Development Management Committee

Members of the Development Management Committee:

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<tr>
<th>Conservatives</th>
<th>Liberal Democrats</th>
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<tr>
<td>Mr J Mooney</td>
<td>Mr T East</td>
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<tr>
<td>(Chairman)</td>
<td>Dr M Gray</td>
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<tr>
<td>Mr D Blake</td>
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<td>(Vice-Chairman)</td>
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<td>Mr C Foulger</td>
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<tr>
<td>(Vice Chairman)</td>
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<td>Mrs F Ellis</td>
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<td>Mr C Gould</td>
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<td>Mr L Hornby</td>
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<td>Dr C Kemp</td>
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<td>Mrs L Neal</td>
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<td>Mr T Palmer</td>
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Pool of Substitutes
Leslie Dale
Nigel Legg
Brian Riches

Pre-Committee Members’ Question Time
12.00pm – 12.30pm
Blomefield Room

Agenda

Date
Wednesday 9 January 2013

Time
1.00 pm

Place
Council Chamber
South Norfolk House
Swan Lane
Long Stratton Norwich
NR15 2XE

Contact
Caroline Heasley   tel (01508) 533685
South Norfolk District Council
Swan Lane
Long Stratton Norwich
NR15 2XE
Email: democracy@s-norfolk.gov.uk
Website: www.south-norfolk.gov.uk

Please note that the order of the agenda may change at the discretion of the Chairman, so it is advisable to arrive at the commencement of the meeting if you are intending to speak.

If you have any special requirements in order to attend this meeting, please let us know in advance
Large print version can be made available

03/01/2013
The Development Management process is primarily concerned with issues of land use and has been set up to protect the public and the environment from the unacceptable planning activities of private individuals and development companies.

The Council has a duty to prepare Local Development Documents (DPDs) to provide a statutory framework for planning decisions. The Development Plan for South Norfolk currently consists of a suite of documents. The primary document which sets out the overarching planning strategy for the District and the local planning policies is the Joint Core Strategy for Broadland, Norwich and South Norfolk. The Strategy is broadly consistent with the National Planning Policy Framework (NPPF) and accompanying technical guidance and was adopted by South Norfolk Council in March 2011. It is the starting point in the determination of planning applications and as it has been endorsed by an independent Planning Inspector the policies within the plan can be given full weight when determining planning applications. South Norfolk Council is also in the process of preparing its Site Specific Policies and Proposals DPD, Area Action Plans and Development Management DPD. These documents will allocate specific areas of land for development, define settlement boundaries and provide criterion based policies giving a framework for assessing planning applications.

In accordance with legislation planning applications must be determined in accordance with the policies of the Development Plan, unless material considerations which are relevant to planning indicate otherwise.

The NPPF states that the purpose of the planning system is to achieve sustainable development. The core planning principles contained within the NPPF are summarised as:

- To be genuinely plan-led
- To drive and support sustainable economic development
- Seek high quality design
- Conserve and enhance the natural environment
- Encourage the effective use of land
- Conserve heritage assets

The factors to be used in determining applications will relate to the effect on the “public at large” and will not be those that refer to private interests. Personal circumstances of applicants “will rarely” be an influencing factor, and then only when the planning issues are finely balanced.

THEREFORE we will:

- Acknowledge the strength of our policies,
- Be consistent in the application of our policy, and
- If we need to adapt our policy, we will do it through the Local Plan process.

Decisions which are finely balanced, and which contradict policy will be recorded in detail, to explain and justify the decision, and the strength of the material planning reasons for doing so.

LOCAL COUNCILS

OCCASIONALLY, THERE ARE CONFLICTS WITH THE VIEWS OF THE PARISH OR TOWN COUNCIL. WHY IS THIS?

We ask local parish and town councils to recognise that their comments are taken into account. Where we disagree with those comments it will be because:

- Districts look to ‘wider’ policies, and national, regional and county planning strategy.
- Other consultation responses may have affected our recommendation.
- There is an honest difference of opinion.
AGENDA

1. To report apologies for absence and identify substitute voting members (if any);

2. To deal with any items of business the Chairman decides should be considered as matters of urgency pursuant to Section 100B (4) (b) of the Local Government Act, 1972; [Urgent business may only be taken if, "by reason of special circumstances" (which will be recorded in the minutes), the Chairman of the meeting is of the opinion that the item should be considered as a matter of urgency.]

3. To receive Declarations of Interest from Members;
   (Please see flowchart and guidance attached, page 7)

4. Minutes of the Special Meeting of the Development Management Committee held on 20 November 2012 and the Development Management Committee held on 5 December 2012; (attached – page 9)

5. Planning Applications and Other Development Control Matters;
   (attached – page 33)
   To consider the applications as listed below:

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Planning Ref No.</th>
<th>Parish</th>
<th>Site Address</th>
<th>Page No.</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>2012/1012/O</td>
<td>PORINGLAND</td>
<td>Area 'A' Land north of Heath Loke</td>
<td>34</td>
</tr>
<tr>
<td>2</td>
<td>2012/1477/O</td>
<td>COLNEY</td>
<td>Norwich Research Park Colney Lane</td>
<td>40</td>
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<tr>
<td>3</td>
<td>2012/0407/CU</td>
<td>FRAMINGHAM EARL</td>
<td>Manor Farm Barns Fox Road Framingham Pigot</td>
<td>62</td>
</tr>
<tr>
<td>4</td>
<td>2012/1228/F</td>
<td>WYMONDHAM</td>
<td>Wymondham And District Ex Services Social Club 9 Friarscroft Lane</td>
<td>67</td>
</tr>
<tr>
<td>5</td>
<td>2012/1493/D</td>
<td>DISS</td>
<td>Former Hamlin Factory Site Park Road</td>
<td>73</td>
</tr>
<tr>
<td>6</td>
<td>2012/1640/F</td>
<td>CRINGLEFORD</td>
<td>Land North of 29 Newfound Drive</td>
<td>79</td>
</tr>
<tr>
<td>7</td>
<td>2012/1695/F</td>
<td>COSTESSEY</td>
<td>Land Rear of 38 Crown Road Gurney Road</td>
<td>84</td>
</tr>
<tr>
<td>8</td>
<td>2012/1842/F</td>
<td>WYMONDHAM</td>
<td>74 Pople Street Wymondham</td>
<td>88</td>
</tr>
<tr>
<td>9</td>
<td>2012/1878/F</td>
<td>DISS</td>
<td>36 Mere Street Diss</td>
<td>93</td>
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<tr>
<td>10</td>
<td>2012/1879/LB</td>
<td>DISS</td>
<td>36 Mere Street Diss</td>
<td>93</td>
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<tr>
<td>11</td>
<td>2012/1925/H</td>
<td>BROCKDISH</td>
<td>Four Rabbits Mill Road Thorpe Abbotts</td>
<td>98</td>
</tr>
<tr>
<td>12</td>
<td>2012/1963/LB</td>
<td>TIBENHAM</td>
<td>Walnut Tree Farm Pristow Green Lane</td>
<td>102</td>
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6. **Sites Sub-Committee;**

   Please note that the Sub-Committee will only meet if a site visit is agreed by the Committee with the date and membership to be confirmed.

7. **Planning Appeals (for information)**

   (attached – page 105)

8. **Date of next scheduled meeting** – Wednesday 30 January 2013
1. GUIDELINES FOR DETERMINING THE NEED TO VISIT AN APPLICATION SITE

The following guidelines are to assist Members to assess whether a Site Panel visit is required. Site visits may be appropriate where:

(i) The particular details of a proposal are complex and/or the intended site layout or relationships between site boundaries/existing buildings are difficult to envisage other than by site assessment;
(ii) The impacts of new proposals on neighbour amenity e.g. shadowing, loss of light, physical impact of structure, visual amenity, adjacent land uses, wider landscape impacts can only be fully appreciated by site assessment/access to adjacent land uses/property;
(iii) The material planning considerations raised are finely balanced and Member assessment and judgement can only be concluded by assessing the issues directly on site;
(iv) It is expedient in the interests of local decision making to demonstrate that all aspects of a proposal have been considered on site.

Members should appreciate that site visits will not be appropriate in those cases where matters of fundamental planning policy are involved and there are no significant other material considerations to take into account. Equally, where an observer might feel that a site visit would be called for under any of the above criteria, members may decide it is unnecessary, e.g. because of their existing familiarity with the site or its environs or because, in their opinion, judgement can be adequately made on the basis of the written, visual and oral material before the Committee.

2. PUBLIC SPEAKING: PLANNING APPLICATIONS

Applications will normally be considered in the order in which they appear on the agenda. Each application will be presented in the following way:

- Initial presentation by planning officers followed by representations from:
  - The town or parish council - up to 5 minutes for member(s) or clerk;
  - Objector(s) - any number of speakers, up to 5 minutes in total;
  - The applicant, or agent or any supporters - any number of speakers up to 5 minutes in total;
  - Local member
- Member consideration/decision.

**TIMING:** In front of you there are two screens which tell you how long you have left of your five minutes. After four minutes the circle on the screen turns amber and then it turns red after five minutes, at which point the Chairman will ask you to come to a conclusion.

**MICROPHONES:** In front of you there is a microphone which we ask you to use. Simply press the button to turn the microphone on and off

**WHAT CAN I SAY AT THE MEETING?** Please try to be brief and to the point. Limit your views to the planning application and relevant planning issues, for example: Planning policy, (conflict with policies in the Local Plan/Structure Plan, government guidance and planning case law), including previous decisions of the Council, design, appearance and layout, possible loss of light or overshadowing, noise disturbance and smell nuisance, impact on residential and visual amenity, highway safety and traffic issues, impact on trees/conservation area/listed buildings/environmental or nature conservation issues.

**Please note:** In accordance with the Council’s constitution no one may make photographs, film, video or other electronic recordings of the meeting without the Chairman’s consent
### HEALTH AND SAFETY INFORMATION

<table>
<thead>
<tr>
<th><strong>Fire alarm</strong></th>
<th>If the fire alarm sounds please make your way to the nearest fire exit. Members of staff will be on hand to escort you to the evacuation point</th>
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</thead>
<tbody>
<tr>
<td><strong>Mobile phones</strong></td>
<td>Please switch off your mobile phone or put it into silent mode</td>
</tr>
<tr>
<td><strong>Toilets</strong></td>
<td>The toilets can be found on your right and left of the lobby as you enter the Council Chamber</td>
</tr>
<tr>
<td><strong>Break</strong></td>
<td>There will be a short comfort break after two hours if the meeting continues that long</td>
</tr>
<tr>
<td><strong>Drinking water</strong></td>
<td>A water dispenser is provided in the corner of the Council Chamber for your use</td>
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### PLANNING APPLICATIONS AND OTHER DEVELOPMENT CONTROL MATTERS

**Key to letters included within application reference number to identify application type – e.g. 07/96/3000/A – application for consent to display an advert**

<table>
<thead>
<tr>
<th><strong>A</strong></th>
<th>Advert</th>
<th><strong>G</strong></th>
<th>Proposal by Government Department</th>
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<tbody>
<tr>
<td><strong>AD</strong></td>
<td>Certificate of Alternative Development</td>
<td><strong>HZ</strong></td>
<td>Hazardous Substance</td>
</tr>
<tr>
<td><strong>CA</strong></td>
<td>Conservation Area</td>
<td><strong>LB</strong></td>
<td>Listed Building</td>
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<td>Change of Use</td>
<td><strong>LE</strong></td>
<td>Certificate of Lawful Existing development</td>
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<td><strong>D</strong></td>
<td>Reserved Matters (Detail following outline consent)</td>
<td><strong>LP</strong></td>
<td>Certificate of Lawful Proposed development</td>
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<td><strong>F</strong></td>
<td>Full (details included)</td>
<td><strong>O</strong></td>
<td>Outline (details reserved for later)</td>
</tr>
<tr>
<td><strong>H</strong></td>
<td>Householder – Full application relating to residential property</td>
<td><strong>RVC</strong></td>
<td>Removal/Variation of Condition</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>Application to be determined by County Council</td>
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<td>Proposal by Statutory Undertaker</td>
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**Key to abbreviations used in Recommendations**

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<thead>
<tr>
<th><strong>S.P</strong></th>
<th>Structure Plan</th>
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<td>South Norfolk Local Plan</td>
</tr>
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<td>Permitted Development – buildings and works which do not normally require planning permission. (The effect of the condition is to require planning permission for the buildings and works specified).</td>
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<tr>
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<td>Joint Core Strategy</td>
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<td><strong>N.P.P.F</strong></td>
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PLANNING APPLICATIONS AND OTHER DEVELOPMENT CONTROL MATTERS

Report of Director of Development and Environment

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Key to abbreviations used in Recommendations
Major applications or applications raising issues of significant precedent

1. **Appl. No**: 2012/1012/O  
   **Parish**: PORINGLAND

   Applicants Name: Norfolk Homes Ltd  
   Site Address: Area ‘A’ Land North Of Heath Loke Poringland Norfolk NR14 7JU  
   Proposal: Proposed Residential Development

   Recommendation: Refuse

   1. The ability to enable the care home facility required by JCS Policy 7 within the local plan period would be prejudiced by allowing housing on this site.

