for development on this site, but many of those are of poor quality in terms of form, structure and canopy cover, and unsuitable for long term retention. Additionally, their removal is in general accordance with the approved Landscape Plan.

Successfully established new landscaping, along with the existing woodland, trees and hedges to be retained could make for a real sense of place and community on this development.

27/07/2023 Original Comments: I have reviewed the proposals with reference to the impact of the development on the existing trees, those trees proposed to be retained, and the proposed new tree planting with the understanding that the principle of development [and locations of built form] has prior approval.

I have considered the Design and Access Statement, site layout plans, Arboricultural Report, Landscape Masterplan, Detailed Soft Landscape Proposals and the Drainage Strategy.

The Arboricultural Report and revision (201513-PD-90 Arboricultural letter) provides a summary of the Arboricultural impacts of the proposed development, with a detailed Tree Survey in accordance with British Standard 5837:2012 - Trees in relation to design demolition and construction - Recommendations ('BS5837'), an Arboricultural Impact Assessment, and indicative guidance of the principles for the protection of retained trees and woodlands during construction work, with the recommendation that detailed tree protection details will need to be provided at a later date.

The Arboricultural Officer's comments can be summarised as:

1. The proposed development will require the removal of:

- 28 category B trees, 7 category C trees and 1 category U tree
- 1160 category B hedgerow plants/trees
- 3478 category B woodland trees

2. The following will require pruning for development purposes:

- 35 category B trees and 1 category C tree
- 5 category B tree/vegetation groups and
- 1 category C vegetation group
- 31 other items (uncategorised scrubland trees)

3. Additionally, a total of 326 mature trees will need to be pruned to make way for the installation of a new acoustic fence.

4. A detailed suite of conditions will be required to suitably protect existing trees, deliver new trees and manage the landscape.

Sport England: NO OBJECTION Sport England commented on this scheme at pre-application stage and gave our support to the proposals.

Regarding the submitted reserved matters, Sport England would like to make the following representations:

The on-site facilities shown are as follows:

A grass football pitch

1. A multi-use games area
2. The potential for a community building (no details submitted)
3. Car parking

I have received the following responses to the submitted plans:

Football Foundation: Following consultation with The Woottons FC, and further to examining the documentation uploaded on the planning portal, we are now in the position to respond to this application.

In terms of the plans that are submitted, provisionally Norfolk County FA and the Football Foundation are supportive of an additional football pitch & supporting infrastructure being built associated to the proposed residential development. However, this support is subject to the pitch that is being offered being a 11v11 full sized pitch, and subject to the proposed pavilion being compliant with FA/FF Changing Room regulations (it is noted there were no plans for the pavilion uploaded to the planning portal – only a reference to a community building with no associated detail). It is also noted that the proposed car park looked small (the layout appears to indicate 16 spaces), so further information relating to the proposed car park is also requested.

Relating to conversations specifically with the football club, they are supportive of an additional pitch being accessible within their local area, as at present their current ground, Wootton Park PE30 3RR, is at full capacity in terms of its playing pitches, and car parking at the site was also highlighted as a challenge on matchdays. A new facility would mitigate against car parking issues at the existing site and would also enable the club to grow teams in the future due to additional pitches being accessible, and with the growing population associated with this housing development.

In terms of the Local Football Facility Plan for King's Lynn & West Norfolk, Wootton Park has been highlighted as a site to prioritise for grass pitch improvement; therefore, we would not be opposed to an offsite contribution to improve the grass pitches, if the open space proposal associated to the residential development changed for any reason.

Norfolk Cricket Board: As in previous applications in West Norfolk, we would request that any investment into cricket is directed at nearby cricket clubs as opposed to on site where possible as demand for new sites in the area is limited.

Netball: No representations received.

Regarding the proposed grass pitch, this should be a full-size pitch, capable of accommodating adult football. We will need a planning condition to approve the specification for this pitch.

There is a proposed community building which can provide changing rooms, but there is no specification for this building as part of the application.

Regarding the multi-use games area, this should provide netball courts and preferably be floodlit. It can also provide tennis courts and opportunities for basketball and informal 5-a-side football. Sport England will need a condition requiring the approval of a specification for this facility.

From a physical activity perspective, the site layout includes opportunities for walking and cycling, with links to adjoining sites such as Reffley Wood.

There is the potential to secure off-site contributions to help improve existing football and cricket facilities in the local area.

Recommendation: Sport England considers the details submitted to be satisfactory and raise no objection to this application, subject to the imposition of the following conditions:

1. Specification for construction of football pitch
2. Specification for multi-use games area

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

Open Space Team (BCKLWN): NO OBJECTION

The Open Space Team require some minor changes to the landscaping elements of the areas public adoptable open space that would fall within the Schedule of Works contained within the S106 Agreement.

Environmental Health & Housing – Environmental Quality (BCKLWN): NO OBJECTION

Air Quality: Further to your consultation on amended details associated with the above application, I have reviewed the details for air quality. This response updates previous comments made. We have no objection to the principles of development.

The latest Department for Transport (DfT) road traffic statistics show traffic flows along Grimston Rd (A148) as much reduced (AADF 12,607) from the earlier estimates at outline (Capita, 2016; 18,489). Furthermore, the layout / scale as confirmed through these reserved matters is also understood to be associated with reduced number of dwellings (574) and therefore with a reduced traffic emission contribution.

Even though the layout confirms receptors are closer than originally envisaged, these changes are not considered significant to alter the conclusions on air quality reached at outline.

Matters that are however considered of potential material concern for air quality at reserved matters would be the extent of mitigation as guided by the NPPF 174(e), which refers to not only preventing unacceptable risks from air quality but also wherever possible to also improve/reduce related emissions. This approach is consistent with the Institute of Air Quality Management's (2017) guidance for best practice principles to minimise emissions for example from travel plans, electric vehicle charging infrastructure and also low NOx / carbon energy systems e.g.;

- Travel Plans: Travel plans (TPs) are secured through conditions 11 and 12 at outline but must be noted as additional to a 20% modal share of trips from cycling/walking/bus use. This was estimated at a 20% baseline i.e., prior to implementation of the TPs.
- Electric Vehicle Charging Infrastructure: In relation to the electric vehicle charging infrastructure, we would recommend a condition to ensure the development is future proofed towards ultra-low emission vehicles. We had noted previously that there would be around 82 visitor parking spaces plus the Reffley Wood carpark. These would appear to be non-associated to any dwelling and therefore not subject to the Building Regulations Approved Document Part-S, but nevertheless some should be designed with charging infrastructure to satisfy NPPF 112(e), therefore.
- Low carbon energy systems; We had commented previously of concerns that not all of the dwellings would be designed with low carbon / renewable energy systems as indicated by core policy CS08. Policy CS08 refers to a 20% reduction in SAP CO2 to be encouraged from the larger developments (as in this case.) We would note that the damage cost of additional traffic emissions associated with a development of this scale would be too high not to mitigate at the 20% recommended level.

We understand from the applicant that all of the dwellings would now be based on low carbon i.e., zero NOx / air source heat pumps (ASHP.) This is a welcome change. We have previously recommended a condition to require a calculation of the SAP reduction, but on reflection would suggest that the 20% should be achieved when using ASHP due the heating being the predominant form of energy use in a typical residential dwelling.

Contamination: No additional comments. The application has outstanding conditions on the outline consent 16/02231/OM that will still have to be discharged prior to commencement of groundworks.

Community Safety & Neighbourhood Nuisance (BCKLWN): NO OBJECTION Please find below the CSNN comments.

Surface Water: CSNN are no longer commenting on surface water drainage. We note the IDB comments regarding an application for discharge consent; this is pleasing that this is progressing. We note the LLFA authority comments and support these (specific reference to the level of detail required for condition 13 of the outline consent).

Foul Drainage: Anglian Water are best placed to comment on the foul water drainage scheme.

Noise protection from traffic: Please condition the site and plot boundary treatments in line with the latest revision of drawings: 100-831/027 and 100-831/028.

In terms of protection of internal areas of dwellings, please condition the design to meet the identified mitigation measures within Appendix B (glazing and vent specs/details) and Appendix D (mechanical ventilation) of the Noise Assessment and Mitigation Scheme (Rev 2.0, 30/03/23) for the relevant plots.

Public Amenity: We support the objection from the Greenspace Officer, specifically regarding the type/size and locations of waste/litter bins and dog waste bins, access for maintenance of hedging etc, access of the removal of fly-tipping etc and proximity of the LAP to Ullswater Avenue. These aspects require revision or could be remedied/required via specific planning conditions.

Construction Management: This was not conditioned at the Outline stage. Please condition.

External Lighting: This was not conditioned at the Outline stage. Please condition.

ASHPs: The Energy and Sustainability Report indicates that at least part of the development will include ASHPs. These were not conditioned at the Outline stage. Please condition.

Local Centre: We request this is conditioned to be the subject of a separate planning application, so specific issues likely to impact on residential amenity related to the proposed 1 x A1 and 2 x A2 uses can be considered at the design stage and suitably controlled via planning conditions (i.e., opening hours, delivery hours, external plant, external extraction flues etc.)

Community Building: We request this is conditioned to be the subject of a separate planning application, so specific issues likely to impact on residential amenity related to the use/s can be considered at the design stage and suitably controlled via planning conditions (i.e. hours of use, types of use, openings (doors/windows), delivery hours, external plant, external extraction flues etc.)

MUGA: Given the prevailing SW wind, footballs etc thudding against chain link perimeter fencing and user noise could impact on residential amenity. To ensure long term control over the use and maintenance of the MUGA, an owner/regulator/operator of the site is required. This should be required via a planning condition or other formal agreement. The hours of use of the MUGA should be restricted to 0900-2100 – please can this be conditioned?

Sports Pitch: Unless this remains open access, to ensure long term control over the use and maintenance of the pitch, an owner/regulator/operator of the pitch is required. This should be required via a planning condition or other formal agreement. The hours of use of the pitch should be restricted, ideally to 0900-2100 – please can this be conditioned?

Waste and Recycling Manager (BCKLWN): NO OBJECTION I have carefully reviewed the submission and can confirm that I have no object to the proposal but make the following comments.

The details of the local centre provided a refuse store. This should be directly connected by a path of at least 1.2m in width to the access road. Collections of waste may be frustrated by parked cars in the car park.

Refuse collections from commercial premises in otherwise residential settings can lead to complaints if undertaken at otherwise quiet times. This is primarily associated with lifting and emptying of waste with impact noise, engine revving to power lifting mechanisms and the compaction cycle. These have components which make them more intrusive than general background noise. This leads to a loss of amenity for residents. I would suggest a condition which precludes commercial waste collections between the hours of 22:00 hrs and 07:00 hrs.

Senior Ecologist (BCKLWN): NO OBJECTION

20/10/2023: Initially I was under the impression that we would need a LEMP / Management to cover each phase of the development but on review The Management Plan for Mitigation Zones which was submitted in support of discharging condition 19 on the outline consent I feel is sufficient to cover this. I would therefore suggest that this condition [LEMP] can be removed as it would be a duplicate of information already provided.

20/10/2023: To confirm I advise that we can adopt the shadow HRA as our own record of Appropriate Assessment.

The main issue was the payment of the GIRAMs tariff instead of the Habitats Mitigation Fund in order to meet HRA requirements that assessment be based on current evidence available. This has been addressed in the current HRA.

15/09/2023: I've reviewed the following documents in response to your request for consultation:

- Ecological Appraisal of Knight Hill Development (Torc Ecology, 2018)
- Ecological surveys and mitigation 2021-2022 (MKA Ecology, 2022)
- Management Plan for Ecological Mitigation Zones (MKA Ecology, 2022)

The original 2016 report is not available to view on the planning file for either the Outline or Reserved matter files. However, I'm sure recommendations have been pulled through from the original documents to the current ones.

The current Ecological Appraisal (MKA Ecology, 2022) sets out in detail the mitigation measures included within the Toc Ecology Report (2016) within Outline Condition 18. Mitigation Measures 1 – 12 set out the general mitigation strategy with measures for bats, habitats and lighting and Measure 13 – 16 set out further detailed measures specific to reptiles.

I would advise that the MKA Ecological Appraisal mitigation measures supersede the collection of documents referred to in Condition 18. However, I'm sure Condition 18 is sufficient to cover the requirement for the same mitigation measures given that the results of the 2022 surveys are not materially different from those reported in the 2018 Ecological Appraisal, which in turn are reported as being similar to the 2016 survey results.

A Management Plan for Ecological Mitigation Zones has been submitted and is referenced within the Ecological Appraisal. This document outlines how the mitigation measures stipulated will be managed for the Ecological Mitigation Zones only. The details of habitat creation and management of any habitats outside of the Ecological Mitigation Zones will need to be provided within a Landscaping Environmental Management Plan (LEMP.)

A Construction Environmental Management Plan (CEMP) is also required prior to commencement to support the protection of ecological features identified within the various Ecological Appraisals during the construction phase.

Natural England: NO OBJECTION SUBJECT TO SECURING APPROPRIATE MITIGATION

This advice relates to proposed developments that falls within the 'zone of influence' (ZOI) for Roydon Common & Dersingham Bog SAC. It is anticipated that new residential development within this ZOI is 'likely to have a significant effect' when considered either alone or in combination upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment.