1. **Planning Policies**

1.1 National Planning Policy Framework  
   NPPF 06: Delivering a wide choice of high quality home  
   NPPF 07: Requiring good design  
   NPPF 10: Meeting the challenge of climate change, flooding and coastal change

1.2 Joint Core Strategy  
   Policy 1: Addressing climate change and protecting environmental assets  
   Policy 2: Promoting good design  
   Policy 3: Energy and water  
   Policy 4: Housing delivery  
   Policy 7: Supporting Communities  
   Policy 20: Implementation

1.3 South Norfolk Local Plan  
   IMP 8: Safe and free flow traffic  
   IMP 9: Residential amenity

2. **Planning History**

2.1 SNLP 2003 Site allocated for new school as part of delivery of 24 hectares of residential development.

3. **Consultations**

3.1 Parish Council Refuse - development of this land would result in community land being privatised. This land should be scheduled for a care home.

3.2 District Member To planning committee.

3.3 Planning Policy The preferred option is to allocate this site for use as a care home, specialising in dementia care. Policy 7 of the JCS is applicable, which states the need for the expansion of care home provision specialising in dementia care in Poringland.

3.4 Landscape Officer No comments received

3.5 Conservation Officer To be reported.
3.6 Environmental Services (Protection) No objection.

3.7 NCC - Planning Obligations No objection - developer contributions towards primary school education and early years provision, and libraries.

3.8 Police Architectural Liaison Officer Raise issues with proposed courtyards and access via under crofts.

3.9 SNC - Housing Strategy Manager No objection provided that the proposal would provide for 33% affordable housing.

3.10 NCC - Historic Environment Service No comments received

3.11 Environment Agency No objection.

3.12 NCC Highways No objection subject to conditions.

3.13 Local Residents 2 letters of support received (no reasons given)
1 letter of objection received
- Public accessible car parks adjacent neighbouring property ‘Beverly’ will cause disturbance.

4. Assessment

4.1 This application site is located within the northern area of the 24 hectares of land allocated for housing development in the 2003 Local Plan, and is currently being built out by Norfolk Homes. The site comprises 1 hectare of land previously reserved for use as a school and is surrounded to the north, east and west by existing and proposed development and to the south by the private drive known as Heath Loke. The west boundary of the site also has the main spine road connecting the north and south development areas running alongside it. A location plan is attached as appendix 1 to this report.

4.2 The proposal is for the use of the site for a residential development of approx. 30 dwellings and associated infrastructure. This alternative use of the site is proposed as the County Council have indicated that a new primary school is no longer required on this site as it is felt that the predicted growth in pupil population taking into account preferred JCS housing allocations can be accommodated at upgraded existing facilities. Access to the site would be from the main spine road. The application is in outline form only with all matters reserved. An indicative site layout plan is attached as appendix 2 to this report.

4.3 The land in question was previously allocated in the South Norfolk Local Plan (Adopted 2003) under policies POR 1 and POR 2, which required provision of a site for a primary school, at no cost to the local education authority (LEA). As Norfolk County Council have now confirmed that the site is no longer required for a school, and taking into account its previous allocation as a community use, its sustainable location and good access to services, the site has been selected as a preferred location for residential care (with specialist dementia care provision). Joint Core Strategy Policy 7 states that there is a need for this type of care in Poringland, and taking this into account I feel that the main issue for consideration is the acceptability in principle of this alternative use of the site, having regard to the requirements of the JCS and the NPPF.
Principle of development

4.4 Joint Core Strategy (JCS) Policy 7 articulates a need for a care home with dementia specialist care, in either Loddon/Chedgrave or Poringland/Framingham Earl. The need for such a use was examined by a Planning Inspector at the JCS Examination in Public. At JCS adoption, there was a need for 60 beds of dementia care in either Loddon/Chedgrave or Poringland/Framingham Earl. Although the survey underpinning this policy was undertaken in 2008, the Community Health and Social Care Integrated Commissioning Team has confirmed that there is still a need for 60 beds of dementia care in the Loddon Area (which covers Poringland, Framingham Earl, Loddon, Chedgrave).

4.5 The applicants have submitted a Savills marketing report that argues an economic downturn is driving a lack of interest in the site from potential care operators, and nor will there by any interest in the medium-term future. However, the Savills report also indicates that there could be future demand from care/retirement operators once the sector recovers and the surrounding residential development is at a more advanced stage. This indicates that in the short to medium-term future, the site could be viable for a care home use. Furthermore, it is my understanding that the site has not been advertised on the open market, so a true gauge as to interest in the site from potential operators is not known. The applicants also argue that the use of this site for residential development will bring advantages in terms of housing supply, having regard to the requirement for a 5-year supply of housing land (+5%) as set out in the NPPF.

4.6 As members will be aware, there is an acknowledged lack of housing supply in the Norwich Policy Area, and this carries significant weight in the consideration of this application. However, there are other factors to take into account. In this case the applicant already has outstanding permissions and allocations within their control, the applicant's completion rate in Poringland has, by their own admission, been slow, and Norfolk Homes sites allocated in the 2003 Local Plan remain un-built to date. If this site were to be allocated or permitted for housing, it is unlikely this would result in a noticeable increase in the local completion rate. Conversely, the site allocation process has identified a range of additional housing sites for 320 dwellings in Poringland/Framingham Earl, including a recent permission at Pigot Lane for 100 dwellings, and a committee resolution to approve up to 60 dwellings at Bungay Road, Bixley, both of which will improve the local housing supply issue.

5. Conclusions

5.1 The main thrust of the applicant's argument for residential development can be summarised as follows:

- There is no demand by operators or developers at this current time, or within the medium term future
- The site allocations DPD is at a very early stage in the process and cannot attract any significant weight
- There are better sites in Poringland for a care home
- The residential development of the site will contribute towards the housing supply shortfall

5.2 The argument for the use of the site as a care home (specialising in dementia), and therefore against the proposed use of the site for housing, can be summarised as follows:

- South Norfolk Local Plan will cover the period to 2026. The National Planning Policy Framework (NPPF) states in paragraphs 50 and 159 that local authorities should plan for a mix of housing including for older people. Paragraph 156 confirms that plans should set out strategic policies to deliver provision of community facilities. The NPPF also defines deliverable and developable sites (footnotes to paragraph 47). Under these definitions, the site in question may not be deliverable (i.e. with a realistic prospect of
delivery within five years) but is developable (in a suitable location, with a reasonable prospect of being viably developed within the plan period). The fact that the NPPF makes such a distinction is evidence that a longer term approach is acceptable in the site allocation process. It is not anticipated that all allocated sites will be developed within the first few years of the plan. Therefore, a short-term lack of commercial interest should not affect the longer term duty to provide for a range of housing need.

- Notwithstanding the economic downturn and possible deficiency in commercial appetite for developing a care home, there is a proven need for care home provision, specialising in dementia care, in Poringland/Framingham Earl. This is articulated in JCS Policy 7. South Norfolk Council's preferred planning policy option is to allocate this site for such a use, with the aim of providing a care home in the period to 2026.

- Whilst it is accepted that the preferred allocation for this site can only carry limited weight, the proven need for care home provision in the area, set out in JCS Policy 7, along with the fact that since 2003 the site has been allocated for a use benefitting the community in a sustainable location, are considerations that in my view also carry significant weight, in spite of the lack of a 5-year land supply.

5. Reason for Refusal

5.1 The site allocations DPD allocates this site as a preferred site for a care home (specialising in dementia care), the need for which is set out in JCS Policy 7. The South Norfolk Local Plan covers the period to 2026 and it is inappropriate to release this land for housing where it could result in the loss of potential provision of a care home facility specifically required by adopted policy where there would be negligible impact on housing supply. The NPPF requires local planning authorities to provide for a wide range of housing and therefore, a short-term possible lack of commercial interest should not affect the longer term duty to provide for a range of housing need. As no alternative sites for a care home facility have been indentified, the ability to enable the care home facility required by JCS Policy 7 within the local plan period would be prejudiced by allowing housing on this site. The application is therefore recommended for refusal.

Contact Officer, Telephone Number and E-mail: Gary Hancox 01508 533841 ghancox@s-norfolk.gov.uk
Guidance for the Consideration of NRP North and NRP South Proposals and Joint Phasing Plan

The overall planning context, approach and process to assist members in making their decisions upon both NRP North and NRP South proposals are set out below.

The vision and purpose on which both NRP North and NRP South are based have a long inception and history. The NRP has and will continue to have the knowledge base and technical capability to make a significant contribution to the Government’s growth agenda, particularly the bio-economy sector, which will play an important role in creating economic growth and in formulating effective responses to pressing global challenges.

The location plan in Appendix 1 to the application report indicates the areas of land that are subject of the applications 2012/1477 (NRP North) and 2012/1880 (NRP South) and their close spatial relationship. The Council adopted a NRP Development Framework in the form of a Supplementary Planning Document in 2009. In overall planning policy terms, both NRP North and NRP South have been brought forward to accord generally with this Development Framework, whereas applicants for a current proposal at Colney Hall have departed from it.

NRP North and NRP South have adopted a joint design approach within a joint illustrative masterplan for how the two sites might be built out in the future. Joint planning has taken place to include:

- Roads and highways
- Sustainable transport
- Sustainable energy
- Drainage and sustainable urban drainage systems
- Utilities infrastructure
- Ecology
- Landscape and
- Public consultation

There has been a firm commitment from all stakeholders to the NRP to work in partnership to ensure sites are delivered in an integrated, well planned manner.

The vision for the Norwich Research Park has been shaped by lengthy discussion and planning over a number of years. Members should, therefore, be sure they have sufficient information before them, not only on the applications, but on the inter-relationships and combined cumulative impacts of both applications. Any past involvement by individual members and knowledge of the NRP should be put to one side, as the development proposals may now differ and past assumptions changed. Consideration, assessment and decision should be based on what is in the officer’s report, presentation and points raised by applicants, objectors and supporters.

Each application will be brought forward for decision sequentially and in the order they were received, NRP North to the 9 January 2013 meeting of Development Management Committee and NRP South to the 30 January 2013 of Development Management Committee. Both applications are for outline planning permission in which parameters for development will be set, in the expectation of a series of subsequent reserved matters applications and discharging of conditions that will guide the general delivery of development. This process is scheduled to take until 2026 before development could be complete. The Council, as local planning authority, will need to be flexible to allow for changes in market conditions and other circumstances, particularly to allow the promoters of the scheme to seize future economic opportunities. The conditions attached to the recommended approval are, therefore, drafted with a phased programme of development in mind over the next 14 years.

A phasing plan below has been agreed between the applicants. Subject to Members approval, it will be enforced through conditions and mainly relates to highways and sustainable travel.
Joint Phasing Plan for Highway Network Improvements NRP North and South

The Joint Transport Assessment *Proposed Expansion of NRP, Colney, Norwich – Transport Assessment (August 2012)* was submitted in support of the planning applications for NRP North (Planning Application No. 2012/1477) and NRP South (Planning Application No. 2012/1880).

The Joint Transport Assessment identifies the phasing strategy for transport improvements proposed to support the NRP based on the following development phasing:

### Phasing Assumptions for NRP North and South

<table>
<thead>
<tr>
<th>Development</th>
<th>2016 (Cumulative sqm Delivered) GEA</th>
<th>2021 (Cumulative sqm Delivered) GEA</th>
<th>2026 Total (Cumulative sqm Delivered) GEA</th>
</tr>
</thead>
<tbody>
<tr>
<td>NRP North East Site</td>
<td>4,339</td>
<td>1,801</td>
<td>24,610</td>
</tr>
<tr>
<td>NRP North West Site</td>
<td>10,400</td>
<td>33,909</td>
<td>43,640</td>
</tr>
<tr>
<td><strong>Cumulative NRP North Delivered</strong></td>
<td><strong>14,739</strong></td>
<td><strong>35,710</strong></td>
<td><strong>68,250</strong></td>
</tr>
<tr>
<td>NRP South East Site</td>
<td>22,965</td>
<td>54,410</td>
<td>56,805</td>
</tr>
<tr>
<td>NRP South West Site</td>
<td>0</td>
<td>0</td>
<td>47,580</td>
</tr>
<tr>
<td><strong>Cumulative NRP South Delivered</strong></td>
<td><strong>22,965</strong></td>
<td><strong>54,410</strong></td>
<td><strong>104,385</strong></td>
</tr>
</tbody>
</table>

Proposed Phasing of Transport Improvements

Implemented for Phase 1: 37,704 sqm GEA of cumulative new development across NRP (estimated at 2016)

- Colney Lane / NRP North Site Access Junction
- Colney Lane / NNUH Access Junction
- Pedestrian and cycle route along the eastern side of Hethersett Lane along NRP North frontage from the B1108 Watton
- Road to the proposed NRP Access junction
- Pedestrian and cycle route along the western side of Hethersett Lane for the extents of the NRP North site frontage constructed as part of the junction works undertaken on this section of Hethersett Lane
- New NRP North accesses onto Hethersett Lane
- New NRP South access onto Hospital Road
- B1108 Watton Road / Hethersett Lane (for access and safety reasons)
- Additional pedestrian and cycle signage along the routes in the vicinity of the site.
- Shower facilities, bicycle parking & bicycle storage lockers
- Colney Lane Bus Stop Upgrade (Bus Stop A) (2 shelters, 2 seats, Passenger Information, Possible Real time passenger information at two stops.)
- Area Travel Plan Coordinator

Implemented for Phase 2: 90,120 sqm GEA of cumulative new development across NRP (estimated at 2021)

- B1108 Watton Road / Colney Lane
- CCTV at B1108 Watton Road / Colney Lane junction
- NRP South access roundabouts onto Hethersett Lane
- Potential improvement of surface quality and provision of lighting along the foot/cycleway from the IFR site to the Cross Valley Path
- Shower facilities, bicycle parking & bicycle storage lockers
- Bicycle Sharing Scheme Bicycles
- Provision of new onsite Bus Stop (Bus Stop B) (2 shelters, 2 seats, Passenger Information, Possible Real time passenger information at two stops.)
• Pedestrian and cycle route along the western side of Hethersett Lane along NRP South frontage from southern extents of the scheme constructed in Phase 1, to the A47

Implemented for Phase 3: 172,635 sqm GEA of cumulative new development across NRP (estimated at 2026)
• B1108 Watton Road / Old Watton Road
• CCTV at B1108 / Old Watton Road junction
• NRP South access onto Watton Road at Colney Hall and associated link road
• Toucan Crossing of B1108 Watton Road at existing bus stops from NRP North Site
• Upgrades to existing bus stops on Watton Road (between Old Watton Road and Colney Lane) with bus shelters, seating and passenger information.
• Upgrade northern footpath from the existing Watton Road bus stops to the B1108 Watton Road/ Old Watton Road
• junction for shared pedestrian and cycle use.
• Shower facilities, bicycle parking & bicycle storage lockers
• Watton Road Bus Stop Upgrade (Bus Stop D) (2 shelters, 2 seats, Passenger Information.)
• New Bus Stops Watton Road (Bus Stop C) (2 shelters, 2 seats, Passenger Information)

Refined Phasing of Highway Network Improvements
A refined phasing strategy for the junction improvement works proposed as part of the mitigation strategy is outlined below. This identifies more detailed trigger points than those outlined in the Joint Transport Assessment.

Phase 1 - Refined Phasing of Highway Network Improvements (2012-2016)
1.1 No more than 4,536 sqm gross internal area (GIA) of development on NRP North shall be occupied until up the following junction improvement and site access works have been designed, constructed and made available for use:
• Colney Lane / NRP North Site Access Junction
• B1108 Watton Road / Hethersett Lane
• Hethersett Lane / NRP North Site Access Junction

1.2 No more than 4,536 sqm gross internal area (GIA) of development on NRP North and 4,902 sqm gross internal area (GIA) of development on NRP South shall be occupied until up the Colney Lane / Norfolk and Norwich University Hospital access Junction Improvement works have been designed, constructed and made available for use.

Phase 2 - Refined Phasing of Highway Network Improvements (2016-2021)
2.1 No more than 22,026 sqm gross internal area (GIA) of development on NRP North and 33,850 sqm gross internal area (GIA) of development on NRP South shall be occupied until up the B1108 Watton Road / Colney Lane junction improvements works (Drawing 60237873_039) have been designed, constructed and made available for use.

Phase 3 - Refined Phasing of Highway Network Improvements (2021-2026)
3.1 No more than 40,208 sqm gross internal area (GIA) of development on NRP North and 61,338 sqm gross internal area (GIA) of development on NRP South shall be occupied until up the B1108 Watton Road / Old Watton Road improvements works (Drawing 60237873_037) have been designed, constructed and made available for use.
Applicants Name : Norwich Research Partners
Site Address : Norwich Research Park Colney Lane Colney Norfolk NR4 7UA
Proposal : Outline application for new offices and laboratories for research and development activities along with ancillary and complementary uses with access from Colney Lane and Hethersett Lane and all other matters reserved. Demolition and reprovision of existing buildings. Associated car parking, infrastructure, internal access roads, landscaping and cycle parking.

Recommendation : Approve

1. Outline permission Time Limit 14 years
2. Standard outline requiring RM
3. In accordance with approved details
4. Surface water drainage
5. Foul drainage
6. Contaminated land
7. Contamination: remediation
8. Contamination: monitoring
9. Unexpected contaminates
10. Full details of external lighting
11. External materials to be agreed
12. Fire Hydrants
13. Landscaping scheme to be submitted
14. Tree protection
15. Ecological Management Plan
16. Construction Environmental Management
17. Archaeological works agreement
18. Phasing Plan
19. Floorspace Provision related to use
20. Public Realm Strategy
21. Standard outline condition – highways
22. Surfacing of footways/cycleways
23. Internal road details
24. Construction Traffic parking
25. Construction Traffic Management Plan (CTMP)
26. Compliance with the CTMP
27. Wheel Cleaning (Temp)
28. Detailed drawings for highway junction improvements
29. Cond. 28 to be implemented prior to 4,536 sq m occupied.
30. Watton Road/Colney Lane junction improvements
31. Floorspace limitation prior to Watton Road/Colney Lane junction improvements
32. Highway improvements beyond 35,710 sq m
33. 40,208 sq m limitation before implementation of highway improvements
34. Travel Plan
35. Implementation of Travel Plan
36. Floorspace to use limitation

The application is recommended for approval subject to a Section 106 agreement being entered into to secure Travel Plan funding.
1. **Planning Policies**

1.1 **National Planning Policy Framework**
- NPPF 01: Building a strong competitive economy
- NPPF 07: Requiring good design
- NPPF 10: Meeting the challenge of climate change, flooding and coastal change
- NPPF 11: Conserving and enhancing the natural environment
- NPPF 12: Conserving and enhancing the historic environment

1.2 **Joint Core Strategy**
- Policy 1: Addressing climate change and protecting environmental assets
- Policy 2: Promoting good design
- Policy 3: Energy and water
- Policy 5: The Economy
- Policy 9: Strategy for growth in the Norwich Policy Area

1.3 **South Norfolk Local Plan**
- ENV 9: Nationally and locally important archaeological remains (Part Consistent)
- ENV 14: Habitat protection
- ENV 15: Species protection
- IMP 2: Landscaping
- IMP 8: Safe and free flow traffic
- IMP 9: Residential amenity
- IMP 10: Noise
- IMP 15: Setting of Listed Buildings
- EMP 1: Employment land allocations
- COL 1: Research and development uses at Norwich Research Park
- COL 2: Norwich Research Park, contingency reserve
- COL 3: Norwich Research Park, transportation issues
- COL 4: Expansion of the new Norfolk and Norwich Hospital
- TRA 1: Provision of pedestrian links
- TRA 3: Provision of cycling facilities
- TRA 18: Off street parking provision
- TRA 19: Parking standards

2. **Planning History**

2.1 **2012/1145/F**
- John Innes Institute Colney Lane Colney Norwich - Erection of new building for research and development purposes with associated surface car park, cycle parking, landscaping and enclosed walkway (Centrum)
- Approved

2.2 **2012/1143/F**
- Car Parking At Norfolk And Norwich University Hospital Colney Lane Colney - Provision of a temporary 350 space car park for the Norfolk and Norwich Hospital
- Approved

2.3 **2012/0500/EIA**
- Scoping opinion for new offices and ancillary uses with associated parking, access roads, landscaping and cycle parking.
- EIA not required. Advice issued.
<table>
<thead>
<tr>
<th>Case No.</th>
<th>Reference</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.4</td>
<td>2008/1181/F</td>
<td>Use of site for temporary car park up to 31 December 2012 - UEA Triangle Site, Norwich Research Park, Colney Lane, Colney</td>
<td>Approved</td>
</tr>
<tr>
<td>2.5</td>
<td>2008/0736/F</td>
<td>Detailed application for Norwich Innovation Centre - UEA Triangle Site, Norwich Research Park, Colney Lane, Colney</td>
<td>Approved</td>
</tr>
<tr>
<td>2.6</td>
<td>2008/0599/O</td>
<td>Outline application for a research park development - UEA Triangle Site, Norwich Research Park, Colney Lane, Colney</td>
<td>Approved</td>
</tr>
<tr>
<td>2.7</td>
<td>2000/1403/F</td>
<td>Revised design for 4 storey laboratory for plant science research associated single storey building and landscape as approved under reference 07/99/1300</td>
<td>Approved</td>
</tr>
<tr>
<td>2.8</td>
<td>1999/1300/F</td>
<td>Four storey laboratory for plant science research; associated single storey building; car parking and landscaping</td>
<td>Approved</td>
</tr>
</tbody>
</table>

3. **Consultations**

3.1 Colney Parish Council

Supports the NRP North development in principle but has concerns regarding:

- More floorspace proposed than allocated through the SPD
- The TA makes assumptions which may not be valid
- The TA does not take account of Colney Hall and altogether there would be 4000 new car parking spaces
- The TA does not take account of the traffic from proposed developments and Costessey and Easton
- The ratio of car drivers to car parking is imbalanced and will result in many cars not being accommodated for on site
- The TA proposes that 1700 cycle users will be added to the morning traffic. Are the proposals adequate to accommodate such a large volume of cycle users?
- The recent addendum appears to be a theoretical assessment and does not acknowledge the existing traffic conditions that already adversely affect the operation of this junction with A47 trunk road.
- Technical Note 04 in Appendix B presents graphic illustrations of the adverse effect on traffic in the area by 2014. The NNUH roundabout and every junction along the B1108 from the A47 interchange to Fiveways roundabout will be close to or exceed design capacities. Road improvement will be required at all these junctions for planned developments; but even with improvements it is anticipated by completion the junctions will be at or exceed capacities in the morning peak which will last from 7.00am to 10.00am.
- Cringleford and Little Melton parishes have already expressed similar concerns to Colney about the integration of traffic through their areas. Colney feels that, in view of the concerns expressed in this response, there should be a formal meeting between the affected parishes, the NRP applicants, the SNC planning authorities, the Highways Authority and with AECOM. Given that traffic assessments are essential components of obtaining planning permission and of any alteration of the SPD, we regard such a meeting as essential if the planning process is to be legitimate and a democratic input is to be guaranteed.