Your authority has measures in place to manage these potential impacts in the form of a strategic solution. Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development.

This advice should be taken as Natural England's formal representation on appropriate assessment given under regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 (as amended). You are entitled to have regard to this representation.

Police Architectural Liaison Officer: NO OBJECTION It is pleasing to know that the applicant is considering applying for the full Police Crime Prevention Initiative God Award (Secured by Design) and is happy with the amendments made to date towards this standard. I look forward to working with the applicant in relation to achieving this.

Norfolk Fire and Rescue (NCC): NO OBJECTION: I do not propose to raise any objections providing the proposal meets the necessary requirements of the Building Regulations 2010 – Approved Document B (volume 1 – current edition, or as revised) including any requirements in relation to B5: Access and facilities for the fire service and arrangements for emergency service vehicles, as administered by the Building Control Authority.

Due to the fact that there have been multiple applications on this site please can I ensure that the planning condition for fire hydrants remains in place against this reserved matters application?

RSPB: NO OBJECTION The RSPB do not have any comments to make on this application.

Norfolk Wildlife Trust: NO OBJECTION

26.08.2022: We previously commented on the outline application in 2018, noting concerns regarding the proximity of the proposal to multiple sites of importance for wildlife and highlighting the need for certainty regarding the delivery of mitigation measures.

The proposal is near our nature reserve at Roydon Common, which is designated as a Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). The proposal is also adjacent to Reffley Wood County Wildlife Site (CWS).

We note in Natural England's consultation response dated 18th August 2022 that further information is required to determine impacts on designated sites and features, including Roydon Common SSSI and Roydon Common and Dersingham Bog SAC, with reference to the increased recreational disturbance and pressure at these sites. We share their concerns that a Habitats Regulations Assessment has not been provided with this application and strongly recommend that this is requested from the applicant before any determination is made, to ensure that the Council's responsibilities under the Habitats Regulations are met.

Please can we be consulted directly on any further ecological information and Habitats Regulations Assessments provided in support of this application.

Cadent Gas: NO OBJECTION Information sent to applicant regarding working in proximity to cadent gas assets.

Norfolk Police Service: NO OBJECTION Whilst recognising that this is a reserved matters submission in King's Lynn, following the grant of outline planning permission (16/02231/OM), Norfolk Constabulary have asked that NPS make the attached comment, on their behalf, about the impact of the proposal on existing police resources.

As you will be aware, Central Government place great emphasis on the role of the Police. Furthermore, National Planning Policy Framework (NPPF) gives significant weight to promoting safe communities (in section 8 of the NPPF). This is highlighted by the provision of paragraph 92, which states *Planning policies and decisions should aim to achieve healthy, inclusive and safe places which...*

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...

Norfolk Constabulary has the responsibility for policing, making Norfolk a safe place where people want to live, work, travel and invest. A key to providing safe and accessible sustainable communities where crime and disorder does not undermine community cohesion (and quality of life) is to ensure that the necessary police infra-structure is available in locations where major new development places additional pressures on Police resources. King's Lynn is one such location where such growth will take place and Norfolk Constabulary will need enhanced provision to cater for cumulative impact of all the growth planned in the town.

Norfolk Constabulary have highlighted that this application represents a proposal that will increase pressure on police resources. This development, alongside other development proposals in the area, will place additional pressure on existing resources. Therefore, to address this, further investment will be required to enhance the capacity of the police linked to additional developments in the area. If this is not funded and delivered through the planning system, the consequence is that additional demands will be placed on existing police resources.

Whilst this is an application on a site with existing planning permission, it is considered that future major applications in the area should address the impact on policing in the context of NPPF advice with developer contributions required for infra-structure needed by the police in Kings Lynn to deliver a safe, secure environment, to support the quality of life for residents and to limit the risk (and fear) of crime and disorder.

King's Lynn Area Consultative Committee, Planning (KLACC) (BCKLWN): NO OBJECTION [Comments relate to the unparished area of the site, south of Sandy Lane.]

Councillors Jones and Mrs Collop raised concern in relation to the traffic impact and the estate could be used as a rat-run.

Councillor Bambridge considered that the dwellings would fit in well with those off Sandy Lane.

Councillor Mrs Collop raised the issue of the dwellings having gas boilers and thought that these were being discontinued. It was advised that this would be covered by Building Regulations.

Conclusion: The issues raised are either outline issues (traffic generation) or would be dealt with via other legislation (building regulations) therefore KLACC raised no objection.

King's Lynn Civic Society: OBJECT

22.06.2023: KLCS retain all our previously stated concerns about the scheme, but do not wish to reiterate them in another letter.

What we would wish to do is request that the planning of large urban extensions in West Norfolk is handled in an altogether different fashion in future. Some key requirements should be:

1. Fully involve the local community during the allocation process.
2. Only agree to allocate land when the parameters for sustainable development have been fully explored and are found to be deliverable and cost viable.
3. Set out detailed and aspirational design guidance in relation to allocated sites – so that the public authorities can work transparently to achieve required outcomes with potential developers/builders. (Public bodies are working for existing and future residents, using public funding to create successful communities. We wonder whether those facts sometimes get forgotten?)
4. Ensure that all stakeholders are required to work together with the common goal of achieving sustainable development with high design values. (We note that a number of statutory consultees already appear to be suggesting design amendments that we feel will diminish the potential to create high quality landscape design and may undermine the sustainable retention of landscape assets. This is even before services and road details have been fully designed which also regularly diminish public realm design goals.)

It is quite clear from the original 2016 Local Plan Policy (E4.1 Knights Hill) that some requirements for sustainable development had been considered. These certainly included mitigation of potential impacts to Roydon Common (largely we suspect because that was extensively debated during the previous Local Plan examination).

In our view, the Local Plan policy is extremely weak in other areas. Many other local authorities would have produced a detailed design guide for an urban extension of this size. We remain of the view that sustainable transport planning to support the spatial strategy set

out in the 2016 Local Plan (and now in the process of being reiterated in the Local Plan Review) was, and remains, inadequate.

The 2015 examination did a great disservice to West Norfolk by not concluding that a clear, implementable transport strategy was required to make the plan sound.

All we can ask as residents is that the same mistakes are not repeated in future schemes – notably at the West Winch Growth Area. That is a scheme which is presently proposed to be six times larger than Knights Hill, is further from the town centre (and key facilities such as secondary schools and the hospital) and where road traffic will directly impact on already congested, regionally important, road infrastructure. We remain wholly unconvinced that a sustainable development can be delivered.

No planning consents have yet been permitted at West Winch. In our view, it is not too late to undertake a complete strategic review of those proposals before the issues and concerns identified at Knights Hill are replicated on a much larger scale with major adverse impacts for King's Lynn and West Norfolk.

13.09.2022: King's Lynn Civic Society originally commented on this scheme in 2016 when Camland Developments were the promoters. We also commented on the outline application in 2017. KLCS's original comments can be summarised as:

- Development of this site will clearly generate a high number of car journeys that will exacerbate exiting traffic issues
- The scheme should provide public transport provision
- Air quality is a key concern for King's Lynn, especially Gaywood. This development along with the other South Wootton developments will clearly exacerbate these problems
- Air pollution may also impact on protected site such as Roydon common
- A truly sustainable approach to growth in King's Lynn should be fully addressed at the upcoming Local Plan Review examination
- The house types could be anywhere and are not distinctive to the locality
- Internal access and connectivity looks good although connectivity beyond the site could be improved
- Landscaping is promising assuming they are adequately established and managed going forward.

REPRESENTATIONS Six letters of **OBJECTION** have been received. The reasons for objection can be summarised as:

- It is unclear if the affordable housing provision (at 18.8%) complies with policy and whether the location of some towards the southern part of the site accords with discussions as the inquiry that suggested affordable housing should be clustered closer to Grimston Road to be accessible to bus services.
- The location of the proposed pedestrian crossing and footpath link between Grimston Road and Castle Rising public footpath is not good.
- Are streetlights on Grimston Road, adjacent to the access roundabout, being proposed?
- Public transport mitigation should be fully considered as part of this RM application.
- It is confusing having different reference numbers for the outline application and this reserved matters application.
- The applicant rebuts nothing in their rebuttal letters just merely lists the changes they have made.

- The applicant suggests that safety of residents once no longer on the site is not their concern. This relates primarily to links to existing walking and cycling routes.
- IDB Byelaws need to be complied with.
- Transport issues should not have been removed from the reasons for refusal of the outline application considered at inquiry.
- Transport issues conditioned and contained within the S106 of the original consent should be addressed by this RM application.
- The nearest high school does not have public transport links to the site.
- The roundabout on Grimston Road which will provide access to the development is to be moved slightly to the south from its original intended location. Noise levels in certain of the new properties will be higher due to this and further mitigation measures will be required to reduce it to acceptable levels.
- The more offset the roundabout is the greater difficulty HGVs will have navigating it.
- The revised roundabout diagrams indicate the location of bus stops to be provided for residents of the new development. These are east of the roundabout towards South Wootton and west of it away from that settlement. Bike racks at the stop are welcome, but because of the extent of the stagger between the two stops user of the bike facility will have to walk between the two, crossing the roundabout itself, adding unnecessary pedestrian movement through a heavily trafficked area. These would not be necessary if a proper bus served from within the development were to be provided.
- Occasional minibus service was to be provided from within the site to the QEH, all funded by Section 106 agreement the money to enable this was reduced from £800k to £500 at the inquiry.
- It is considered that the application should be refused. However, if it is approved, the following conditions should be appended:
 - That the requirement for the spine road to be sufficient width for use by public transport be hardwired into the detailed design.
 - That bus stop locations be designated now, and 'reserved' so not to become visitor parking, whether official or unofficial.
 - That a Travel Plan be produced, in line with the Transport Assessment and NPPF and submitted to the Planning Committee for approval by the time that the 50th house is occupied.
 - That as each 100th house thereafter, and the final house is occupied, the Travel Plan should be updated and submitted to the Planning Committee for approval. It should specifically update and reconsider the needs of residents for travel to the town centre, to High Schools and to the Hardwick employment and retail areas.
 - That should the updated Travel Plan show demand for a bus service to points other than QEH, then it should be provided as part of the section 106 subsidy paid by the developer to the County Council.
 - That, as part of the Travel Plan, a fully inclusive map and schedule of times is produced and distributed to each occupied house at six monthly intervals, showing the full range of active travel and public transport alternatives, to encourage use of these alternatives and make the development less car dependent.
 - That appropriate measures are put in place in Ullswater Avenue and Barsham Drive to improve safety and security to meet the concerns of Norfolk Constabulary in respect of adults and children using it as a footpath and cycle route to local shops and the Reffley Academy Primary School.
 - That foot and cycle paths to both bus stops on Grimston Road are improved to make such routes safer to encourage use of public transport, thereby making the development less car dependent.
 - That high quality lighting of Grimston Road in the vicinity of the bus stops and roundabout, and the foot and cycle paths to and from both bus stops, to encourage use of public transport, thereby making the development less car dependent.

- That a minimum bus service level at the Grimston Road bus stops, defined as number of buses per hour at journey to work and school times and off-peak times, be set as a condition of consent. The minimum daytime frequency of buses to be no less than in January 2020 when Officers formally decided to remove the in-development bus service mitigation measure. This to apply until six months after the last house has been built and occupied.
 - That the list of conditions produced by the Parish Councils regarding the construction of the access roundabout on Grimston Road be made Conditions of planning consent.
- The housing mix differs from the original application.
 - Further calculations are required in relation to air quality and dust.
 - A cycle path is shown through land not within the applicant's ownership
 - There is not sufficiently capacity at the schools, doctors, or hospital to cater for this development.
 - The development does not accord with the overarching aims of sustainable development within the NPPF.
 - Trying to get onto Grimston road from other roads such as Sandy Lane is already bad enough without the additional traffic on the road that this development will generate.

One letter raising concerns (i.e., neither specifically supporting nor objecting to the proposed development.) The question asked was *What plans are in place to ensure that the local health facilities will be able to cope with this significant population increase? I am led to believe from recent literature that this is the responsibility of the council.*

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS03 - King's Lynn Area

CS08 - Sustainable Development

CS09 - Housing Distribution

CS11 - Transport

CS12 - Environmental Assets

CS14 - Infrastructure Provision

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM12 - Strategic Road Network

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

Policy E4.1 - Knights Hill

NEIGHBOURHOOD PLAN POLICIES

Policy E5 - New Growth Areas

Policy E2 - Sustainable Drainage

Policy E4 - Strategic Landscape Framework

Policy H1 - Growth Areas

Policy H2 - Encouraging High Quality Design

Policy H4 - Local Character

Policy H5 - Residential Garages

Policy H6 - Affordable Housing

Policy S1 - Education

Policy S2 - Community Infrastructure

Policy S3 - Play Areas

Policy T1 - Walking and Cycling Facilities

Policy T2 - On-Street Parking

NATIONAL GUIDANCE

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

PLANNING CONSIDERATIONS

The principle of residential development for up to 600 dwellings along with access has been established by extant outline permission granted at appeal for this application that represents one of the borough's main housing allocations.