Cannot support the application in its current format.

**Cringeford Parish Council**  
No objection. Raised concerns regarding traffic volume and car parking provision

**Little Melton Parish Council**  
Substantially increased traffic in Little Melton has been overlooked and the impact on Little Melton in general has not been examined properly.

Little Melton will become a rat run with traffic trying to avoid Thickthorn and Hethersett Lane.

Needs assurance that there is a TA incorporating the potential developments at Hethersett, Wymondham and Cringleford, dualling the A11 and the development of the NRP.

A cycle path beside Hethersett lane would be advantageous

A cycling and pedestrian bridge should be provided over the A47/NSB

Would like assurances that businesses which generate a large amount of heavy goods vehicles will not be allowed at NRP.

3.2 District Members:  
Cllr C Kemp  
To be reported if appropriate

Cllr G Wheatley  
To be reported if appropriate

3.3 Norwich City Council  
No comments received

3.4 Planning Policy  
The emerging Site Specific Policies and Allocations element of the new Local Plan currently carries limited weight, however the intention of the proposed allocations for these sites to continue to focus on B1(b) research and development uses and the potential expansion of the hospital(s), with other complementary uses remaining ancillary to these primary functions. The emerging policies also extend to the UEA triangle site.

The uses set out in the application mirror closely those identified in the SPD. Whilst the detail will be established through later reserved matter applications, it will be important to ensure that research and development uses (particularly those related to the health, life and environmental sciences of the existing institutes), and other health related uses, remain the focus of the NRP.
The SPD sets out parameters for the development density of the site, linked to the accompanying transport assessment, which envisage an overall development of 123,150m². The application proposes 65,000m² of floorspace, whilst the adjoining planning application for ‘NRP South’ (ref. 2012/1880) promotes almost 100,000m² of development. Whilst this is approximately 33% greater than the SPD suggests, the SPD figures did not include any floorspace at the UEA triangle site. As sections 2.3 and 2.4 of the SPD emphasise, it is important that the traffic implications of this density of development assessed in the context of the ‘mixed public transport and car access strategy’ that forms the basis of the SPD, rather than 123,150m² being considered a ceiling. It is particularly welcome the joint design approach being taken with NRP South, which includes looking at the combined impacts of the schemes through the Transport Assessment and Environmental Statement processes.

The application needs to be tested against other relevant requirements of the Development Plan and SPD, including:

- Relationship to the allocation at Colney Hall;
- Links to the major housing development at Cringleford, Hethersett and within Norwich City and the Bus Rapid Transit (BRT) corridors on the A11 and A1074 Dereham Road (JCS Policies 1, 6 and 10);
- Impact of car parking (SPD 3.2 and saved SNLP Policy IMP6)
- High quality design (SPD 2.1 and 2.5, JCS Policy 2 and the supporting South Norfolk Place Making Guide SPD)
- Sustainable construction and environmental performance (SPD 3.1 and JCS Policies 1, 2 and 3)
- Impact on the surrounding rural landscape, including lighting issues (SPD 3.3 and saved SNLP Policy IMP25)
- Landscape strategy, including the impacts on biodiversity and ecology (JCS Policy 1, SPD 2.5 and 3.4, and saved SNLP Policy IMP2)
- Contribution to Green Infrastructure (JCS Policies 1 and 12)

The Government’s National Planning Policy Framework (NPPF) states that proposals that accord with the policies of the development plan should be approved without delay (para. 14). The NPPF also states that planning should ‘proactively drive and support sustainable economic development’ (para 17), ‘support existing business sectors’ and ‘plan positively for the … expansion of clusters or networks or knowledge driven … industries’ (para 21).

3.5 Economic Development Manager  
No objections. The development of the NRP is key to the achievement of the Council’s economic development objectives. The approval of outline consent for the NRP would help secure greater interest from business and investors which will act as a catalyst to securing new occupiers.

3.6 Landscape Officer  
No objections subject to landscape and tree survey conditions.
3.7 Conservation and Design Officer

Overall my conclusion is that the masterplan has set out a very strong framework, which has positively responded to the character of the site and will result in a development with a distinctive sense of place and aspirations to deliver sustainable buildings and spaces of high quality design. Subject to further review of the area affecting the setting of the church, I would therefore recommend approval.

3.8 Environmental Services (Protection)

No objections subject to conditions regarding lighting, noise, vibration and dust management.

3.9 Environmental Services (Flood Defence)

No objections subject to the imposition of the conditions recommended by the EA.

3.10 Highways Agency

No objection subject to a Travel Plan being agreed.

3.11 Historic Environment Service

No objections subject to conditions

3.12 English Heritage

No objections. Concern raised regarding the impact of the development on St. Andrews Church.

3.13 Natural England

No objection

3.14 Anglian Water Services Ltd

No objections subject to conditions.

3.15 Environment Agency

No objections subject to conditions.

3.16 NCC Highways

All the supporting information has been reviewed and after many meetings with the applicant and his advisors an acceptable package of mitigation measures has been agreed. The development is proposed to be developed over three phases with various elements of the mitigation package being delivered before/during each phase. It is considered that the development is in a sustainable location close to the bus service hub at the Norfolk and Norwich University Hospital. It is within easy walking and cycling distance of existing and future major housing development and this development will link into and add to the existing walking and cycling infrastructure in the area.

A travel plan will be an integral part of this development and will be able to build on the success of the NNUH and UEA Travel Plans and it is hoped to create an area wide travel plan for the benefit of all the developments in the area.

Consequently the Highway Authority has no transport objection to the application subject to a S106 securing the Travel Plan funding and suitable conditions.

3.17 Norfolk Police

No comments received

3.18 Highways Agency

No objection, subject to a Travel Plan being agreed.

3.19 NCC Planning Obligations

No comments received. Any monetary requests will be formulated into the Sec 106.
3.20 NCC Minerals and Waste  No objections

3.21 Local Residents  Four letters of representation have been received. One objection, and three in support.

The letter of objection raises the following issues:
- Approval of foul water drainage should not be given until a solution is found that does not depend on new works on or crossing the land west of Hethersett lane.
- Why will the IFR building be demolished and resited and who will pay?
- The approval of this application should not imply that development for NRP South west of Hethersett lane will be approved as that is reserve land only.

4.  Assessment

Site Context

4.1 The application site is located within the development limit of the village of Colney, and lies approximately 5km to the west of Norwich city centre. The development site covers an area of approximately 31.01 hectares (ha) which the majority of is allocated as COL1 in the South Norfolk Local Plan. It includes a triangular parcel of land to the north east of the main research park, known as the UEA triangle, which is not in the COL1 allocation.

4.2 The site is linked to Norwich by the B1108 (Watton Road) which runs between Norwich in the east and Watton in the west. The B1108 provides a connection to the A47. The site is also bounded by Hethersett Lane to the west which runs in a north to south direction. Access to the John Innes Centre (JIC) and Institute of Food Research (IFR) sites is provided off Colney Lane, which bisects the application site.

4.3 The application site is located close to a number of existing institutions such as the UEA’s main campus (0.7km to the east) and Norfolk and Norwich University Hospital (NNUH) (directly adjacent, to the south). Apart from these neighbouring developments much of the adjoining land is rural, comprising agricultural fields and woodland.

4.4 The surrounding local area comprises a number of villages, including Colney (80m north of the site), Hethersett (3.2km southwest of the site), Cringleford (2km southeast of the site), and Little Melton (1.3km west of the site).

4.5 The River Yare lies directly to the east of the IFR and UEA sites. The site is classified as falling within the Yare Valley Urban Fringe landscape character area. It also sits adjacent to the Yare Tributary Farmland with Parkland character area.

4.6 The most eastern parts of the JIC, IFR and UEA sites fall within flood risk zone 2 (medium probability of flooding). In addition, the northern parts of the JIC, IFR and UEA sites are located in Groundwater Source Protection Zone (GSPZ) 1 (inner zone).

4.7 In general, the NRP North site falls from north to south in the direction of Colney Lane and is visually contained as a result of the surrounding topography and the substantial screening provided by trees and hedgerows.

4.8 The NRP North site does not contain any historic buildings and is not within a conservation area. However, there are three Grade II listed buildings to the north of the site (Colney Old Hall, Gate Piers and the Old Rectory) and one Grade II* Listed Building (St. Andrew’s Church). Colney Hall (Grade II Listed) is also located approximately 1 km to the north west of the NRP North site from where clear views to and from the site are available.
4.9 Existing buildings on the NRP North site are generally low - medium rise with a maximum height of approximately four storeys.

4.10 The NRP North site is accessible via a number of pedestrian footpaths which link it to the local area, including Colney Lane, which provides a connection to the NNUH in the south. To the east of Colney Lane, footpaths provide pedestrian connections to the UEA and IFR.

Proposal

4.11 The main components of the proposed outline planning application are the following:

- demolition of a number of the existing buildings with the floorspace being reprovided for within the site;
- construction of up to a further 65,000 m² of R&D floorspace with complementary ancillary uses;
- associated infrastructure, including landscape, services and plant;
- maximum of 1274 car parking spaces;
- internal access road to Hethersett Lane; and
- modifications to the existing vehicle access from Colney Lane to the east, and provision of new vehicle access from Hethersett Lane to the west.

4.12 The planning application and environmental statement provides four parameter plans which detail the buildings to be demolished, site plan (detailing the maximum and minimum building zones), building heights and tree removal. These parameter plans would fix their respective elements of the proposal and should approval be forthcoming all reserved matters submissions in respect of the outline planning permission must comply with their content.

4.13 The application is also accompanied by illustrative/indicative plans which demonstrate how the site could be landscaped and built out. The build out/phasing plan anticipates that the development would be carried out in three stages and concluded by 2026. The landscaping plans detail that much of the mature tree planting along the site boundary will be retained with supplementary planting incorporated. It is also indicated that in order to minimise excavation, the building form will follow the natural contours of the land.

4.14 The application states that the development is for 65,000 sq m of research and development (R&D) B1b use, however it is accepted that uses which are ancillary to the R&D use may also be accommodated. These could include training and education facilities, residential institutions directly related to the R&D uses, small scale retail and associated business space.

4.15 All matters are reserved except from the access arrangements and detailed drawings related to vehicular access points have been provided as part of the application.

4.16 The application would result in alterations to the access arrangements for the site. The main vehicular access points from Colney Lane, which serves both sides of the site, will remain. To accommodate the anticipated expansion of the NRP North site a new access road is planned from Hethersett Lane to the JIC site with a new internal access road which will link the site to the new access junction on Hethersett Lane.

4.17 Concurrent to access improvements, a series of off-site junction improvements are proposed. These improvements include a variety of highway modifications to the B1108 (Watton Road), Colney Lane, Hethersett Lane and the Old Watton Road and the creation of further pedestrian and cycle paths.
Principle of development

4.18 The application site is located within the development limits of Colney as identified through the South Norfolk Local Plan. Colney is regarded within the South Norfolk Local Plan as being a main strategic location for new employment in the Norwich Policy Area and is allocated as part of the COL1 - Research and Development uses at NRP and EMP1 - Employment Land Allocations policy areas.

4.19 COL1 - Research and Development directs that development will be approved within the NRP area provided that it is acceptable in relation to design and layout and that the development would provide for B 1(b) use and others which would be ancillary to that use. This policy direction is a detailed reflection of Saved Policy EMP1 which allocates 35ha of restricted use development within the COL1 NRP area.