This application is therefore for the determination of the outstanding reserved matters: layout, scale, access and landscaping.

The main issues for consideration in the determination of this application are therefore:

- Site Allocations and Development Management Policy E4.1 / Outline Conditions / S106 Compliance
- Building for a Healthy Life

- Form and Character and Impact on Historic Environment and AONB
- Neighbour Amenity
- Inter-developmental Relationships
- Highway Issues
- Open Space
- Drainage
- Environmental Impact Assessment
- Habitats and Biodiversity
- Trees
- Affordable Housing and Other S106 Issues
- Crime and Disorder
- Other Material Considerations
- Specific Comments and Issues
- Planning Balance

Site Allocations and Development Management Policy E4.1 / Outline Conditions / S106 Compliance:

Policy E4.1 of the Site Allocations and Development Management Policies Plan relates specifically to the development of this site. Several policy requirements relate specifically to the outline consent (i.e., do not relate to layout, scale, access and landscaping.)

Policy E4.1 Knights Hill requires: *An area of land, approximately 36.9 ha, to the south of Grimston Road and east of Ullswater Avenue and Ennerdale Drive, is allocated for development of at least 600 dwellings over the period to 2026. Development will be subject to detailed assessment and scrutiny of the following issues which are likely to affect the extent and design of the development:*

- a. *Site Specific Flood Risk Assessment*
- b. *Ecological assessment*
- c. *Landscape and arboricultural assessment*
- d. *Mineral assessment*
- e. *A comprehensive transport assessment of the impacts of the proposed development including consideration of the combined impacts with other planned development on Low Road/Grimston Road, and*
- f. *Heritage assessment.*

The development will provide:

1. *Residential development of the substantial majority of the land available for development and not precluded by flood risk or other constraints, to include:*
 - i. *A variety of house sizes, types and tenures*
 - ii. *Affordable housing commensurate with the local planning authority's standards at the time.*
2. *A site, or sites, which could be utilised for neighbourhood shops, a doctor's surgery, and community facilities.*
3. *An overall density of around 16 dwellings per hectare, subject to appropriate consideration of constraints identified, with variation across the area to provide a lower density in the western part of the site, blending with the existing spacious suburban development to the west, and a higher density to the north, providing a more urban character and a greater population density close to Grimston Road and its bus routes.*

4. *Tree planting and retention within the site, and a layout which facilitates the provision and maintenance of a high degree of landscape planting to soften the visual appearance of the development and to support wildlife. A 50-metre buffer around the Reffley Wood ancient woodland.*
5. *Suitable landscape planting to the east and north of the development to provide a degree of screening or other design approach for the development and to protect the setting of heritage assets including the Knights Hill complex, Castle Rising Castle and the remains of the Church of St James and surrounding Saxon / medieval settlement.*
6. *A new road from north to south, providing:*
 - a. *access to the new dwellings*
 - b. *a new roundabout junction with Grimston Road, and*
 - c. *a second access point is also required.*
7. *A layout which facilitates travelling on foot and by bicycle within, and to and from, the new development area.*
8. *Public open space for recreation and visual amenity and to reduce the pressure on adjoining areas including Castle Rising, Dersingham Bog and Roydon Common.*
9. *A new doctor's surgery within or close to the site.*
10. *and extensions to the following infrastructure to service the development:*
 - a. *water supply*
 - b. *sewerage*
 - c. *electricity Upgrades*
 - d. *telephone.*
11. *Financial contributions towards the provision of infrastructure including additional primary and secondary school places.*
12. *Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative impacts through recreational disturbance to the Dersingham Bog and Roydon Common Special Areas of Conservation.*
13. *An agreed package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure (particularly in relation to exercising dogs) associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to consist of an integrated combination of some or all of the following elements:*
 - a. *Informal open space (over and above the Council's normal standards for play space)*
 - b. *A network of attractive pedestrian and cycle routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath and cycle way network*
 - c. *Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space*

- d. *A programme of publicity (to occupants within and beyond the site) to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.*

Conditions and S106 requirements on the outline permission that are pertinent to this reserved matters application (i.e., that could affect the layout, scale, appearance and landscaping), are: ridge heights (condition 7), surface water drainage (condition 13), affordable housing (S106) and open space provision (S106).

For reasons that are covered in the following report it is considered that the proposed development accords with the policy requirements, conditions and S106 requirements outlined above.

Form and Character and Impact on Heritage Assets and the AONB:

National Planning Policy and Guidance (NPPF, National Design Guide (NDC) and National Model Design Code (NDMC)) sets out the Government's agenda for design quality and placemaking.

Building for a Healthy Life (BHL 2020) is a nationally recognised design tool; endorsed by Homes England and referenced in the NPPF as a key tool for 'assessing and improving design quality' in new development.

Paragraph 133 of the NPPF states that *Local planning authorities should ensure that they have access to and make appropriate use of tools and processes for assessing and improving the design of development. These include...assessment frameworks such as Building for a Healthy Life (BHL). Paragraph 133 continues by stating These are of most benefit if used as early as possible in the evolution of schemes and are particularly important for significant projects such as large scale housing and mixed use development. In assessing applications, local planning authorities should have regard to the outcome from these processes...*

Other relevant paragraphs within the NPPF, Development Plan and Neighbourhood Plan that relate to good design, place making, healthy and safe communities and impact on heritage assets and designated sites are: 92, 93, 98, 100, 104c), 110c), 112a), b), c) and e), 130, 176, 199, 202 of the NPPF, CS01, CS08, CS12 and DM15 of the Development Plan and H2 of the South Wootton Neighbourhood Plan. A Building for a Healthy Life assessment takes all these aspects into account.

In relation to the impact on heritage assets (Rising Lodge and its setting, Castle Rising Castle and its setting, St James at Bawsey and its setting) and the AONB the Inspector's conclusions are key.

Heritage Assets and the AONB: At paragraph 192 of the appeal decision granting outline consent the Inspector states *Whilst I have found some harm to the setting of the heritage assets identified, I have also found that the public benefits of the appeal proposals would outweigh that harm, when considered together. In these circumstances, I consider that the appeal development would meet the requirements of CS policies CS12 and SADMP policy E1.4, when read together. Those policies require development proposals to protect and enhance the historic environment, whilst recognising the need to balance any public benefits against the loss of interest or significance of heritage assets and, in relation to the appeal site, provide suitable planting to protect the setting of heritage assets...*

At Paragraph 203 the Inspector states *As development within and nearest to the AONB would be set back from Grimston Road, open space and planting incorporated and the*

height of development restricted, no adverse impact on the AONB would be likely. This would include harm due to light pollution and the dark skies of the AONB. Whilst access works, including the small shared surface link from Knights Hill hotel would be within the AONB, due to the small scale nature of these works, again no harm would result. In any event, the landscape impact of development and any impact on the AONB would have been considered when the appeal site was allocated for development. Overall, I consider that the appeal development would conserve and enhance the landscape and natural beauty of the AONB.

The Inspector therefore concluded that, subject to compliance with the parameter plans that dictated where built form could occur and maximum ridge height, whilst the development would have an impact on these designations, compliance with these parameters would ensure any impact was of an acceptable degree. This has been acknowledged in the representations received from Historic England and the Conservation Officer. However, it is acknowledged that the Norfolk Coast Partnership (NCP) object on the basis of the impact on the AONB. NCP have been reconsulted on amendments following their initial comments but have provided no further or updated comments. Notwithstanding this, it is considered that the impact on the AONB has been sufficiently addressed by compliance with the parameter plans.

Building for a Healthy Life (BHL): BHL is a design assessment tool (with a traffic light scoring system to aid the design process) based on a set of 12 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.

An interim BHL assessment and extensive design advice, including four design workshops, were provided by an urban designer at the pre-application stage to ensure compliance with the NPPF, National Design Guide (NDG) and National Model Design Code (NMDC).

BHL: Integrated Neighbourhoods (BHL: Q1 – 4) Questions 1 - 4 relate to the macro level elements of placemaking, creating a context-led structure for development to ensure that a scheme is well integrated to the natural and built local context, is well connected providing a choice of movement for all users and provides for good access and connectivity to local facilities and open space.

The scheme is considered to provide:

- a well-connected GI network offering a series of attractive open spaces as part of the development with a series of attractive open spaces and a strong green link through the heart of the development

- a development that is well-integrated with existing landscape on site utilising Reffley Wood and the open space to the northeast as attractive features for residents, including the addition of allotments and a community orchard
- a well-connected street hierarchy with secondary connected streets (loops) and better permeability along connected edge streets
- the existing landscape to west of the site is better integrated within the development with direct/overlooked connections for pedestrians and cycles to the local centre
- a good network of pedestrian and cycle routes through the site
- well defined perimeter blocks with key frontage fronting key streets and public open space
- clearly defined and well-integrated local centre terminating key routes and views

The character areas also reflect the neighbouring uses and characteristics.

BHL: Distinctive Places (Q5 - 8) Questions 5 - 8 relate to creating a 'place-specific' development that relates positively to its natural and built local context so that it is attractive and distinctive. This involves using distinctive site/local characteristics as key features, reference points and anchors within development first, working through to development patterns/appropriate density ranges, building form then materials to reflect local character.

Character areas were developed across the site in response to the need to create a locally distinct development that had defined characteristics but integrated materials and boundary treatments throughout the wider development. Densities also distinguish these character areas with a denser central area with lower densities in the surrounding character areas.

In terms of the impact on the Area of Outstanding Natural Beauty, the parameter plans defined the ridge heights considering these would result in development that would not have any significant impact on heritage assets or the AONB. The reduction in dwelling numbers, coupled with the materials and boundary treatments, suggests that the impacts are acceptable, and in terms of the heritage assets would result in less than substantial harm that is outweighed by the benefit of enabling development of one of the borough's main housing allocations.

BHL: Streets for All (Q9 - 12) Questions 9-12 relate to designing healthy and safe streets, accommodating parking and the design and detailing of streets, spaces and boundary treatments.

Primary Route Character: It was considered that the central spine road would pass through different character areas with design (landscaping, materials and boundary treatments) responding accordingly.

Frontage parking: One of the main reasons for the reduction in the number of dwellings across the site was to reduce the dominance of car parking.

Pedestrian green links: the reorientation of units to front onto the green east/west link and areas of open space is a positive contribution to the scheme.

Summary: It is therefore considered that the scheme will provide:

- development in line with the key principles set out in the outline permission and approved parameter plans
- a place with a positive response to the existing landscape and built form including heritage assets together with attractive and accessible open spaces, orchards and allotments

- good movement and connectivity in and around the site for all users, with a quality pedestrian / cycle environment
- definable character areas which reference the local context and will create a place with strong identity.

The outcome of the interim assessment is 10 green and 2 amber which suggests an overall acceptable development that would meet the overarching aims of BHL and therefore the NPPF and NDG in this regard.

It is considered that the Inspector acknowledged that some harm would result from the proposed development on heritage assets and the AONB but considered that, if development was carried out in accordance with the parameter plans approved on outline decision that these impacts would be acceptable and outweighed by the public benefit of enabling development of one of the borough's main housing allocations.

The proposed development is considered to accord with the parameter plans and conditions on the outline permission as well as the policy requirements of E4.1 of the Development Plan.

It is therefore considered that the proposed development accords with the NPPF in general, but specifically to paragraphs 92, 93, 98, 100, 104c), 110c), 112a), b), c) and e), 130, 176, 199, 202 of the NPPF, Development Plan Policies CS01, CS08, CS12, DM15 and E4.1 and South Wootton Neighbourhood Plan Policy H2.

Neighbour Amenity:

Paragraph 130f) of the NPPF requires planning decisions 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.

Impacts on existing dwellings: It is considered that there would be no material overlooking, overbearing or overshadowing impacts to any existing dwellings. This is primarily due to the distances involved and proposed and existing boundary treatments (including in many instances substantial boundary trees) with the closest existing dwelling to any new property being 10 metres between side elevations. This relates to plot 201 and No.180 Grimston Road and is a greater distance than other side-to-side relationships along Grimston Road in the vicinity of the site and therefore suitably reflects the character of built form in the locality. Additionally, there are no first-floor windows on the western side elevation of plot 201. The next closest existing dwelling to any proposed dwellings is No.43 Ullswater Avenue which is 20 metres from the side elevation of plot 362. This is a distance that would suggest any impacts would not be material. Notwithstanding this, plot 362 has no first-floor windows on its western side elevation.

Inter-developmental Relationships: The applicant worked closely with the local planning authority to ensure that overlooking, overbearing and overshadowing impacts were acceptable across the site.

This was achieved by dwelling orientation, position of fenestration and ensuring that minimum distances between rear elevations were at least 18 metres.

All mid-terrace properties have a rear pedestrian access.

It is therefore considered that inter-developmental relationships are acceptable.

Paragraph 174e) relates to noise and states *[decisions should] prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans...*

A noise assessment accompanied the outline application which indicated that noise from the A149 and A148 were the main noise sources that would impact the proposed development. However, as layout was not known, no conditions relating to noise were appended to the outline permission.

Therefore, a new noise assessment was submitted with the reserved matters application.

The CSNN team has fully considered the layout and noise assessment and considers that subject to site boundary treatments, and design mitigation measures contained within Appendix B (glazing and ventilation specification / details) and Appendix D (mechanical ventilation) of the Noise Assessment being suitably conditioned then noise impacts to occupiers of the new dwellings would be of an acceptable level.

It is therefore considered that the development accords with the NPPF in general but specifically to paragraphs 130f) and 174e) of the NPPF and Development Plan Policy DM15.

Highway Issues (including pedestrian and cycle provision):

At the Public Inquiry into the outline application, the Inspector fully considered the highway and transport impacts of the proposed development as a main issue, hearing evidence on that issue at the Inquiry. However, the Inspector considered that the highway impacts could be suitably controlled by condition and obligations contained within the S106 Agreement, and the Secretary of State agreed with these findings. These can be summarised as:

- off-site improvements works comprising:
 - the provision of a roundabout serving the development from Grimston Road
 - proposed traffic signal junction between Grimston Road and Langley Road
 - the submission and implementation of a Travel Plan
- a financial contribution towards a highways scheme to improve the junction of Low Road, Wootton Road, Grimston Road and Castle Rising Road
- a financial contribution to support bus services to King's Lynn, Hunstanton and the Queen Elizabeth Hospital.

The Access and Movement Parameters Plan approved on the outline consent approved one vehicular access from Grimston Road (A148) to the north of the site via a roundabout (the details of which were secured by conditioned as outlined above.) A secondary Emergency Vehicular Access was also approved via Ullswater Avenue to the west. This is also a pedestrian and cycle access. Two further pedestrian and cycle links were approved at the Clayland Development and Sandy Lane again, both to the west of the site, one to the north of Ullswater Avenue and one to the south. The outline consent also required a north / south spine road, strategic pedestrian and cycle routes throughout the site (exact alignment to be agreed) and illustrative locations of pedestrian access to/from Reffley Wood.

Paragraph 92 requires planning decision to *aim to achieve healthy, inclusive and safe places which:*

- a. *promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- b. *are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*
- c. *enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

Paragraph 104c) of the NPPF requires development proposals to provide *opportunities to promote walking, cycling and public transport use are identified and pursued*. Paragraph 104e) continues by stating that *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places*.

Paragraph 112 states that *applications for development should:*

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Finally, paragraph 130f) of the NPPF require decisions 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...*

These requirements are reiterated in Development Plan Policies E4.1-7 which requires a *layout which facilitates travelling on foot and by bicycle within, and to and from, the new development area, CS10* that requires development proposals to demonstrate that they have been designed to:

- *Reduce the need to travel and promote sustainable forms of transport appropriate to their particular location...*

Neighbourhood Plan Policies T1 'Walking & cycling facilities' and T2 'On-street Parking' respectively require: *Where appropriate, footpaths and cycle routes to be incorporated within new development. Satisfactory lighting of these facilities should be included in their design.*

The development of additional footpaths and cycle routes more generally within the Plan area will be supported, particularly where they have the ability to integrate new residential developments into existing footpaths and cycle routes and proposals for new residential development, design solutions should be planning and implemented to minimise car parking other than in designated parking areas. Particular attention should be given to ensuring that access routes are designed to prevent or discourage on-street parking.

One of the main changes to the infrastructure design of the development is the position and design of the roundabout on Grimston Road which has been moved slightly southwards. This was necessary due to technical issues. Legal advice was sought in relation to this matter and it was confirmed that the slight change in location accorded with the fact that detailed design of the roundabout is still required by condition 8 of the outline consent. This will also help with maintaining throughput of traffic whilst the roundabout is being constructed.

The access strategy takes its lead from the parameter access plan and provides for a central spine road (the primary route) with secondary loop roads and tertiary private drives.

A varied site wide parking strategy has been incorporated to include:

- Side parking
- Front parking
- Integral garage parking
- Detached garage parking

The DAS suggests that the different parking arrangements across the character areas create different urban design attributes which are appropriate to the character area. For example, in the more rural character areas side parking is more appropriate and breaks up the built form by increasing the spaces between buildings. In the more urban character areas frontage parking allows for a continuous building line.

The parking provision for the Local Centre will be the subject of a future reserved matters application.

Whilst there is no parking requirement to serve any community building that may come forth on the land identified as community facility land, parking to serve such a use has been indicatively shown. It is suggested that this would be fully considered if the triggers in the S106 were met, and a reserved matters application were required for such a use (community facility) on the land (community facility land.)

Car parking for visitors to Reffley Wood has been provided close to the existing entrance and where natural surveillance is achieved. Ten spaces have been provided in accordance with the recommendation from the Woodland Trust.

Parking is fully in line with Development Management Policy DM17 including garage sizes where they represent parking provision. That is to say, some garages are smaller, but in instances where this occurs parking provision is achieved without the requirement of a garage, as they are not counted as a parking space.

Points of note:

- All road widths accord with Local Highway Authority requirements.
- All junctions with shared surface roads have been amended to a dropped kerb footway crossing as required by the Local Highway Authority.

- Visitor parking has been increased from 82 to 115 spaces, and, as far as possible, these have been located along adoptable highways and in particular along the spine road (primary route) and secondary routes.
- Parking spaces have been sized to 3m widths (rather than the standard 2.5) where they are located next to walls and fences.

Cycle Strategy: The cycle strategy has been considered with regards to the varying routes across and through the site.

Points of note:

- The 3m wide pedestrian and cycle paths have been reviewed in consultation with the Local Highway Authority and have been located on the most appropriate side of the road and provide easier and desirable crossing points and connections through the site.
- In addition to the cycle connections alongside carriageways, primary routes through the public open space have also been updated to 3m wide suitable for both pedestrians and cyclists.
- Where cycle routes cross over the highway a change of surface has been proposed in conjunction with a raised table to further define the priority of the cyclist or pedestrian and assist in traffic calming across the development.
- Cycle paths are given priority over side roads and the cycle path routes to Ullswater Avenue and Grimston Road in the northeast corner of the site have been widened.
- Each property will have a form of cycle parking. For properties that have garages the cycle parking will be inside; for properties without, cycle parking will be within a shed.
- Cycle parking has been provided around the Local Centre, Reffley Park (near to the area for the community building), Reffley Wood Car Park and the allotments.

Whilst the Parish Councils and third parties suggest that transport issues resulting from the scale of the proposed development on the existing road network should be further considered under this reserved matters application, this is an outline issue that was fully considered by the Inspector at the Public Inquiry and suitably conditioned / controlled within the S106 Agreement and is not a material consideration in the determination of this reserved matters application. The S106 Agreement of the outline consent includes a financial contribution of £500,000 to support bus services to King's Lynn, Hunstanton and the Queen Elizabeth Hospital.

The County Council (NCC) has advised the applicant that the bus enhancements are most likely to consist of an enhancement in relation to the frequency of the coastal service along Grimston Road and potentially the provision of a local Hopper service to improve local connections, most likely to the hospital. The precise bus enhancement will however be decided by NCC in the lead up to the first occupation of the development, which the applicant suggests is likely to be in 2025. If it is considered that part of the financial contribution secured by the S106 should go towards providing a local 'hopper' service through the site (and this will be dependent upon demand and would follow discussions between operators and the NCC), the applicant has stated that they would provide bus stops, at their expense (i.e. the money would not have to come out of the £500,000) within the site. This can be appropriately secured by condition if permission is granted.

Another issue raised by the Parish Councils and third parties is the appropriateness of off-site cycle / pedestrian links. Again, off-site works cannot be considered at reserved matters and are outline issues. Furthermore, it is not possible to require the applicant to undertake development on land not in their ownership. Whilst this issue was also originally raised by the Police Architectural Liaison Officer, he has since acknowledged the inability of this reserved matters application to address them.

The inter-development cycle and pedestrian links are considered to be very good as are the links between the on-site provision and existing routes. This has been acknowledged by the Parish Councils.

The Local Highway Authority raise no objection to the proposed development subject to conditions.

Electric Vehicle charging will be suitably conditioned if permission is granted.

It is therefore considered that the development accords with the NPPF in general, but specifically to paragraphs 92, 104c and e and 130f of the NPPF, Development Plan Policies E4.1-7, and CS10 and Neighbourhood Plan Policies T1 and T2.

Open Space:

Paragraph 98 of the NPPF states *Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change.*

Development Plan Policy DM16 requires 32,144m² of open space whilst site specific policy E4.1 specifies extra requirements relating to open space provision and the need for it to exceed the norm to reduce the impacts on protected sites.

South Wootton Neighbourhood Plan Policy S3 requires play areas for children, within residential areas to be provided and maintain for an appropriate period whilst Policy S2 seeks funding for the community sports facilities with playing fields and changing facilities.

A total of 119,428m² of Open Space is proposed comprising:

- 2,469m² children's play areas (Neighbourhood Equipped Area of Play (NEAP), Local Equipped Area of Play (LEAP) and Local Areas of Play (LAPS)) and Multi Use Games Area (MUGA))
- 1,419m² 5v5 pitch
- 1,507m² allotments
- 114,033m² informal open space.

Additionally, there is a 37,863m² Ecological Mitigation Zone.

It is considered that this substantially exceeds policy requirements. Management and Maintenance of open space is contained within the S106 and therefore this element does not need to be further conditioned as part of this reserved matters application.

The Open Space officer has raised some minor issues as per their representation. However, these relate to S106 requirements. Therefore, landscaping plans will be suitably conditioned to enable any changes that may be required in relation to the open space specifications contained within the S106. In this regard management and maintenance are covered in the S106 Agreement.

South Wootton Parish Council suggests that a full 11 x 11 football pitch should be provided in line with Sport England's comments and because the pitches at Wootton Park are overused. However, Sport England raise no objection to the proposal as submitted (for a 5 x 5 pitch) and the Local Planning Authority's Open Space Team have stated that the full-size pitches at Lynnsport are underused. It is understood that discussions between the applicant

and the Parish Council's took place whereby some consideration was given to supplying a 11 x 11 pitch. However, it can be confirmed that the applicant, after consideration, is continuing to propose the 5 x 5 pitch. Full details of all these facilities (football pitch, NEAP, LEAP, LAPS and MUGA) will be submitted under the Open Space Scheduled required by the S106.

There is no policy requirement to provide a full-size football pitch, and it is considered that the proposed mix of uses are acceptable.

It is therefore considered that the development complies with the NPPF in general but specifically to paragraph 98 of the NPPF, Development plan Policies DM16 and E4.1 South Wootton Neighbourhood Plan Policy S3.

Drainage:

Paragraph 169 of the NPPF requires major developments to *incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:*

- a) *take account of advice from the lead local flood authority*
- b) *have appropriate proposed minimum operational standards*
- c) *have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development, and*
- d) *where possible, provide multifunctional benefits.*

This is reiterated in Core Strategy Policies CS08 and CS12.

Additionally, Policy E2 of South Wootton Neighbourhood Plan states *Where it is feasible, sustainable drainage schemes should be used to provide wildlife areas, linking where possible with the biodiversity of existing natural environment areas and County Wildlife Sites [i.e., at Knights' Hill - Reffley Wood, and west of Hall Lane towards the Wash and North Norfolk Coast Special Area of Conservation and the Wash Special Protection Area. These should be designed with the appropriate level of percolation and safety in mind and as an integral part of the green infrastructure.*

The overall drainage strategy for the site is:

- On areas on the site that do not infiltrate directly, individual piped networks drain to a series of outfalls across the site into either basins / swales or soakaways.
- In the southern part of the site some of the areas are not suitable for infiltration and therefore will be drained via a pipe system.
- The basins are located through the public open space and as such have been integrated into the landscape design to provide a holistic set of features.
- These basins not only contribute to the character of the public open space but also to ecology across the site.
- Other methods adopted for the site are draining roof run off to individual soakaways, use of permeable paving, infiltration trenches and trapped gullies.

Drainage was conditioned on the outline permission at Condition 13 which required *Each reserved matters submission to be supported by a detailed surface water drainage scheme which shall be based on the submitted drainage strategy (Welland Design and Build Limited, WDB_SWDS_07, October 2018) and shall have regard to the detailed comments set out within the consultation response of the Local Lead Flood Authority dated 27th November 2018.*

The LLFA has confirmed that an appropriate surface water drainage scheme has been submitted that, whilst still based on the 2018 strategy, is an improvement. Additionally, due to the provision of swales, the scheme is integrated as part of the green infrastructure of the site.

Notwithstanding this, further details are however still required on technical issues. This would be suitably conditioned if permission were granted.

In relation to foul drainage Anglian Water has confirmed that they are happy with the foul drainage strategy and that the impacts on the public foul sewerage network are acceptable.

It is therefore considered that drainage is in accordance with the NPPF in general but specifically to paragraph 169 of the NPPF, Development Plan Policies CS08 and South Wootton Neighbourhood Plan Policy E2 as well as the requirements on the outline consent.