4.20 These policies are considered to be consistent with the aims and objectives of JCS Policy 5 which encourages the increase in higher value, knowledge economy jobs and JCS Policy 9 which identifies the growth of the NRP area as a fundamental part of the economic strategy for the area.

4.21 The NPPF also encourages the local authorities to plan positively and in a flexible manner for the location, promotion and expansion of clusters of knowledge driven, creative or high technology industries.

4.22 The Saved Policy COL1 area is adjacent two further allocations for development COL2 and COL 4. COL2 covers an area of 14 ha between Hethersett Lane and Watton Road, and is a contingency reserve for the NRP. Land allocation COL4 is an area of land covering 5ha which would allow for expansion of the hospital towards Hethersett Lane.

4.23 The development proposed would not conflict with the principle of bringing forward these sites in any strategic manner or create any physical constraint upon them that would prejudice their development. The development is considered to comply, in terms of its proposed land use, with the principle of the land allocation. The development of the UEA triangle land is also considered acceptable by virtue of the previous planning approvals that have been granted to develop it for research purposes at a scale similar to that proposed.

4.24 NRP Development Framework - Supplementary Planning Document (SPD) was adopted in March 2009 and directs that a holistic approach should be taken to the development of the NRP with the creation of a masterplan document, which the applicant has produced.

4.25 The SPD also sets out guidance on parameters and principles for development within the allocated land areas which form the allocated NRP area and contains the following statement regarding floorspace and transport:

…..Framework has not sought to prescribe square metres of development to individual parts of the allocation but it is important that the overall level of development of 123,150 m² is recognised to respect the reasoning behind the figures in the Transport Assessment.

4.26 The 123,150 sq m referred to is the level of development which was considered acceptable over the entire COL1, COL2 and COL 4 land allocations when assessed against a specific transport assessment. This development proposal accounts for only part of the COL1 land allocation (excludes Colney Hall), but includes the UEA triangle parcel of land.

4.27 The current application is accompanied by a Transport Assessment commissioned for this and the NRP South proposal. The submitted Transport Assessment recommends that the floorspace proposed through NRP North and South can be accommodated for through a series of mitigation measures.
The comparison of the development proposal on a like for like basis with the SPD is not considered to be the most appropriate method of assessing the application due to the difference in land area and transport assessment. The SPD also identifies a need to be flexible in any approach to transport implications and development. The SPD states that should a developer want to increase the site capacity then they would need to demonstrate that the proposal is acceptable in terms of their traffic management proposals and the trip generations which would be experienced.

Strategically it is clear that the SPD and Saved Local Plan Policies COL1, COL 2 and COL4 provide for a large quantum of development to take place at the NRP and that the acceptability, or otherwise, of the proposal should be based on the merits of the proposal and the aims, objectives and intent of the relevant planning policies.

The SPD also seeks to establish the following principles:
- High quality design
- Take account of the overall transport implications of the site
- Be an exemplar of sustainability
- Ensure accessibility and connectivity with the existing site and the remaining allocated areas
- Take into consideration the recommended density ratio and ensure that individual applications do not hinder the rest of the site being brought forward
- That the use class of development be for B1 (b) use and other uses which could be considered directly related or ancillary

These principles are considered to be consistent with the aims and objectives of the NPPF, JCS and Saved Local Plan policies and will be evaluated in further detail below.

**Economic Development**

The development proposal is detailed as giving provision for approximately a further 2800 jobs within the B1b and associated ancillary use classes.

JCS Policy 5 - Economic Growth recognises that the growth strategy is to provide for an increase in the proportion of high value, knowledge economy jobs while ensuring that opportunities are available for the development of all types and levels of jobs in all sectors of the economy and for all the workforce.

In achieving this aim JCS Policy 9 - strategy for growth in the Norwich Policy Area states the following:

*An expansion of NRP is a fundamental part of the economic strategy for the [Norwich] area. NRP will be developed to provide a 'Next Generation' science park seeking to maximise the commercial potential of intellectual property emanating from the research and innovation taking place there, and through attracting inward investment. A first phase of around 55ha will provide around 100,000m² of B1(b) development plus ancillary uses such as restaurants, accommodation, medical, educational, leisure and conference facilities set within landscaped public spaces and recreational areas. Large-scale general employment development will detract from the unique offer and will not be appropriate. A second phase will be released if the initial development fulfils the vision for a science park.*

This development proposal and the NRP South proposal would provide for the first phase of the Next Generation Science Park. The NRP North and South applications would occupy a site area of approximately 60ha and provide accumulatively 164,000 sq m of floorspace.
4.36 Also of material consideration is the NPPF Section 1 which provides the following commentary regarding economic growth:

*The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.*

4.37 The NPPF also directs that local authorities should plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.

4.38 It is recognised that the development proposal and that which is detailed in the NRP South application would provide for more floorspace and occupy an area greater than that detailed in JCS Policy 9. However, the intent of the accumulative proposal is consistent with JCS Policies 5 and 9 and their acceptability should be determined on their merits. The NPPF clearly advises that local authorities should promote the expansion of employment clusters such as the research park and hospital.

4.39 The application can be demonstrated to have no significantly adverse sustainability impacts, so clearly complies with the intent and direction provided through the relevant economic growth policy documents and will be a major contributor to the economic growth of the Norwich Policy Area.

**Highways**

4.40 Saved Local Plan policy TRA 1 (provision of pedestrian links) seeks to promote safe and convenient pedestrian access. Policy TRA 3 (provision of cycling facilities) seeks to promote cycle infrastructure to cater for demand created by new development. Policy IMP 8 (safe and free flow of traffic) seeks to ensure that new development does not endanger highway safety or prejudice the free flow of traffic.

4.41 Policies TRA 18 (off-street parking provision) seeks to ensure appropriate levels of car parking including appropriate landscaping and disabled parking. Policy TRA 19 (parking standards) sets maximum parking standards for the County.

4.42 Saved Policy COL 3 (Norwich Research Park, transportation issues) relates specifically to the NRP site, and explains that the following transport improvements will be required:

- Footway/cycleway links within Norwich Research Park, with the new hospital, and to major areas of housing such as Bowthorpe and Cringleford;
- Public transport services particularly to the City Centre, to major areas of housing such as Bowthorpe and Cringleford and to Costessey and Cringleford Park and Ride sites;
- Green Travel Plans to reduce traffic generation to the minimum possible;
- Highway improvements to the B1108 Watton Road from Hethersett Lane to the A47 Southern Bypass;
- Further improvements to the Watton Road/Hethersett Lane junction and Hethersett Lane itself, over and above that associated with the current Colney Developments planning permission;
- Traffic management measures into the City Centre.

4.43 Furthermore the need to promote sustainable transport is encouraged through Section 4 of the NPPF. Importantly the NPPF advocates a pragmatic approach to transport, recognising that:

*different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.*
4.44 The Transport Assessment (TA) formulation was guided with consultation with the Highway Authority and through this interaction it was agreed that the TA should take account of planned developments in the locality of the NRP which could have an impact on the highway functionality. The developments which were considered to help form the baseline background data included the following:

- Bowthorpe Residential Development
- Hethersett North Residential Development
- Roundhouse Park Residential Development
- Colney Hall Redevelopment
- UEA Triangle site development
- An allocation of 1,200 Houses in Cringleford, to be accessed from Round House Way;
- Housing allocations in Wymondham (where relevant).

4.45 The trip generation of the proposed development and that of the adjacent NRP South development was then identified to provide a cumulative assessment of the impacts on the highway network in the vicinity of the site. The TA provides for mitigation methods which have been based on the cumulative impacts of NRP North and South and are to be delivered as a partnership as detailed through the phasing plan.

4.46 The application details that the main vehicular access points from Colney Lane, which serves both sides of the site, will remain. To accommodate the anticipated expansion of the NRP North site a new access road is planned from Hethersett Lane to the JIC site. This access point will provide a more direct route onto the JIC site from the Watton Road. The detailed access arrangements also include a new internal access road which will link the site to the new access junction on Hethersett Lane.

4.47 Concurrent to access improvements, a series of off-site junction improvements are being assessed. These improvements include a variety of highway modifications to the B1108 (Watton Road), Colney Lane, Hethersett Lane and the Old Watton Road.

4.48 The proposed development includes 1274 new car parking spaces which represents a parking ratio of 1:60 for the new development, and is in accordance with the SPD. The existing staff and visitor parking will be retained or reprovided on the site. Pedestrian and cycling access routes are planned to ensure connectivity with the NRP South site and the wider locality. Provision for footpath and cycling access will be established to connect with the desire lines identified as:

- North towards Bowthorpe and Costessey;
- East towards the University of East Anglia and Norwich city centre;
- South-east towards Cringleford and Eaton; and,
- South-west of the site along Hethersett Lane, towards Hethersett and Little Melton.

4.49 Cycle parking and lockers are planned to be provided close to buildings and entrances, with an allowance of 500 cycle parking spaces to be factored into the design details. Should demand for cycle parking increase over time this will be identified through the travel plan monitoring and further spaces accommodated.

4.50 The site is considered to be currently well serviced by bus routes/stops. The new access and internal road arrangements have been designed to accommodate a bus route through the proposed NRP North and South developments, however it is acknowledged that the provision of a bus route through the NRP site is commercial matter for the bus operator(s) and outside of the control of the applicant.

4.51 It is also proposed to establish an Area Travel Plan for the combined NRP North and South developments to promote sustainable transport.
4.52 The application has been referred to the Highway Authority and the Highways Agency and no objections have been raised subject to conditions being attached to any grant of approval. These conditions will include a phasing plan to demonstrate in terms of floorspace, location and time which improvements are to be implemented and who would be responsible for the improvement works.

4.53 It is considered that through the controlled implementation of the mitigation works identified in the TA and the use of appropriate conditions the application is compliant with the aims and objectives of Saved Local Plan Policies TRA1, TRA 3, IMP8 and COL3. The development also proposes a level of car parking in accordance with the SPD and Saved Policies TRA18 and TRA 19.

Design

4.54 NPPF Section 7 and JCS Policy 2 (promoting good design) seek to ensure that development proposals respect local distinctiveness, including landscape setting and character, townscape and use of sustainable materials. Additionally, design guidance is also provided through the South Norfolk Place Making Guide SPD.

4.55 JCS Policy 2 also requires that development which would consist of more than 50,000 sq m of non-residential floorspace should be masterplanned to ensure that it is well related to adjacent development and infrastructure. In order to comply with this requirement, the NRP North and South representative bodies carried out a series of workshops to agree principles regarding design, scale, connectivity, drainage and transport. These collectively agreed principles and themes run through both planning applications to provide a comprehensive development structure over both sites.

4.56 The building heights parameter plans maintain the low-medium height scales which exist within the NRP North area. Should approval be forthcoming the detailed design and appearance of buildings will be considered further at reserved matter stage.

4.57 The proposed layout allows for a high degree of connectivity with existing and future developments. Furthermore, the overall vision and concept builds upon the existing layout and orientation to provide for excellent opportunities for public spaces, landscaping and buildings to maximise daylight and sunlight penetration.

4.58 The application is submitted in outline and so the precise details of the appearance and orientation of the buildings is not under consideration. The parameter and layout plans demonstrate that the level of floorspace proposed would have regard to the current research park locality and its enhancement.

4.59 The development is considered to comply with the aims and objectives of NPPF Section 7 and JCS Policy 2 (promoting good design).

Landscape

4.60 Saved Policy IMP 2 (landscaping) specifically seeks to ensure that new development incorporates a high standard of landscape so that proposals are well integrated within the surrounding landscape setting. Proposals should reflect the character and distinctiveness and make use of native species, include new tree planting and maximise nature conservation and environmental value of the new landscape. This policy is consistent with Section 7 of the NPPF which recognises landscape as one of the key facets of good design.