Environmental Impact Assessment:

An Environmental Impact Assessment, as required under the Town and Country Planning (Environmental Impact Assessment) Regulations was submitted with the outline application and considered by the Inspector determination of that application with the Inspector concluding, a conclusion agreed with by the Secretary of State, as per paragraph 5 of the Secretary of State's covering letter, that sufficient information was submitted with the application to assess the environmental impacts of the proposal, and that those impact were acceptable.

Habitats and Biodiversity:

The Inspector fully considered impact on Ecology, European Protected Sites and Sites of Specific Scientific Interest at the Public Inquiry concluding that proposed mitigation, that could be effectively secured by conditions and / or legal agreement, would discount any harm.

The original Appropriate Assessment (AA) was carried out by the Secretary of State who agreed with the Inspector's conclusion. However, an addendum to the original AA has been submitted with the current application which is considered acceptable and of a standard that can enable the Local Planning Authority to adopt it as part of its role as competent authority. The AA concludes that the development would not have a likely significant impact on protected sites subject to increasing the originally secured Habitat Mitigation Fee of £55 per dwelling to £210.84 per dwelling as required by the Green Infrastructure and Recreational Avoidance Mitigation Strategy that was adopted after the original permission was granted as well as the additional mitigation secured in the S106 Agreement to mitigate direct impacts from the proposed development which remain unchanged.

The NPPF places great weight on protecting and enhancing habitats and biodiversity, with Chapter 15 of the NPPF concentrating on this subject that includes protected sites, sites of specific scientific interest, habitats, and protected species.

This is reiterated in Development Plan Policy CS12 as well as the site-specific policy for this application E4.1.

Being a policy requirement of E4.1, and as outlined above, ecology was fully considered at the outline stage and is appropriately conditioned (requiring the development to be built in accordance with surveys and reports submitted with the outline application) as well as financial contributions being secured by the S106 Agreement (towards habitats monitoring and mitigation, a community ranger and community engagement). Additionally, it can be confirmed that the proposed layout accords with the parameter and layout plans approved at

outline stage in relation to provision of an ecological mitigation zone and 50m Reffley Wood buffer.

Notwithstanding this, now layout is known, further conditions are required as requested by the Local Authority's Senior Ecologist. These conditions will provide for further information to be submitted prior to commencement of development on different phases. These will be appended to any permission granted.

It is therefore considered that the development accords with the NPPF in general and specifically to Chapter 15 of the NPPF and Development Plan Policies CS12 and E4.1.

Trees:

Paragraph 131 of the NPPF states *Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined (unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate), that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.*

Tree protection, planting and maintenance are also covered in Policy E4.1 'Knights Hill; as well as South Wootton Neighbourhood Plan Policy E1 'Landscape Character' the latter of which states *Woodland and tree belts, the quality of existing residential areas amongst mature trees, and the hedgerows as shown on the Proposals Map for assessment as the potential framework of the Growth Areas, shall be protected during the development period and retained as part of local distinctiveness.*

Where appropriate such features should be enhanced as part of any adjacent development. Where the removal of vegetation identified on the Proposals Map is required to facilitate development any such removal should be kept to a minimum and appropriate replacement planting should be delivered as part of the detailed proposal.

Whilst there is substantial tree loss across the site, the tree loss is accords with the parameter plans approved at the outline stage (i.e., the tree loss takes place in areas where built form is shown to be permitted.) Additionally, the arboricultural officer has explained that a significant number of the trees to be removed are lacking in quality due to being self-seeded and unmanaged. Well planted replacement trees in areas where they will not compete for light and nutrients and have space to grow and flourish will add amenity and biodiversity to the development, thus reducing the impact of the loss. Therefore, the arboricultural officer raises no objection to the loss subject to a comprehensive suite of tree protection, replanting, maintenance and landscaping conditions.

In line with the requirements of the NPPF, a total of 650no. new trees will be planted across the site comprising street trees, trees in open spaces and a community orchard.

It is therefore considered that tree protection, planting and maintenance are in accordance with the NPPF in general but specifically with paragraph 131 of the NPPF, Development Plan Policy E4.1 and South Wootton Neighbourhood Plan Policy E1.

Affordable Housing and Other S106 Issues:

Affordable Housing: The contributions expected from development are contained within Development Management Policy CS09 which states *The Council will work with partner organisations to maximise the delivery of affordable housing to respond to identified housing need throughout the borough. This will be achieved by having regard to up-to-date strategic housing market assessments and affordable housing needs viability studies.*

The overall target for affordable housing in the Borough during the plan period will be related to the ability to deliver in the market conditions that prevail at the time a planning application is made. At the present time the percentage which will be sought for affordable housing provision on qualifying sites is:

- 15% within the built-up area of Kings Lynn
- 20% in all other areas

The thresholds over which affordable housing provision will be sought are:

- King's Lynn, Downham Market and Hunstanton - Sites of 0.33 ha or 10 or more dwellings
- Rural areas - Sites of 0.165 of ha or 5 or more dwellings...

Development plan Policy E4.1 ensures this is carried through appropriately into this specific application.

Additionally, Policy H6 'Affordable Housing' of South Wootton Neighbourhood Plans requires *the affordable housing provided to be dispersed in small groups, where possible, throughout the development site, in accordance with the Borough Council's Core Strategy. It should be of the same general design as other dwellings in the development and must not be conspicuous.*

The application proposes 108 affordable houses (18.8%.)

The site spans two parishes (South Wootton and Castle Rising) and an unparished part of King's Lynn. The parished areas require 20% affordable housing and the unparished part requires 15%.

433 dwellings are proposed north of Sandy Lane within the parishes of South Wootton and Castle Rising where 20% affordable housing provision is required; and 141 dwellings are proposed south of Sandy Lane within an unparished part of King's Lynn where 15% affordable housing provision is required. This would equate to 87 affordable units required north of Sandy Lane and 21 units south of Sandy Lane; a total of 108 units.

However, what is proposed is 74 units north of Sandy Lane (-13), in the parishes of South Wootton and Castle Rising (17.1%) and 34 (+ 13) south of Sandy Lane in an unparished part of King's Lynn (24.1%.)

The Housing Team have accepted the mix and location of affordable housing, including the position and cluster numbers (which they consider complies with our guidance on cluster numbers and pepper-potting), considering that the site should be considered as whole, in the same manner it will be read once constructed, and the total number of affordable houses required is policy compliant at 108 units.

Additionally, the proposed bungalows will be wheelchair compliant (Part M4(3) of the Building Regulations) at the request of the housing team.

It is therefore considered that the development accords with the requirements of the S106 Agreement secured at outline stage as well as the NPPF, Development Plan Policies CS09 and E4.1 and South Wootton Neighbourhood Plan Policy H6.

Other S106 Issues: Whilst not relevant to the determination of this reserved matters application, running alongside this application is a Deed of Variation to amend the existing S106 Agreement on the outline permission.

The amendments are to increase the monies to be provided in relation to habitat mitigation following the introduction of the Green Infrastructure and Recreational Avoidance Mitigation Strategy (GIRAMS) to enable collection of £210.84 per dwelling (as required by GIRAMS) rather than £55 per dwelling (as required by the now superseded Habitat Mitigation Fee) and to progress a Road Traffic Order to prevent vehicular access/egress between Sandy Lane east and the A149 Queen Elizabeth Way.

Although this is going through a separate process, neither of these issues change or undermine the previous S106 agreed.

Crime and Disorder:

Paragraph 92b) of the NPPF requires that planning decisions ensure that developments are *safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas.* This is reiterated at paragraph 130f) which requires planning decisions 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 users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

The applicant has worked closely with the Police Architectural Liaison Officer (PALO) in relation to Designing out Crime.

The applicant states that the following have been incorporated as a direct result of comments received from the Police Architectural Liaison Officer:

1. *A change in surface to the entrance to the development has been incorporated within the new roundabout design that will compliment the character area of Grimston Road*
2. *Boundary walls that face onto areas of public open space will be accompanied by planting to provide addition defensible space and reduce the opportunity for graffiti or kick wall*
3. *In certain character area (Wootton Rise and Reffley Wood) additional front boundary treatments such as low railings have been introduced to further define defensible space and create a visual separation between public and private realm*
4. *The planting buffer between the existing properties on Ullswater Avenue and the proposed development will be safeguarded by providing specific planting to avoid a desire line that could have a negative impact to the proposed properties*
5. *Natural surveillance for side parked plots has been increased by offering an additional side window to a habitable room within the property. Where properties are frontage parked no additional side windows are needed as the parking spaces are visible from the front windows*
6. *Only 8% of plots do not have windows overlooking their parking. These parking areas are however overlooked by opposite neighbours and traffic.*

However, it is acknowledged that the parish councils' and third-party representatives suggest that the applicant could go further in relation to improving existing off-site pedestrian and cycle provision that this application will link with.

Whilst these parties consider that the applicant has a duty to make these improvements, they do not form part of the application site, relate to access which is not a consideration of this reserved matters application, and relate to land not in the applicant's ownership. As such it is not possible for these issues to be addressed by the current application.

It is therefore considered that the development accords with the NPPF in general but specifically to paragraphs 92b) and 130f) of the NPPF.

Other Material Considerations:

Refuse and Waste: Following discussions with the Waste and Refuse Team bin collection points have been rationalised to comply with the Local Authority's requirements, whereby they are located as close to the adoptable highway as possible (within 5m.)

This also extends to ensuring that the refuse vehicle is not required to drive onto roads that are not adopted (private drives) and that turning heads are appropriately sized to account for vehicle turning.

In areas where trees are within the highway verge, appropriate trees will be specified through the detailed landscape proposals (to be conditioned) and will be maintained so that there are no conflicts with larger vehicles such as refuse vehicle.

The Waste and Recycling team raise no objection to the proposed layout.

Specific Comments and Issues:

In relation to Parish Council and third-party comments not covered in the main body of the report and that are not outline issues or issues relating to the temporary construction access which is the subject of a separate application, your officer comments as follows (highlighted in italics):

* Confusion over three different planning references (one relating to the outline permission, one to this reserved matters application and one relating to the temporary access to enable construction of the roundabout) which has made the planning process unnecessarily complicated and misleading. These should be consolidated under one reference number – *three separate applications were submitted and each was required to have its own planning reference number.*

- The planning process has been fragmented and poorly administered and the parishes have not been appropriately considered and they are the bodies that have the best knowledge of the consequences of poorly planned schemes. *The application has followed rules laid down in legislation and the scheme has been the subject of extensive consultation, and clearly the parishes have been consulted on this planning application in accordance with those rules.*
- Questions whether the planning department is fit to handle such large applications and whether the parishes' comments are even considered. *The Local Planning Authority is the mandatory authority and the parish council's comments, along with all statutory consultee and third-party comments, have been taken into account in the determination of this application.*
- Certain highways and transportation matters remain a valid consideration of this reserved matters application including the roundabout and bus stop. *Only highways and transportation matters that relate to the internal layout of the site can be considered as part of this reserved matters application. Bus stops on Grimston Road*

will be fully considered alongside the detailed roundabout design under any relevant discharge of condition application on outline consent.

- Deeply concerned whether the proposed new roundabout design is acceptable. *This will be fully assessed under any relevant discharge of condition application on outline consent. It will also be subject to NCC detailed design and safety audit.*
- Construction management should be conditioned as part of this application to limit traffic emissions, unacceptable inconvenience, delay and cost to vehicle users and businesses. *It is agreed that this should be suitably conditioned.*
- The number of bungalows proposed should be increased. *There is no policy requirement to provide any bungalows on this site.*
- Greater credence should be placed upon the comments of South Wootton Parish Council on behalf of its residents. *All statutory consultees comments have been fully considered. Additionally, all parish councils are in agreement of the issues. South Wootton Parish Council do not appear to raise any issues not raised by the other Parish Council's.*
- A cycle path across land not in the applicant's ownership is proposed. This is unnecessary as alternative routes are already in place. *This was an error, and the path has since been removed from the proposal.*
- Grimston parish council is concerned to see that four areas of the development indicate a link to Grimston: Grimston Road, Grimston Plaza, Grimston Copse etc., and urge that with the exception possibly of Grimston Road they be renamed to avoid confusion with the neighbouring parish and village of Grimston. *There is nothing to suggest that these Character Area names, used for the purposes of the planning application, will relate to future addresses.*

Whilst not forming part of the current application, the provision (timing) of the Local Centre is controlled by condition 6 of the outline consent, and the details of the centre will be fully considered when a relevant reserved matters application is received.

Likewise, the provision of community facility land, to be made available for community use does not form part of the current application and is controlled via the S106 Agreement. The S106 Agreement requires an area of land (not more than 500sqm) to be identified, reserved and made available for community use (including dance halls, gymnasiums, indoor or outdoor sport clubhouses or a community cinema, music hall or concert hall, clinics, health centres, creches, day nurseries, day centres and libraries.) The triggers and restrictions of the land transfer are contained within the S106 Agreement which is appended to this report.

CONCLUSION:

This site, one of the council's main housing allocations in the Local Plan, already benefits from outline planning permission, granted by the Secretary of State after being tested at Public Inquiry. All that is being considered through this application are the remaining reserved matters.

All the matters of principle relating to developing housing on this site, including transport impacts, have therefore already been approved, and those matters cannot be revisited.