4.61 The site is identified within the South Norfolk Landscape Assessment (SNLA) as being within the Yare Valley Urban Fringe (YVUF) Character Area with the area to the south being in the Yare Tributary Farmland and Parkland (YTFP).
The landscape strategy for the YVUF is the conservation and management of existing semi-natural woodland and wetland habitats to enhance the ecological and visual qualities of the valley. The landscape strategy for the YTFP is focused on the conservation and enhancement of narrow tributary corridors and historic parkland and design landscapes.

The SNLA also identifies a number of relevant development considerations within the YVUF and YTFP which include maintaining the Yare Valleys as a limit to the southern suburbs of Norwich, respecting the settled character of the area and the presence of large institutional buildings including new hospital and areas of the Research Park at Colney.

The development proposal takes account of these considerations by respecting the current scale and orientation of the research park and hospital buildings and providing for potential open landscaped areas.

The proposed development will not negatively impact on the important landscape features identified above within the YVUF and YTFP. This is in part due to the development site not including the more sensitive Colney Hall location and that the design of the development layout allows for the retention of existing landscaping and the introduction of new planting; acting as mitigation against the development impacts on the characteristics of the settled areas in the locality.

A survey of the existing trees on the site has been undertaken and identifies that the site comprises a number of mature trees of varying quality. There are also a number of TPO trees located to the south east of the JIC site. It is acknowledged that a large number of trees will be lost through the development and the landscape details recognise that these will need to be replanted on a one for one basis. Until full design details for buildings would be submitted it is not possible to anticipate the exact amount of tree loss within the application site.

One of the main aims of the landscaping strategy accompanying the application is the retention of as many of the existing trees as is possible. Should approval be forthcoming this should be a key component of the detailed landscape plans.

The application has been referred to the Councils Landscape Officer and no objection has been raised, accordingly the application is considered to comply with the intent of saved Policy IMP2 and the landscape design elements of Section 7 of the NPPF.

Ecology

SNLP seeks to protect local habitats and encourage biodiversity through Saved Policy IMP 3 (protection of important species) and Saved Policy IMP2 (landscaping). Saved Policy ENV 14 (habitat protection) and Saved Policy ENV15 (species protection), which afford protection to species protected under British or European Law, are also of note. The SNLP saved policies are consistent with Section 11 of the NPPF, which sets out the government's approach to minimise impacts on biodiversity and provide enhancement measures and the ecological elements of JCS Policy 1.

There are no statutory designated sites within the immediate locality of the application site. However, there are two local nature reserves and eight County Wildlife Sites within 2km of the application site.

The Environmental Statement finds that the application site comprises a range of habitats including, mixed plantation woodland, arable, native and introduced shrubs, dense scrub, grassland, standing open water, buildings and hardstanding. However, the site is considered to have a low value for nature conservation in its current condition.
The Environmental Statement proposes a series of mitigation measures which are summarised through a ten year Ecological Management Plan (EMP). The EMP has been assessed by the Councils Ecology Officer and they have advised of their support for the objectives of the EMP but advise that this should be conditioned as part of any approval in order to ensure that it becomes more detailed as the development would progress.

It is considered that provided the EMP is updated to reflect any further planning approvals and the developments are carried out in accordance with those requirements, the proposal has the potential to add net value to the green infrastructure of the locality in accordance with the aims and objectives of the relevant planning policies.

**Drainage and Flood Risk**

The majority of the application site is located within flood risk zone 1 (lowest potential for flooding). However, a small portion of the eastern edge of the site falls within flood risk zone 2 (medium probability of flooding). The proposal details through its indicative layout plan that it would seek to locate new development outside of the area shown as flood risk zone 2. Any future development located within this area would form car parking or amenity open space which would be compatible with the uses allowed in flood risk zone 2.

The site is located within a ground water source protection zone (GSPZ) which places some constraints on the type of development allowed and seeks to ensure that potable drinking water supplies are protected. JCS policy 1 (addressing climate change and protecting environmental assets) makes specific reference to protecting ground water supplies.

The application proposes that a system of soakaways will be used to attenuate and store water. In addition, the landscape strategy for the site seeks to provide a range of measures such as new planting and green infrastructure to absorb excess water.

Should approval be forthcoming any future applications will require to be supported by an appropriate sustainable drainage strategy. This will ensure the risk of flooding to adjacent areas is also minimised. Because the site is located within a GSPZ appropriate mitigation in the form of pollution control measures and restricted base depths will also be required.

The Environment Agency have examined the details of the Environmental Statement and advised that they have no objections to the development proposal subject to a series of conditions. The application is therefore considered to comply with section 10 of the NPPF which seeks to ensure that appropriate development is provided in suitable areas and that adequate mitigation measures are used to limit any damage from flooding.

Anglian Water have given consideration to NRP North, NRP South and potential development at Colney Hall and have advised that capacity is available for the developments at Whitlingham Sewage Treatment Works, however there would be an upgrade of the Yare Valley Trunk Sewer required. Anglian Water have advised of a cooperative method of working between NRP North and South to achieve the necessary sewer upgrade and should approval be forthcoming the details of this agreed solution will be conditioned.

It is considered that through the imposition of appropriate conditions, and the approval of the details submitted for consideration, the development could be approved without any detrimental impacts being experienced which would be associated with flooding, pollution or inadequate foul sewerage connections.
Historical Assets

4.81 Saved Policy IMP15 (setting of listed buildings) seeks to protect listed buildings and their setting, which is consistent with paragraph 132 of the NPPF which seeks to preserve heritage assets.

4.82 The application site does not contain any listed buildings and it is not within a conservation area. However, there are two Grade II listed buildings to the north of the site (Colney Old Hall and Gate Piers and the Old Rectory) and one Grade II* Listed Building (St. Andrew's Church). Colney Hall (Grade II Listed) is also located approximately 1 km to the north west of the NRP North site from where clear views to and from the site are available.

4.83 The impacts on Colney Hall are considered to be minimal due to the distance and the mitigatory planting which is proposed. Colney Old Hall and Gate Piers and the Old Rectory which are of high sensitivity are considered to have a negligible change through the development proposal.

4.84 The layout plan submitted with the application details that a building would be positioned close to the Grade II * St. Andrew's Church. It is considered that this proposed building has the potential to impact negatively on the view from the church and on its setting when viewed from east along Old Watton Road. However, it is considered that the issue could be resolved through the use of mitigatory planting along the northern side of the application site, which would effectively screen the building from view. The applicant has been advised of this concern and should an approval be issued they will provide further detail on the screening through the landscaping plans.

4.85 Saved Policy ENV9 (nationally and locally important archaeological remains) states that where a proposal would cause significant alteration, damage, or have a significant impact on the setting of archaeological remains there will be a presumption against development.

4.86 The policy goes on to state that development affecting sites of local importance will only be permitted if the need for development outweighs the local value of the remains. The policy concludes that if preservation in-situ is not merited planning permission can be subject to appropriate archaeological conditions. The NPPF and SPD also identify that an archaeological desk study should be prepared.

4.87 The applicant submitted a desk based archaeological survey which was required by Norfolk County Council Historic Environment Service (NCC HES) to be supplemented with further information obtained from digging trial trenches. This work was undertaken under the supervision of the NCC HES and no objections to the development have subsequently been raised.

Amenity

4.88 Saved policy IMP9 of the SNLP states that planning permission will only be granted for new development where there is no significant adverse impact on the amenity of residents through overlooking, overshadowing, setting of adjacent buildings or other impact on the privacy and amenity of nearby dwellings.

4.89 It is considered that the development would not have any impact on the residential amenity of any dwelling in the locality in terms of overlooking or overshadowing.

4.90 Saved Policy IMP10 (Noise) states that development would not be permitted if it would create significant noise impacts ion sensitive receptors. Consideration would therefore need to be given to the noise associated with plant and traffic. The Environmental Statement concludes that there would be no significant adverse impact on residential amenity in relation to noise from the development, and the Councils Environmental Protection Team have not objected to the development either.
Sustainability

4.91 JCS policies 1 (addressing climate change and protecting environmental assets) and 3 (energy and water) both require a high level of sustainability to be achieved. Policy 3 of the JCS places a specific requirement for all major development proposals to include sources of decentralised and renewable or low carbon energy providing at least 10% of the scheme's expected energy requirements. Furthermore the SPD sets a requirement for new development on the NRP site to obtain a BREEAM rating of excellent to very good.

4.92 The applicant has acknowledged the planning policy requirements within their Environmental Statement and has made several suggestions to achieving the BREEAM standards and 10% renewable/low carbon energy aims. This includes the potential to create an energy strategy with the NRP South development proposal to take forward the implementation of low carbon energy centres.

4.93 The precise details of the mechanisms to achieve the planning policy requirements will require to be addressed as part of any future reserved matters application.

5. Conclusion

5.1 The principle of the development is considered to be consistent with the planning policy land allocations and could provide up to 2800 full time jobs in a high value, knowledge driven industry. The nature of the potential jobs and the planned growth of this sector are directly in accordance with the aspirations of the NPPF, JCS and associated SPD.

5.2 The applicants for NRP North and South have worked jointly to produce an overall Transport Assessment that examines the cumulative effects of the development and those which are surrounding (approved and planned). The Transport Assessment (TA) has proposed a series of highway works to address the inevitable increase in the use of the site by all forms of transport. The improvements are wide ranging and aim to ensure that the flow of traffic is not impeded and that all alternative modes of transport are promoted and accommodated for. To provide these upgrade works a phasing plan has been agreed between the applicants which stipulates the location and quantum of development required to trigger certain works. The phasing plan is recommended to be conditioned.

5.3 The TA has been formulated to take account of all significant developments within a wide area, this has been conducted in close consultation with the Highway Authority.

5.4 The development is in outline form and as such the built environment and landscaping strategy are only detailed through parameter plans and indicative strategies to achieve the aims and objectives of the relevant planning policies. The baseline principles which the application seeks to establish for development are considered to provide for extensive opportunities to create high quality working environments, increased quality of green infrastructure and the development of sustainable buildings and transport infrastructure.

6. Reasons for Approval

6.1 The application is considered to accord with the intent of the Saved Policies EMP1 and COL1 as the development would provide for high knowledge sector employment within the B1(b) use class, or ancillary uses, within the allocated land and land which has previously been approved for such development. Furthermore the use classes proposed meet with the aims and objectives identified in the Norwich Research Park SPD, JCS Policy 5 and NPPF section 1 with regard to employment provision and planning for growth.

6.2 The quantum of development proposed is considered to be acceptable in scale to that which has been promoted through JCS Policy 9 and the Norwich Research Park SPD.
6.3 The development proposal is subject to the implementation of highway improvements and works which ensure that the flow of traffic is not impeded and that all alternative modes of transport are promoted and accommodated for in accordance with the requirements of Saved Policies IMP8 and COL3 and the transport elements of the Norwich Research Park SPD.

6.4 The parameter, layout and landscaping plans demonstrate that the development could provide for the level of floorspace proposed in a form which would have regard to the current research park locality, provide for enhancement opportunities and not be detrimental to existing landscape character in accordance with the aims and objectives of NPPF Section 7 and JCS Policy 2 and Saved Policy IMP2.

6.5 The application details principles of sustainable development which accord with the objectives stated within JCS Policies 1 and 3 and the Norwich Research Park SPD to provide for 10% of energy use from low carbon/renewable resources and achieve a high standard of BREEAM rating.

6.6 The development proposal demonstrates through the indicative landscape masterplan and strategy that the surrounding listed structures will be effectively screened to ensure that their setting and views to and from them, are not negatively impacted upon in accordance with Saved Policy IMP15 and the NPPF.

6.7 The development proposal offers opportunities to enhance the green infrastructure of the locality through increased planting and other mitigation measures which accord with the intent of Saved Policies IMP 2, IMP3, ENV 14 and ENV15 and JCS Policy 1.

6.8 Through the use of appropriate conditions the development can be provided without any increased risk to flooding, ground water pollution or over burden on the foul sewerage capacity in accordance with the aims and objectives of JCS Policy 1 and NPPF Section 10.

Contact Officer, Telephone Number: Ian Reilly 01508 533674
and E-mail: ireilly@s-norfolk.gov.uk
Other Applications

3. **Appl. No**: 2012/0407/CU  
**Parish**: FRAMINGHAM EARL

Applicants Name : Mr Ben Du Brow  
Site Address : Manor Farm Barns Fox Road Framingham Pigot NR14 7PZ  
Proposal : Retrospective application for Change of use of land to lorry turning area, overflow car parking area and use of building for car valeting.

Recommendation : Approve with conditions
  1. Accord with amended plans
  2. Surface water drainage and drainage from car valeting
  3. Specific use for valeting

1. **Planning Policies**

1.1 National Planning Policy Framework  
Section 3: Supporting a prosperous rural economy

1.2 Joint Core Strategy  
Policy 2 : Promoting good design  
Policy 5 : The Economy

1.3 South Norfolk Local Plan  
EMP 6: Alterations and extensions to existing business premises  
EMP 3: Adaptation and re-use of rural buildings for employment  
IMP 8: Safe and free flow traffic  
IMP 9: Residential amenity

2. **Planning History**

2.1 2010/0514 Construction of single extension to entrance hall  
Approved

2.2 2009/1407 Proposed external lighting  
Approved

2.3 2009/1007 Amendment to application (2009/0275) - Demolition of hipped roof and extend new flat roof  
Approved

2.4 2009/0275 Change of use of vacant residential property to a small boutique hotel connected to Brasted's.  
Approved

2.5 2003/1923 Erection of new buildings for business office use, based on a steel framework and extension to former flat roof dwelling for business use  
Approved

2.6 2003/1619 Proposed extension to existing catering establishment with change of use from agricultural land to provide an additional 23no: parking spaces  
Approved
Development Management Committee  9 January 2013

2.7 2001/0618 Conversion and extension of existing barn to office/commercial use  Approved

2.8 1999/0381 Convert and extend units 9 & 10 to use for community Hall and outside catering business  Approved

2.9 1998/1334 Convert existing barns to provide ten offices and one dwelling  Approved

4. Consultations

3.1 Framingham Pigot Parish Council  Approve:
There is a need for extra parking owing to many functions at Brasted's and also a turning for large lorries as there are disabled vehicles used in the area

3.2 Framingham Earl Parish Council  Concerns:
- Steep decline from car park to Fox Road. Already problems with flooding at the low point in Fox Road.
- The lake situated in the Manor House grounds is connected to road gully so any pollutants will enter the water.
- Would wish an opportunity to comment further on surface water treatment
- Clarification on number of employees and number of additional parking space
- Substantial increase in traffic over the years since the business park first opened
- Framingham Pigot is a small rural community and traffic noise has affected the previous peace and tranquillity
- Following conditions requested:
  - Infiltration testing
  - An adequate network of drainage points leading to soakaways
  - Car washing area to comply with the relevant regulations on the use of chemicals/detergents

No comment received on the further reconsultations with additional information

3.3 District Member:  
Cllr  J Overton  Can be delegated
Cllr  L S Neal  To be reported if appropriate

3.4 Environmental Services (Protection)  Support conditionally

3.5 NCC Highways  No objections

3.6 Local Residents  6 letters of support
- Need for additional parking on-site
- Ensure the safety of pedestrians and vehicles at Manor Farm Barns
- Decrease the possibility of accidents and ensure safe passage of our clients
- Reduces pressure on the disabled car parking
- Helps with issues of larger delivery vehicles
1 letter with 8 signatures and 2 other letters of objection

- Fully support Framingham Earl's Parish Council reservations
- Flood issues particularly that occurs at the low point in Fox Road
- Concern that retrospective applications are submitted and consent immediately given, where others would be taken to court and punished or made to demolish
- Trying to get permission via 'the back door'
- An intrusion into green belt area
- Precedent for future development
- No information regarding the valeting business unit and how it was constructed
- No details re surface water drainage
- Planning consent should be refused or not even considered until an independent enquiry has taken place
- Road floods causing potential road hazard

4. **Assessment**

4.1 This application seeks retrospective planning consent for the change of use of land to lorry turning area, overflow car parking area and use of small building for car valeting. The application site forms part of the existing complex of business buildings, at Manor Farm Barns. The site is accessed off Fox Road, which in turn connects to the A146, located to the north. The building subject to the application is located to the west of existing agricultural building and of the complex. The car park extension and lorry turning area are also located to the west of the existing complex.

4.2 The National Planning Policy Framework (NPPF) - Section 3: Supporting a prosperous rural economy supports expansion of business and promotes development in the rural areas. The South Norfolk Local Plan (SNLP) and Joint Core Strategy (JCS) policies support employment subject to normal planning requirements. The SNLP polices referred to above can be given due weight and consideration because those policies remain consistent with the published NPPF.

4.3 **Lorry turning area:** - There are frequent deliveries of goods to the business on the complex and lorries, we are advised, were finding it difficult to turn around. In 2006 the owner opened up part of the farm access track and yard to enable lorries to turn around easily. This arrangement has in the opinion of the owner proved to be successful and therefore it was surfaced in 2007.

4.4 **Overflow car parking area:** - Due to the success of the business uses on the complex parking had become a problem at peak times particularly when Brasted's was holding wedding receptions/conferences etc. To alleviate the problem the owner created an over flow car park and it was surfaced in 2007.

4.5 **Building for valeting:** - The small extension to the existing agricultural building was built in 2006 and was intended for agricultural purposes; however the agricultural need was apparently fulfilled by another building on the estate. The building has been occupied by Eastern Taxis for the cleaning and valeting of their vehicles since 2006 and employs one person.

4.6 The main issue raised by this application was the surface water drainage and in particular the drainage from the run-off area of the car washing area. Subsequent to the original submitted scheme additional information has been provided and reconsorted upon. The Flood Defence officer Shirley Bishop has negotiated with the applicant’s agent and is now happy with the submitted details, provided that they are conditioned as part of any consent.
4.7 Whilst I fully appreciate the concerns raised by local residents, the issue of surface water drainage and possible resulting flooding has been dealt with as set out above. The highway officer has raised no objections and therefore I do not consider the application could be refused on highway grounds. The extended parking and turning area has been sensitively integrated into the site to the west and is not intrusive within the landscape setting of the site.

4.8 I consider that the extension to the parking area and the provision of a turning area positively supports the existing business on the estate. The use of the small building for valeting does not harm the surrounding area and provides employment and therefore according with policy, however I would wish to condition the use of the building specially for valeting to retain control over the future uses which could have more of an impact on the surrounding area.

5. **Reasons for Approval**

5.1 The proposal is acceptable in respect of the aims of the Joint Core Strategy and South Norfolk Local Plan 2003 and in particular is considered to be in accordance with Policy 2 Promoting good design and Policy 5 The Economy of the Joint Core Strategy and IMP8 safe and free flow of traffic, EMP3 Adaptation and re-use of rural buildings for employment purposes and EMP6 - Alterations and extensions to existing business premises of that plan. It accords with the National Planning Policy Framework - Section 3: Supporting a prosperous rural economy.

5.2 It is considered that the building accords with Policy 5, Policy 2, EMP3, EMP6 and IMP8, as the design of the small building/extension and the car park is in keeping with the existing building, parking area and its surroundings; the existing landscaping of the site will not be compromised; all necessary parking, servicing and circulation can be accommodated on the site for both the existing and the increased accommodation; and the amenities of nearby residential properties will not be affected to an unacceptable degree.

Contact Officer, Telephone Number and E-mail: Claire Curtis 01508 533788 ccurtis@s-norfolk.gov.uk
4. **Appl. No**: 2012/1228/F  
**Parish**: WYMONDHAM

Applicants Name: Mr S Slater  
Site Address: Wymondham And District Ex Services Social Club 9 Friarscroft Lane Wymondham Norfolk NR18 0AT  
Proposal: Change of uneven gravel/hardcore area at rear of club into fenced off brickweave patio area to prevent children reaching the car park and provide patio area to the members with sloped access - retrospective application

**Recommendation**: Approval with conditions

1. In accordance with submitted details
2. Patio heaters & movable shelters – restricted use
3. Loudspeakers – restricted use
4. External lighting controlled on patio area

1. **Planning Policies**

1.1 National Planning Policy Framework  
NPPF 07: Requiring good design  
NPPF 08: Promoting healthy communities

1.2 Joint Core Strategy  
Policy 1: Addressing climate change and protecting environmental assets  
Policy 2: Promoting good design  
Policy 5: The Economy

1.3 South Norfolk Local Plan  
IMP 9: Residential amenity  
IMP 10: Noise  
IMP 18: Development in Conservation Areas.

2. **Planning History**

2.1 2007/1858 Proposed smokers shelter & raised patio Approved  
2.2 2007/1159 Proposed smokers shelter & raised patio Approved  
2.3 2005/2513 Proposed erection of 3no fire exit porches Approved  
2.4 2001/0916 Office extension for club Approved

5. **Consultations**

3.1 Parish Council Recommend approval subject to the views of Environmental Health regarding noise

3.2 District Member To be reported if appropriate

3.3 Conservation Officer No objection

3.4 Environmental Services (Protection) Objection:  
- section of patio that extends to the rear of 5A-D and 7 Friarscroft Lane could cause noise disturbance to those properties
• there is a reasonable likelihood of adverse detrimental impacts due to noise on the residential amenities of these properties
• may not be possible to control impact on neighbouring dwellings due to proximity of the patio

3.5 Historic Environment Service
No objection

3.6 Local Residents
3x letters of objection:
• application should state that it is retrospective, work was completed in March 2012
• submitted plans and photos does not accurately show flats at 5 Friarscroft Lane & no. 7 is not marked on the plans and flats at 5 Friarscroft Lane not consulted
• a fire risk assessment for the occupiers of no. 7 Friarscroft Lane should be completed and the comments of Environmental Health should be invited & considered by the committee
• neighbours to the site are unable to lead a quiet existence by the normal standards that they are entitled to enjoy
• music/ audio equipment will add to the already intolerable situation for [no. 7] as well as the nuisance fears the neighbour has
• proposal does not mention that the intention is to supply members of the club with alcohol in the rear patio area or have hogroasts and outdoor functions as held in 2011
• there should be a provision for 'no drinking' on the rear patio adjoining the back garden of 7 Friarscroft Lane to protect the residents in accordance with Policy IMP9
• the social club is attached to no. 7 underneath the bedroom window with a 20 foot wall along one side of the property, club's cellar is directly below bedroom window and bar area is behind and beside the sitting room and we currently hear all movements within the club and conversations in the car park, day and night
• the patio is 28 feet from the kitchen window and french doors and 25 feet from granddaughters bedroom window
• if this application is approved it would make our lives intolerable as we would be unable to use our garden or sleep when we wanted to
• the area has been floodlit and additional lighting has been added
• security and safety are a major concern as the tables and chairs are left out 24/7 and abut the fence
• the patio area was never gravel/ hardcore but had a steep bank which has been cut away
• the court order to prevent noise nuisance which was granted on 1st August 1990 still applies today

4. Assessment

4.1 The proposal is for the retention of an area of brickweave paving that has been constructed to the north east of the main clubhouse building and to the rear of number 7 Friarscroft Lane and adjacent to numbers 5A, B, C and D Friarscroft Lane. The patio area is bordered by a timber panel fence and the ground slopes to the east. A low level timber picket fence separates the paved area from the car park for the social club to the east.
4.2 The clubhouse is situated within the Wymondham Conservation Area. The property is not located within the Central Business Area nor the Primary or Secondary Shopping Areas. The building is within an area of Archaeological Interest.

4.3 The building shares a party wall with 7 Friarscoft Lane, a residential property and the patio area abuts the gardens of 7 and 5A-D Friarscroft Lane. The wider curtilage of the site shares boundaries with 13 Friarscroft Lane and properties along Fairland Street and Russell Way. No. 5 Friarscroft Lane comprises 4 residential flats.