The planning balance considered at the time by the Inspector was that the proposed outline scheme would result in a development that achieves sustainable development, in accordance with national and local policy.

Applications for planning permission should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

As was the case when the Secretary of State approved the outline application, it is considered that the development through this reserved matters application, accords with the Development Plan and there are no material considerations that indicate a decision contrary to this.

It is concluded that this reserved matters application would provide a development that would:

- provide policy compliant affordable housing as well as an appropriate mix of market housing
- provide a development that would achieve a healthy, inclusive and safe place
- provide access to a network of high-quality open spaces and opportunities for sport and physical activity that would reduce likely recreational impacts on protected sites
- provide a policy compliant scheme in terms of parking provision
- provide a development of an appropriate density to ensure effective use of the land whilst responding sensitively and sympathetically to the local setting
- provide a high quality, safe, inclusive and accessible scheme with appropriate landscaping that uses materials and boundary treatments that create both distinction and inclusion that will function well and be visually attractive and is sympathetic to local character and history
- incorporates sustainable drainage with multifunctional benefits
- not result in unacceptable harm to heritage assets
- not have a significant detrimental impact on protected sites or species.

It is acknowledged that there are objections to the proposed development from the Parish Councils and the Norfolk Coast Partnership (NCP), with very few third-party comments being received either for or against the development. However, the majority of the Parish Council's concerns relate to outline matters revolving around public transport requirements and highway impacts. The NCP comments also relate mainly to the principle of development, and the layout does consider impact on the AONB, and is in accordance with the parameters plan agreed through the outline. These are issues that do not fall within reserved matters and issues that were fully considered and mitigated at the outline stage.

Additionally, for the reasons outlined in the above report, this reserved matters application is considered to accord with the conditions and S106 obligations of the approved outline permission as well as the parameter plans approved at that stage.

It is therefore recommended that this application be approved subject to the following conditions.

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 drawing nos:

Design

- 100-831/004 P Parameter Overlay
- 100-831 006 P Character Area Plan
- 100-831 009 L Strategic Pedestrian Cycle Routes
- 100-831 011 W Affordable Plan
- 100-831 013 AD Overall Masterplan
- 100-831 027 M Boundary Treatment Plan 1

100-831 028 L Boundary Treatment Plan 2
100-831 029 N Materials Plan 1
100-831 030 L Materials Plan 2
100-831 031 M Refuse Strategy
100-831 032 K Parking Strategy
100-831/035 B Site location plan
100-831 037 E Site Sections
100-831 038 H Site Layout zoomed 1 of 3
100-831 039 H Site Layout zoomed 2 of 3
100-831 040 G Site Layout zoomed 3 of 3
100-831 042 E Housing Mix
100-831 045 E Side Window Locations
100-831 046 B Parking Sizes
100-831-RGP-22-ZZ-HPAV1-A-1000 Single Garages Rev B
100-831-RGP-22-ZZ-HPAV1-A-1001 Twin Garages Rev B
100-831-RGP-22-ZZ-HPAV1-A-1002 Double Garages Rev B
100-831-RGP-22-ZZ-HPAV1-A-1003 Large Garage - Single
100-831-RGP-22-ZZ-HPAV1-A-1004 Large Garage Two Single - Hipped
GTC-E-SS-0012 R2-1 Sub Station

House Type Plans

100831-RGP-22-ZZ-HPAV1-A-0100 Maidstone Rev F
100831-RGP-22-ZZ-HPAVT-A-0102 Ellerton Rev E
100831-RGP-22-ZZ-HPAV1-A-0103 Denby Rev E
100831-RGP-22-ZZ-HPAV1-A-0105 Kenley Rev E
100831-RGP-22-ZZ-HPAV1-A-0106 Type 50 Rev F
100831-RGP-23-ZZ-HPAV1-A-0109 Cedar Rev C
100831-RGP-22-ZZ-HPAV1-A-0111 Hollinwood Rev E
100831-RGP-23-ZZ-HPAV1-4-0112 Ingleton Rev C
100831-RGP-22-ZZ-HPAV1-A-0113 Moresby Rev F
100831-RGP-22-ZZ-HPAV1-A-0116 Alderney Rev F
100831-RGP-22-ZZ-HPAV1-A-0120 Alfreton Rev E
100831-RGP-22-ZZ-HPAV2-A-0121 Alfreton V2 Rev F
100831-RGP-23-ZZ-HPAV1-4-0123 Type 58 59 Rev C
100831-RGP-23-ZZ-HPAV1-A-0124 Kingford Rev B
100831-RGP-23-ZZ-HPAV1-A-0125 Kingsville Rev F
100831-RGP-23-ZZ-HPAV1-A-0126 Lutterworth Rev C
100831-RGP-23-ZZ-HPAV1-A-0127 Ashby Rev C
100831-RGP-23-ZZ-HPAV1-A-0128 Type 54 Rev C
100831-RGP-22-ZZ-HPAV2-A-0129 Moresby V2 Rev C
100831-RGP-23-ZZ-HPAV2-A-0131 Cedar V2 Rev C
100831-RGP-22-ZZ-HPAV2-A-0132 Alderney V2 Rev D
100831-RGP-23-ZZ-HPAV2-A-0133 Kingford V2 Rev C
100831-RGP-23-ZZ-HPAV1-A-0134 Buchanan Rev C
100831-RGP-22-ZZ-HPAV3-A-0135 Moresby V3 Rev D
100831-RGP-22-ZZ-HPAV1-A-0136 Holden Rev C
100831-RGP-23-ZZ-HPAV1-A-0137 Norbury Rev C
100831-RGP-23-ZZ-HPAV1-A-0138 Meriden Rev C
100831-RGP-23-ZZ-HPAV1-A-0140 Eckington Rev C
100831-RGP-23-ZZ-HPAV1-A-0141 Kirkdale Rev C
100831-RGP-23-ZZ-HPAV1-A-0143 Oakley Rev C
100831-RGP-23-ZZ-HPAV2-A-0142 Lutterworth V2 Rev C
100831-RGP-22-ZZ-HPAV2-A-0905 Kenley V2 Rev E
100831-RGP-22-ZZ-HPAV1-A-0902 Radleigh Rev D
100831-RGP-22-ZZ-HPAV1-A-0200 Alderney Rev E

100831-RGP-22-ZZ-HPAV1-A-0202 Moresby Rev F
100831-RGP-22-ZZ-HPAV1-A-0203 Moresby V2 Rev F
100831-RGP-22-ZZ-HPAV1-A-0204 Radleigh V3 Rev H
100831-RGP-22-ZZ-HPAV1-A-0207 Maidstone Rev F
100881-RGP-22-ZZ-HPAV1-A-0208 Avondale Rev F
100831-RGP-22-ZZ-HPAV2-A-0209 Avondale V2 Rev D
100831-RGP-22-ZZ-HPAV1-A-0210 Holden Rev E
100831-RGP-22-ZZ-HPAV1-A-0211 Hadley Rev F
100831-RGP-22-ZZ-HPAV1-A-0212 Kirkdale Rev E
100831-RGP-22-ZZ-HPAV1-A-0213 Bradgate Rev F
100831-RGP-22-ZZ-HPAV1-A-0215 Hollinwood Rev D
100831-RGP-22-ZZ-HPAV2-A-0218 Alderney V2 Rev G
100831-RGP-23-ZZ-HPAV1-A-0219 Kingford Rev D
100831-RGP-23-ZZ-HPAV1-A-0220 Lutterworth Rev C
100831-RGP-21-ZZ-HPAV1-A-0221 Kenley Rev D
100831-RGP-23-ZZ-HPAV1-A-0222 Buchanan Rev C
100831-RGP-22-ZZ-HPAV3-A-0223 Avondale V3 Rev G
100831-RGP-22-ZZ-HPAV4-A-0224 Avondale V4 Rev A
100831-RGP-22-ZZ-HPAV2-A-0225 Bradgate V2 Rev F
100831-RGP-23-ZZ-HPAV1-A-0226 Ingleton Rev C
100831-RGP-23-ZZ-HPAV2-A-0227 Hollinwood V2 Rev C
100831-RGP-22-ZZ-HPAV2-A-0228 Maidstone V2 Rev F
100831-RGP-21-ZZ-HPAV2-A-0229 Kenley V2 Rev D
100831-RGP-23-ZZ-HPAV1-A-0231 Cedar Rev C
100831-RGP-23-ZZ-HPAV2-A-0232 Cedar V2 Rev B
100831-RGP-23-ZZ-HPAV1-A-0233 Meriden Rev B
100831-RGP-23-ZZ-HPAV2-A-0900 Radleigh V2 Rev C
100831-RGP-22-ZZ-HPAV3-A-0901 Moresby V3 Rev H
100831-RGP-22-ZZ-HPAV1-A-0907 Radleigh Rev A
100837-RGP-22-ZZ-HPAV1-A-0908 Ingleby Rev A
100831-RGP-22-ZZ-HPAV1-A-0300 Moresby Rev H
100831-RGP-22-ZZ-HPAV2-A-0301 Moresby V2 Rev G
100831-RGP-22-ZZ-HPAV1-A-0302 Ellerton Rev G
100831-RGP-22-ZZ-HPAV1-A-0303 Maidstone Rev F
100831-RGP-22-ZZ-HPAV1-A-0304 Kenley Rev G
100831-RGP-22-ZZ-HPAV1-A-0305 Type 50 Rev E
100831-RGP-22-ZZ-HPAV1-A-0306 Type 58 59 Rev E
100831-RGP-22-ZZ-HPAV1-A-0307 Alderney Rev F
100831-RGP-22-ZZ-HPAV1-A-0308 Cedar Rev C
100831-RGP-22-ZZ-HPAV1-A-0309 Radleigh Rev G
100831-RGP-22-ZZ-HPAV1-A-0310 Ripon Rev G
100831-RGP-23-ZZ-HPAV1-A-0313 Type 54 Rev C
100831-RGP-22-ZZ-HPAV1-A-0314 Alfreton Rev H
100831-RGP-22-ZZ-HPAV1-A-0318 Cedar V2 Rev C
100831-RGP-23-ZZ-HPAV1-A-0319 Type 52 Rev C
100831-RGP-23-ZZ-HPAV1-A-0320 Thetford Rev D
100831-RGP-23-ZZ-HPAV1-A-0321 Midhurst Rev C
100831-RGP-22-ZZ-HPAV2-A-0322 Radleigh V2 Rev F
100831-RGP-22-ZZ-HPAV2-A-0323 Maidstone V2 Rev G
100831-RGP-23-ZZ-HPAV2-A-0324 Type 52 V2 Rev C
100831-RGP-22-ZZ-HPAV2-A-0325 Alderney V2 Rev F
100831-RGP-22-ZZ-HPAV3-A-0327 Buchanan Rev C
100831-RGP-22-ZZ-HPAV1-A-0328 Alfreton V2 Rev C
100831-RGP-22-ZZ-HPAV3-A-0903 Moresby V3 Rev G
100831-RGP-23-ZZ-HPAV1-A-0907 Kingford Rev F

100831-RGP-21-ZZ-HPAV1-A-0400 Stambourne Rev F
100831-RGP-21-ZZ-HPAV1-A-0401 Brentford Rev F
100831-RGP-21-ZZ-HPAV1-A-0405 Juniper Rev C
100881-RGP-22-ZZ-HPAV1-A-0406 Cedar Rev C
100831-RGP-23-ZZ-HPAV1-A-0310 Eckington Rev E
100831-RGP-22-ZZ-HPAV1-A-0505 Kirkdale Rev F
100831-RGP-22-ZZ-HPAV1-A-0506 Bradgate Rev F
100831-RGP-22-ZZ-HPAV1-A-0507 Holden Rev F
100831-RGP-22-ZZ-HPAV1-A-0508 Ingleby Rev G
100831-RGP-22-ZZ-HPAV1-A-0509 Hollinwood Rev E
100831-RGP-22-ZZ-HPAV1-A-0510 Type 50 Rev E
100831-RGP-22-ZZ-HPAV1-A-0513 Hadley Rev G
100831-RGP-22-ZZ-HPAV1-A-0514 Type 55 Rev F
100831-RGP-22-ZZ-HPAV1-A-0514 Type 55
100831-RGP-22-ZZ-HPAV2-A-0516 Avondale Rev E
100831-RGP-22-ZZ-HPAV1-A-0519 Ingleton Rev D
100831-RGP-22-ZZ-HPAV1-A-0520 Type 52 Rev D
100831-RGP-22-ZZ-HPAV2-A-0521 Holden V2 Rev F
100831-RGP-22-ZZ-HPAV3-A-0522 Holden V3 Rev F
100831-RGP-22-ZZ-HPAV2-A-0523 Ingleton V2 Rev D
100831-RGP-22-ZZ-HPAV2-A-0524 Kirkdale V2 Rev D
100831-RGP-22-ZZ-HPAV2-A-0525 Avondale V2
100831-RGP-22-ZZ-HPAV2-A-0526 Avondale V3 Rev D
100831-RGP-22-ZZ-HPAV3-A-0527 Winstone V3 Rev D
100831-RGP-22-ZZ-HPAV2-A-0528 Type 50 V2 Rev D
100831-RGP-22-ZZ-HPAV2-A-0529 Hollinwood V2 Rev D
100831-RGP-22-ZZ-HPAV2-A-0530 Hadley V2 Rev D
100831-RGP-22-ZZ-HPAV1-A-0531 Archford Rev F
100831-RGP-22-ZZ-HPAV1-A-0533 Winstone Rev F
100831-RGP-23-ZZ-HPAV1-A-0320 Oakley Rev C
100831-RGP-22-ZZ-HPAV1-A-0600 Ellerton Rev E
100831-RGP-22-ZZ-HPAV1-A-0601 Denby Rev E
100831-RGP-22-ZZ-HPAV1-A-0602 Maidstone Rev E
100831-RGP-23-ZZ-HPAV1-A-0605 Type 50 Rev D
100831-RGP-23-ZZ-HPAV1-A-0607 Cedar Rev C
100831-RGP-22-ZZ-HPAV1-A-0608 Chester V2 Rev F
100831-RGP-22-ZZ-HPAV1-A-0609 Type 55 Rev E
100831-RGP-22-ZZ-HPAV1-A-0611 Alderney Rev F
100831-RGP-22-ZZ-HPAV1-A-0613 Radleigh Rev E
100831-RGP-22-ZZ-HPAV2-A-0614 Radleigh V2 Rev F
100831-RGP-22-ZZ-HPAV3-A-0615 Radleigh V3 Rev C
100831-RGP-22-ZZ-HPAV1-A-0618 Alfretton Rev D
100831-RGP-22-ZZ-HPAV1-A-0619 Holden Rev F
100831-RGP-22-ZZ-HPAV1-A-0620 Avondale Rev F
100831-RGP-22-ZZ-HPAV1-A-0623 Hadley Rev G
100831-RGP-22-ZZ-HPAV1-A-0624 Ingleby Rev F
100831-RGP-22-ZZ-HPAV1-A-0625 Kirkdale Rev C
100831-RGP-22-ZZ-HPAV1-A-0626 Bradgate Rev E
100831-RGP-22-ZZ-HPAV1-A-0627 Ingleton Rev C
100831-RGP-22-ZZ-HPAV2-A-0628 Ingleton V2 Rev C
100831-RGP-22-ZZ-HPAV1-A-0630 Hollinwood V1 Rev E
100831-RGP-22-ZZ-HPAV2-A-0631 Hollinwood V2 Rev F
100831-RGP-22-ZZ-HPAV3-A-0632 Hollinwood V3 Rev F
100831-RGP-22-ZZ-HPAV1-A-0633 Winstone Rev G
100831-RGP-22-ZZ-HPAV1-A-0634 Type 58 59 Rev E

100831-RGP-23-ZZ-HPAV1-A-0635 Kingford Rev C
100831-RGP-22-ZZ-HPAV2-A-0637 Kirkdale V2 Rev G
100837-RGP-22-ZZ-HPAV4-A-0638 Hollinwood V4 Rev C
100831-RGP-22-ZZ-HPAV2-A-0639 Winstone V2 Rev D
100831-RGP-22-ZZ-HPAV3-A-0640 Winstone V3 Rev D
100831-RGP-22-ZZ-HPAV1-A-0641 Holden V2 Rev D
100831-RGP-22-ZZ-HPAV2-A-0642 Bradgate V2 Rev D
100831-RGP-23-ZZ-HPAV1-A-0643 Type 52 Rev D
100831-RGP-23-ZZ-HPAV1-A-0644 Ashby Rev C
100831-RGP-23-ZZ-HPAV2-A-0645 Ashby V2 Rev C
100831-RGP-23-ZZ-HPAV2-A-0646 Kingford V2 Rev C
100831-RGP-22-ZZ-HPAV2-A-0647 Holden V2 Rev D
100831-RGP-23-ZZ-HPAV1-A-0648 Guelder M4(3) Rev C
100831-RGP-22-ZZ-HPAV1-A-0649 Weston Rev D
100831-RGP-22-ZZ-HPAV2-A-0650 Hadley V2 Rev C
100831-RGP-22-ZZ-HPAV1-A-0651 Moresby Rev C
100831-RGP-22-ZZ-HPAV2-A-0652 Moresby V2 Rev D
100831-RGP-23-ZZ-HPAV1-A-0723 Lutterworth Rev D
100831-RGP-23-ZZ-HPAV1-A-0811 Hollinwood Rev F
100831-RGP-22-ZZ-HPAV1-A-0800 Avondale Rev E
100831-RGP-22-ZZ-HPAV1-A-0801 Ingleby Rev F
100831-RGP-22-ZZ-HPAV1-A-0804 Hadley Rev F
100831-RGP-22-ZZ-HPAV1-A-0805 Kirkdale Rev E
100831-RGP-22-ZZ-HPAV1-A-0811 Hollinwood Rev E
100831-RGP-22-ZZ-HPAV1-A-0812 Type 50 Rev E
100837-RGP-22-ZZ-HPAV2-A-0813 Hadley V2 Rev F
100831-RGP-22-ZZ-HPAV2-A-0814 Hollinwood V2 Rev F
100831-RGP-22-ZZ-HPAV1-A-0815 Holden Rev F
100831-RGP-22-ZZ-HPAV1-A-0819 Type 58 59 Rev E
100831-RGP-23-ZZ-HPAV1-A-0821 Type 52 Rev C
100831-RGP-22-ZZ-HPAV2-A-0824 Avondale V2 Rev E
100831-RGP-22-ZZ-HPAV2-A-0825 Holden V2 Rev F
100831-RGP-22-ZZ-HPAV2-A-0826 Type 50 V2 Rev F
100831-RGP-22-ZZ-HPAV1-A-0827 Ingleton Rev D
100831-RGP-22-ZZ-HPAV2-A-0828 Ingleton V2 Rev D
100831-RGP-22-ZZ-HPAV1-A-0829 Winstone Rev F
100831-RGP-22-ZZ-HPAV2-A-0830 Winstone V2 Rev F
100831-RGP-22-ZZ-HPAV1-A-0831 Maidstone Rev E
100831-RGP-22-ZZ-HPAV2-A-0832 Maidstone V2 Rev F
100831-RGP-23-ZZ-HPAV1-A-0834 Fairway Rev D
100831-RGP-23-ZZ-HPAV1-A-0835 Archford Rev D
100831-RGP-23-ZZ-HPAV1-A-0836 Thetford Rev E
100831-RGP-22-ZZ-HPAV1-A-0609 Type 55 Rev E
100831-RGP-22-ZZ-HPAV1-A-0700 Moresby Rev G
100831-RGP-23-ZZ-HPAV1-A-0701 Cedar Rev C
100831-RGP-22-ZZ-HPAV1-A-0702 Denby Rev G
100831-RGP-22-ZZ-HPAV1-A-0703 Ellerton Rev G
100831-RGP-22-ZZ-HPAV1-A-0704 Maidstone Rev G
100831-RGP-23-ZZ-HPAV1-A-0706 Type 54 Rev D
100831-RGP-22-ZZ-HPAV1-A-0707 Kenley Rev F
100831-RGP-22-ZZ-HPAV2-A-0708 Moresby V2 Rev H
100831-RGP-22-ZZ-HPAV1-A-0713 Radleigh Rev F
100831-RGP-22-ZZ-HPAV1-A-0714 Alfreton Rev F
100831-RGP-22-ZZ-HPAV1-A-0715 Avondale Rev E
100831-RGP-22-ZZ-HPAV2-A-0716 Avondale V2 Rev G

100831-RGP-22-ZZ-HPAV1-A-0717 Holden Rev F
100831-RGP-23-ZZ-HPAV1-A-0718 Kingford Rev C
100831-RGP-23-ZZ-HPAV1-A-0721 Type 52 Rev E
100831-RGP-22-ZZ-HPAV1-A-0722 Ripon Rev G
100831-RGP-23-ZZ-HPAV1-A-0723 Lutterworth Rev C
100831-RGP-22-ZZ-HPAV2-A-0724 Maidstone V2 Rev G
100831-RGP-22-ZZ-HPAV1-A-0725 Winstone Rev F
100831-RGP-22-ZZ-HPAV3-A-0726 Moresby V3 Rev F
100831-RGP-22-ZZ-HPAV2-A-0727 Denby V2 Rev G
100831-RGP-23-ZZ-HPAV2-A-0728 Cedar V2 Rev C
100831-RGP-23-ZZ-HPAV2-A-0730 Type 54 V2 Rev C
100831-RGP-23-ZZ-HPAV1-A-0731 Radleigh V2
100831-RGP-23-ZZ-HPAV1-A-0732 Type 58 59 Rev C
100831-RGP-23-ZZ-HPAV1-A-0733 Kirkdale Rev C

Landscape Plans

In relation to the following landscape plans, development shall be carried out in accordance with them unless otherwise agreed in writing by the Local Planning Authority:

P21-2637_EN_0002_B_0001 Detailed on-plot Landscaping
P21-2637_EN_0002_B_0002 Detailed on-plot Landscaping
P21-2637_EN_0002_B_0003 Detailed on-plot Landscaping
P21-2637_EN_0002_B_0004 Detailed on-plot Landscaping
P21-2637_EN_0002_B_0005 Detailed on-plot Landscaping
P21-2637_EN_0002_B_0006 Detailed on-plot Landscaping
P21-2637_EN_0002_B_0007 Detailed on-plot Landscaping
P21-2637_EN_0002_B_0008 Detailed on-plot Landscaping
P21-2637_EN_0002_B_0009 Detailed on-plot Landscaping

Others

SK-8557-001 H Road and Turning Head Review
SK-8557-002 G Road and Turning Head Review
8557-110-03 Typical Highway Swale Detail
8557-180-01 P8 Fire engine tracking plans
8557-180-02 P8 Fire engine tracking plans
8557-181-01 P8 Refuse tracking plans
8557-181-02 P9v Refuse tracking plans
8557-500-01 Rev.D Emergency, Pedestrian and Cycle Layout Plan.

- 1 Reason For the avoidance of doubt and in the interests of proper planning.
- 2 Condition Prior to commencement of each phase of the development hereby permitted a detailed construction management scheme for that phase must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - a) proposed timescales and hours of the construction phase, deliveries/collections, and any piling.
 - b) the location of any fixed machinery including their sound power levels
 - c) the location and layout of the contractor compounds including contractor parking, materials storage areas, machinery storage areas and waste & recycling storage areas
 - d) detailed proposed attenuation and mitigation methods to protect residents from noise, dust and litter

- e) communication methods to the wider community regarding the construction phases and likely disruptions and
- f) if piling is required, full assessment of noise and vibration impacts should be included.

The scheme shall be implemented as approved throughout the period of construction of the phase to which it relates.

- 2 Reason In the interests of the amenity of occupiers of nearby properties in accordance with the NPPF and Development Plan Policy DM15. This needs to be a precommencement condition as the issues raised are fundamental to the construction phases of the development.
- 3 Condition Prior to commencement of development of each phase of the development hereby permitted, and in accordance with the submitted Drainage Strategy, detailed designs of a surface water drainage scheme incorporating the following measures shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall address the following matters for each phase of the development:

The drainage strategy will include supporting information to address the below:

- i) Provision of surface water attenuation storage, sized and designed to accommodate the volume of water generated in all rainfall (using the latest FEH rainfall profiles) events up to and including the critical storm duration for the 1% AEP return period, including allowances for climate change, flood event. Sensitivity testing of the use of a MADD Factor of 0 and CV values of 1 in the surface water modelling is required and the drainage strategy is amended accordingly to take the best advantage of opportunities to mitigate any areas shown to be affected by this sensitivity test.
- ii) Detailed designs, modelling calculations and plans of the of the drainage conveyance network in the:
 - 3.33% AEP (plus appropriate uplift for climate change following the May 2022 update) critical rainfall event to show no above ground flooding on any part of the site.
 - 1% AEP critical rainfall (plus appropriate uplift for climate change following the May 2022 update) event to show, if any, the depth, volume and storage location of any above ground flooding from the drainage network ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g., electricity substations) within the development.
- iii) The design of the attenuation basins shall incorporate emergency spillways and any drainage structures include appropriate freeboard allowances. Plans to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1% AEP return period.
- iv) Finished ground floor levels of properties shall be a minimum of 300mm above expected flood levels of all sources of flooding and a minimum of 150mm above adjacent ground levels.
- v) Details of how all surface water management features to be designed in accordance with The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge. The Applicant should undertake and evidence the simple index approach as set out in section 26 of The SuDS Manual.
- vi) Details of how the four pillars of SuDS have been accommodated within the drainage design.
- vii) A maintenance and management plan detailing the activities required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development. This will also include any ordinary watercourses and any structures such as culverts/screens within the development boundary.

viii) A phasing plan highlighting where different phases rely on each other for connection to the surface water drainage features and the wider watercourse network and how surface water will be managed during the construction of the development.

The approved scheme for each phase shall be implemented prior to the first occupation of any part of that phase.

Each phase of the development shall thereafter be carried out in accordance with the approved details.

- 3 Reason To ensure appropriate drainage of the site to reduce the risks of flooding and to ensure 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 in accordance with the NPPF, Development Plan Policies CS08, CS12 and E4.1 and South Wootton Neighbourhood Plan Policies E2. This needs to be a precommencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.
- 4 Condition No works shall commence on any phase of the development hereby approved until full detailed plans of the roads, footways, cycleways, highway landscaping, public transport infrastructure, foul and surface water drainage applicable to that phase 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.
- 4 Reason In the interests of highway safety in accordance with the NPPF, Development Plan Policies CS11 and E4.1 and South Wootton Neighbourhood Plan Policy H2. 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 therefore will not lead to expensive remedial action and adversely impact on the viability of the development.
- 5 Condition Prior to the occupation of the penultimate dwelling within any phase of the development hereby permitted all works shall be carried out on roads (including provision of a top course), footways, cycleways, foul and surface water sewers in accordance with the final approved specification to the satisfaction of the Local Planning Authority, for that phase.
- 5 Reason To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway in the interests of highway safety in accordance with the NPPF, Development Plan Policies CS11 and E4.1 and South Wootton Neighbourhood Plan Policy H2.
- 6 Condition Before any dwelling is first occupied in each phase of the development hereby permitted the road(s), footway(s) and cycleway(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.
- 6 Reason To ensure satisfactory development of the site in the interests of highway safety in accordance with the NPPF, Development Plan Policies CS11 and E4.1 and South Wootton Neighbourhood Plan Policy H2.
- 7 Condition Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence to the south of Sandy Lane unless otherwise agreed

in writing by the Local Planning Authority until detailed drawings for the highway works to Sandy Lane have been submitted to and approved in writing by the Local Planning Authority.

- 7 Reason To ensure that the improvement works to Sandy Lane are designed to an appropriate standard in the interests of highway safety in accordance with the NPPF, Development Plan Policies CS11 and E4.1 and South Wootton Neighbourhood Plan Policy H2.
- 8 Condition Prior to the first occupation of any dwelling south of Sandy Lane the Sandy Lane highway works referred to in Condition 7 shall be completed to the written satisfaction of the Local Planning Authority.
- 8 Reason To ensure that the highway network is adequate to cater for the development proposed in accordance with the NPPF, Development Plan Policy CS11 and South Wootton Neighbourhood Plan Policy H2.
- 9 Condition Prior to the first occupation of any dwelling in each phase of the development hereby permitted details of a suitable electric vehicle charging scheme for that phase shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented as approved with the approved infrastructure serving each dwelling installed prior to occupation of that dwelling.
- 9 Reason To ensure the electric vehicle charging is safe, accessible, and convenient for all future users including visitors in accordance with the NPPF.
- 10 Condition Prior to the first occupation of any dwelling in each phase of the development hereby permitted the proposed on-site access, car and cycle parking serving that dwelling shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans and thereafter be retained available for that specific purpose.
- 10 Reason To ensure the permanent availability of parking / manoeuvring area in the interests of highway safety in accordance with the NPPF, Development Plan Policies CS09, DM17 and E4.1 and South Wootton Neighbourhood Plan Policy H2.
- 11 Condition A: No development shall take place including groundworks and vegetation clearance on any phase of the development hereby permitted until a construction environmental management plan (CEMP Biodiversity) has been submitted to and approved in writing by the local planning authority for that phase. The CEMP shall include the following:
 - Risk assessment of potentially damaging construction activity,
 - Identification of 'biodiversity protection zones' including buffers around known badger setts, hedgerows and ditches, particularly those with water vole present. A figure identifying these areas should be included,
 - Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction,
 - The location and timing of sensitive works to avoid harm to biodiversity features,
 - Construction timed to be outside of breeding bird season (1st March to 31st August inclusive) unless a competent ecologist has undertaken preconstruction checks for nesting birds,
 - The times during construction when specialist ecologists need to be present on site to oversee works,

- Lighting strategy to be detailed which must include direction of security / construction lighting away from protection zones, tree canopies and watercourses,
- Measures to prevent wildlife becoming trapped in excavations etc,
- Tool-box talk which is specific to the risk factors identified,
- Responsible persons and lines of communication,
- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person,
- Use of protective fences, exclusion barriers and warning signs.

The details of the CEMP shall be in broad accordance with measures outlined with the Ecological Appraisal (MKA Ecology, 2022) and the Management Plan for Ecological Mitigation Zones (MKA Ecology, 2022.) The approved CEMP shall be adhered to and implemented throughout the construction phases strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

B: A 'Statement of Good Practice' shall be signed upon completion by the competent ecologist and be submitted to the local planning authority confirming that the specified enhancement measures have been implemented in accordance with good practice upon which the planning consent was granted.

11 Reason In order to safeguard the ecological interests of the site in accordance with the NPPF and Development Plan Policies CS12 and E4.1. This needs to be a precommencement condition as it is fundamental to understand and mitigate any impacts that may arise during construction.

12 Condition No works or other operational development shall take place on site in each phase of the development hereby permitted until a scheme for the protection of the retained trees based on the principles outlined in the Arboricultural Report by Tim Moya Associates (document number 210513-PD-11E) including Arboricultural Method Statements and a Tree Protection Plan or Plans (section 5.5, BS 5837:2012) for that phase has been agreed in writing with the Local Planning Authority. This scheme shall include:

a) Site layout plans to a scale and level of accuracy appropriate to the proposal that shows the position, crown spread and root protection area (section 4.6 of BS5837:2012) of every retained tree on site and on neighbouring or nearby ground, superimposed on the layout plan. The positions of all trees to be removed shall be indicated on this plan.

b) The details and positions (shown on the plan at paragraph (a) above) of the Tree Protection Barriers, (section 6.2 of BS5837:2012), to form a construction exclusion zone, and the type and extent of ground protection (section 6.2.3 of BS5837:2012) or any other physical tree protection measures, such as tree boxes. These details are to be identified separately where required for different phases of construction work (e.g., demolition, construction, hard landscaping). Barrier and ground protection offsets must be dimensioned from existing fixed points on the site to enable accurate setting out. The position of barriers and any ground protection should be shown as a polygon representing the actual alignment of the protection.

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

d) The arboricultural method statement/s (BS5837:2012 part 6.1) shall include details for the installation of any temporary ground protection, excavations, or other method

for the installation of any hard structures or underground services within the minimum root protection areas of any retained tree.

The Tree Protection Barriers and ground protection must be erected prior to each construction phase commencing and remain in place, and undamaged for the duration of that phase.

- 12 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF, Development Plan Policy E4.1 and South Wootton Neighbourhood Plan Policy E1. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.
- 13 Condition No works or other operational development shall take place on site in each phase of the development hereby permitted until details of all Arboricultural Supervision for that phase to include a schedule of site supervision and monitoring of the arboricultural protection measures as approved in the above conditions have been submitted to and approved in writing by the Local Planning Authority. Site arboricultural supervision and monitoring shall thereafter be carried out in strict accordance with the approved details.
- 13 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF, Development Plan Policy E4.1 and South Wootton Neighbourhood Plan Policy E1. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.
- 14 Condition For each phase of the development hereby permitted, all Tree Pruning Work shall be carried out in strict accordance with the Approved Tree Work Schedule - document number 210513-PD-22 Tree Work Schedule - Appendix B of Arboricultural Report by Tim Moya Associates dated June 2022. All Tree Works shall be carried out in accordance with British Standard BS 3998:2010 Tree work.
- 14 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF, Development Plan Policy E4.1 and South Wootton Neighbourhood Plan Policy E1.
- 15 Condition No trees, other than those shown for removal on the approved proposed layout and Tree Works drawings (Drawing numbers 210513-P-21.01, 02, and 03) shall be felled uprooted, pruned, or otherwise disturbed without the prior written approval of the Local Planning Authority. Any trees, shrubs or hedges removed without such approval, or which 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 similar size and species in the next available planting season unless otherwise agreed in writing by the Local Planning Authority.
- 15 Reason To protect the amenity of the locality in accordance with the NPPF, Development Plan Policies CS08, DM15, E4.1 and Neighbourhood Plan Policy H2.
- 16 Condition Notwithstanding the plans that accompanied the application, or the plot specific landscape plans approved, prior to the first occupation of any dwelling in each phase of the development hereby permitted, full details of both hard and soft landscape works for that phase shall be submitted to and approved in writing by the Local Planning Authority. The details shall include, but not be limited to:
 - I. Hard landscape works: finished levels or contours, hard surface materials, refuse or other storage units, street furniture, structures and other minor artefacts,

boundary types, and any paved surfaces (including manufacturer, type, colour and size) underground modular systems, and sustainable urban drainage integration (see detailed design proposals for street trees planting pits/trenches at II)

- II. Soft landscape works: planting plans (which show the relationship to all underground services overhead lighting and the drainage layout), written specifications (including cultivation and other operations associated with plan and grass establishment), schedules of plants noting species, plant sizes, proposed numbers and densities, tree planting details including method of staking, and irrigations, detailed design proposals for street trees planting pits/trenches including, but not limited to, locations, soil volumes in cubic metres, cross sections and dimensions.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the first occupation of any dwelling in that phase 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.

- 16 Reason To ensure that the development is properly landscaped and the works are carried out within a reasonable period in the interests of the visual amenities of the locality in accordance with the NPPF, Development Plans CS08, DM15 and E1.4 and South Wootton Neighbourhood Plan Policies E1, E4, E5 and H2.
- 17 Condition Prior to occupation of the last dwelling in each phase of the development hereby permitted, a landscape management plan including long-term design objectives, management responsibilities, management, and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of any part of the buildings or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.
- 17 Reason To protect the amenity of the locality in accordance with the NPPF, Development Plan Policies CS08, DM15, E4.1 and Neighbourhood Plan Policy H2.
- 18 Condition Clearance, preparation, construction, or development work on site, along with collections and deliveries of waste products, material and equipment, shall only be carried out between the hours of 0800 and 1800 weekdays, and 0900-1300 on Saturdays, with no work allowed on Sundays and Bank/Public Holidays unless otherwise agreed in writing by the Local Planning Authority.
- 18 Reason In the interests of the amenity of occupiers of nearby properties in accordance with the NPPF and Development Plan Policy DM15.
- 19 Condition The glazing and ventilation specifications and mechanical ventilation system specifications contained within Appendix B and D respectively of the Noise Assessment and Mitigation Scheme that accompanied the application (Rev.2 dated March 2023 produced by LFAcoustics consulting engineers) shall be installed prior to first occupation of the dwelling(s) to which they relate. The development shall thereafter be retained as installed.

- 19 Reason In the interests of the amenity of future occupiers of the development in accordance with the NPPF and Development Plan Policy DM15
- 20 Condition Prior to installation of any external lighting associated with public areas of each phase of the development hereby permitted, a detailed outdoor lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the horizontal orientation/downwards directed angle of the luminaries, the spacing and height of the lighting, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The scheme shall be implemented in accordance with the approved scheme and thereafter maintained and retained as agreed.
- 20 Reason To protect the amenity of the locality from light pollution in accordance with the NPPF, Development Plan Policy DM15 and Heacham Neighbourhood Plan Policy H2.
- 21 Condition No development shall commence on any external surface of any of the plots hereby permitted that are to be constructed from carrstone until a sample panel of the materials to be used for those plots 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.
- 21 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the NPPF, Development Plan Policies CS12 and DM15 and South Wootton Neighbourhood Plan Policy H2.
- 22 Condition Notwithstanding the details that accompanied the application hereby permitted, no development shall take place on any external surface of any dwellings with the Grimston Road and Wootton Rise Character Areas until the type, colour and texture of all materials to be used for the external surfaces of the building(s), along with details of brick bonds, 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.
- 22 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the NPPF, Development Plan Policies CS12 and DM15 and South Wootton Neighbourhood Plan Policy H2.
- 23 Condition Air source heat pumps shall be provided across the site. Prior to the installation of the air source heat pumps within each phase of the development, a detailed air source heat pump 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 units, the siting of the units and the distances from the proposed units to the boundaries with neighbouring dwellings. Where necessary the scheme shall also provide full details of anti-vibration mounts and all noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 23 Reason In the interests of the amenity of occupiers of nearby properties in accordance with the NPPF and Development Plan Policy DM15.

- 24 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.
- 24 Reason In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF and Development Plan Policy CS14.
- 25 Condition Prior to development above slab level of the first dwelling of each phase of the development hereby permitted a scheme for solar panels shall be submitted to and agreed in writing by the Local Planning Authority for that phase. East phase of the development shall be carried out in accordance with the approved scheme for that phase.
- 25 Reason To promote and encourage high standards of sustainability and energy efficiency in accordance with the NPPF and Development Plan Policy CS08.
- 26 Condition In the event that an on-site bus service is to be provided as part of the Bus Service Contribution contained within the S106 Agreement appended to the outline consent, details of bus stops to be provided across the site, at the expense of the applicant, shall be submitted to and approved in writing by the Local Planning Authority. The bus stops shall be provided as approved prior to the first operation of the bus service.
- 26 Reason In the interests of promoting public transport use to support sustainable transport in accordance with the NPPF and Development Plan Policy CS11.