4.4 Policies in the JCS, the Local Plan and the requirements of the National Planning Policy Framework seek to promote rural and urban economies whilst protecting the residential amenities and privacy of neighbouring properties. Policy IMP18 also seeks to ensure that development does not result in harm to the character or setting of the Conservation Area. The assessment of this application gives due weight to the saved policies in the South Norfolk Local Plan referred to above because those policies remain consistent (or part consistent where noted) with the published National Planning Policy Framework.

4.5 The paving area measures approximately 19 metres by 7 metres at its deepest point and projects from the south east elevations of the clubhouse to the boundary fences. The applicant has stated that the area formerly comprised uneven gravel and hardcore, although it is noted that the adjoining neighbour has advised that the area was previously a sloping area.

4.6 The boundary to the rear of no. 7 Friarscroft Lane comprises a close boarded timber fence on a concrete base. The overall boundary fence measures 2.3 metres high from ground level on the applicant’s side. The south east boundary fence adjoining the garden of nos. 5A, B, C & D Friarscroft Lane is also a timber panel fence which measures 1.7 metres in height on the applicant’s side. The existing boundary fence provides screening of the patio from the rear gardens of the adjoining properties and the development does not have an undue visual impact on the surrounding area or the Conservation Area. I consider that, due to the height of these fences, the development will not result in significant additional overlooking or loss of privacy to the neighbouring dwellings.

4.7 The main issues arising relate to the potential for increased noise and disturbance to the neighbouring occupiers caused by the intensified use of the outside amenity space and how this differs from the lawful use of the same outdoor space at present.

4.8 There are currently no planning restrictions on the use of the outdoor area associated with the social club and the club could have installed tables and benches for use prior to the creation of the patio without planning permission. In terms of licensing, the Wymondham and District Ex-Services Social Club currently holds a license for the sale of alcohol within the social club buildings only although this does not prohibit the consumption of alcohol outside the building. There is currently no license for outdoor events although I am advised that the club may apply for up to 12 temporary events licenses per annum to cover the whole premises. The current entertainment license permits entertainment until 11.45pm. There are no planning restrictions on the hours of use.

4.9 The concerns raised by the neighbouring residents primarily relate to the impact of the patio area on the residential amenities of the occupiers of nos. 5A, B, C & D and no. 7 Friarscroft Lane in terms of additional noise disturbance and nuisance. A wide range of issues have been raised, many of which are not planning matters, but some of which do provide information pertaining to the history of the site and the relationship with the adjoining property.
4.10 It is acknowledged that the introduction of a patio area and the provision of outdoor seating and associated paraphernalia (e.g. umbrellas) may intensify the use of this outdoor area. Due to the position of the patio relative to the adjoining dwellings this use will be concentrated closest to the rear gardens of the adjacent dwellings. It is also possible that this area will be used for events outside of the control of planning and licensing and that this could have an impact on the neighbouring occupiers.

4.11 However, prior to the construction of the paved patio, the area to the rear and side of the adjoining residential properties could have been utilised as amenity space by members of the social club although it is noted that the uneven surfacing may have restricted this use. On balance I do not consider that the creation of hard standing changes the likely level of disturbance to such a degree that the application should be refused. It should be noted that removal of the surfacing would not prevent the use of the area in the future.

4.12 Members will note that an objection to the application has been received from Environmental Services. However this does not acknowledge the possible use of this area as amenity space by club members prior to the creation of the patio area and only addresses the possible future impact. These comments should be considered in conjunction with the existing lawful use of the site.

4.13 Notwithstanding the above it is appropriate to consider whether any planning conditions can reasonably be imposed to control the use of the patio area. There are currently no shelters or patio heaters on the site and I am mindful that the introduction of these items could extend the seasonal use of the area. In this context and in consideration of the relationship with the neighbouring properties it is appropriate to restrict the use of these items (and similar) to the patio area furthest from these gardens. For the same reason I consider it reasonable to control the use of external lighting on the patio as well as the use of loudspeakers. The area recommended for the restricted use of these items is shown on the hatched area on the appended plan.

4.14 I therefore do not consider that, on balance, when considered against the existing lawful use of the area and subject to the stated planning conditions, the additional level of disturbance arising from the creation of the patio is sufficient to justify the refusal of planning permission.

5. Reasons for Approval

5.1 The proposal is acceptable in respect of the aims of the Joint Core Strategy and South Norfolk Local Plan 2003 and in particular is considered to be in accordance with Policies 1, 2 & 5 of the Joint Core Strategy and Policies IMP9, IMP10 and IMP18 of the South Norfolk Local Plan. The assessment of this application gives due weight to the saved policies in the South Norfolk Local Plan referred to above because those policies remain consistent (or part consistent where noted) with the published National Planning Policy Framework.

5.2 The patio area does not result in harm to the Conservation Area setting or the surrounding area. Although it is acknowledged that the creation of the patio and the associated intensification in the use of this part of the amenity space will have an impact on the amenities of the neighbouring occupiers this has been assessed in the context of the existing lawful use of the area of land. On balance, and subject to the stated planning conditions, it is not considered that the additional level of disturbance arising from the creation of the patio is sufficient to justify the refusal of planning permission.

Contact Officer, Telephone Number and E-mail: Kate Fisher 01508 533985 kfisher@s-norfolk.gov.uk
5. **Appl. No**: 2012/1493/D  
**Parish**: DISS

Applicants Name: Marstons Inns & Taverns  
Site Address: Former Hamlin Factory Site Park Road Diss IP22 4AS  
Proposal: Erection of Public House/Restaurant, parking and associated works.

Recommendation: Approve with Conditions

1. **External materials to be agreed**  
2. **Boundary treatment to be agreed**  
3. **Implement boundary treatment**  
4. **Landscaping scheme to be submitted**  
5. **Landscaping management plan**  
6. **Provision of parking, service**  
7. **Construction Traffic (Parking)**  
8. **Archaeological work to be agreed**  
9. **Specific details to be agreed**  
10. **Surface Water**

1. **Planning Policies**

1.1 National Planning Policy Framework

NPPF 11: Conserving and enhancing the natural environment  
NPPF 07: Requiring good design  
NPPF 12: Conserving and enhancing the historic environment

1.2 Joint Core Strategy

Policy 1: Addressing climate change and protecting environmental assets  
Policy 2: Promoting good design

1.3 South Norfolk Local Plan

IMP 18: Development in Conservation Areas.

2. **Planning History**

2.1 **2011/0049**  
Erection of 60 bedroom hotel (Use Class C1), a restaurant/public house (Use Class A3/A4) and associated parking  
Approved

2.2 **2009/0760**  
Screening opinion for proposed site for retail and café use and formation of replacement bus station and associated works  
EIA not required

2.3 **1997/1308**  
Single storey supermarket & retail warehousing with 207 car parking spaces  
Refused

2.4 **1995/1295**  
Single storey supermarket & retail warehousing with 250 parking spaces and improved access  
Refused

2.5 **1994/1640**  
Erection of two storey extension to existing factory  
Approved
6. Consultations

3.1 Mrs D Sarson
Approve
- subject to clarification of boundary treatments, location of the play area, evidence of compliance with the Place Making Guide, protection trees, and details for widening the pavement.

3.2 District Members
- Cllr Tony Palmer
To be reported if appropriate.
- Cllr G H Walden
To committee.
- Cllr Keith Kiddie
To committee.

3.3 Landscape Officer
Raised concerns with the impact of the original proposals on the adjacent protected trees. Comments on amended plans to be reported.

3.4 EDF Energy (Networks) Ltd
No comments received

3.5 Conservation Officer
No objection to amended plans.

3.6 Environmental Services (Protection)
Request details of surface water disposal to be submitted.

3.7 Waveney Valley Internal Drainage Board
No comments received

3.8 SNC – Property And Facilities
No comments received

3.9 NCC: Historic Environment Service
No objection subject to a condition requiring a programme of archaeological work.

3.10 English Heritage
Concern over some detailed design aspects of the scheme, such as fenestration and eaves details. Comments on amended plans to be reported.

3.11 Environment Agency
No comments received

3.12 NCC Highways
No objection, subject to conditions.

3.13 Diss And District Society
No comments received

3.14 Local Residents
1 letter of support received
- Will create jobs
3 letters of objection received
- Cheap food themed pub not needed
- Will kill town centre
- Detrimental traffic impact on Park Road
- Increase in anti-social behaviour
4. Assessment

4.1 This reserved matters submission seeks approval of the design details for a public house / restaurant on Park Road, Diss. This relates to an outline planning permission for a 60 bed hotel and restaurant/public house approved in January 2012, which established the principle of the development and its access. Application 2012/0049/O refers. The site extends to approx. 0.5 hectares and represents just over half of the wider permitted site.

4.2 The proposed restaurant / public house would measure approx. 15.5 x 12 metres and would be sited fronting onto Park Road, to the west of the bus station. A small part of the frontage of the site is within a Conservation Area, and is also adjacent to protected trees. A site location plan is attached as appendix 1 to this report.

4.3 As the principle of the development on this site has already been established, the main considerations are as follows:

- Design and layout and impact on the Conservation Area
- Impact on protected trees

**Design and Layout and impact on the Conservation Area**

4.4 The overall design of the building follows a similar pattern to previous Marston's buildings in that it has been developed to give the appearance that the building has developed over time maintaining a domestic scale, utilising a traditional pallet of materials including timber, render, brick and pan-tiles. The building has been designed in way that encourages a strong presence in the street scene, sympathetic to the setting of the Conservation Area. Parking has been located to the rear of the building, reducing its impact in the street scene. A site layout plan is attached as appendix 2 to this report.

4.5 Although there was no objection to the general form, scale or layout of the original proposal, the applicant was requested to give more thought to making the appearance of the building more locally distinctive. Amended plans have now been received that have resulted in a design that better reflects the character of Diss, including the use of decorative bargeboards and splayed eaves detail to the roof, along with more simplified fenestration details. The Design Architect is now happy to support the scheme, which is now of a standard that will be of benefit to the Conservation Area.

4.6 The overall layout of the scheme provides for a relatively strong frontage onto Park Road, whilst still providing the required parking to the rear of the building. Access to the remainder of the site for vehicles and pedestrians is maintained, enabling the outline planning permission to be fully implemented. A one way in one way out arrangement off Park Road is proposed for vehicles, and this is in accordance with the outline permission. NCC: Highways raise no objection to the scheme.

4.7 The boundary treatment to the rear of the site is important, as albeit temporary in nature, careful thought should be given to its appearance so as to avoid it becoming a detrimental feature within the street scene (an issue raised by the Town Council). The applicants acknowledge this, and have agreed to submit further details of the boundary treatment by condition.

4.8 Taking into account the above, the scheme is considered to accord with JCS Policy 2 and South Norfolk Local Plan policy IMP18.
4.9 **Impact on protected trees**

Amended plans have now been received that relocate the building further to the south to avoid any detrimental impact on the protected trees to the front of the site. At the time of writing this report comments from the Landscape Officer in respect of the amended plans are still awaited, but subject to there being no objections received, then that siting of the building is considered acceptable and in accordance with section 11 par. 118 of the NPPF.

5. **Reasons for Approval**

5.1 The design, siting and layout of the building is considered to be appropriate for its setting, and will not harm the character and appearance of the Conservation Area. The siting of the building also takes account of the proximity of the adjacent protected trees. The scheme accords with the requirements of the outline planning permission and will allow for the future development of the remainder of this strategic site. The development accords with sections 7, 11 and 12 of the National Planning Policy Framework, Policies 1 and 2 of the Joint Core Strategy, and policy IMP18 of the South Norfolk Local Plan 2003.

Contact Officer, Telephone Number: Gary Hancox 01508 533841
and E-mail: ghancox@s-norfolk.gov.uk
6. **Appl. No**: 2012/1640/F  
**Parish**: CRINGLEFORD

Applicants Name: Mr D Jackson  
Site Address: Land North of 29 Newfound Drive Cringleford Norfolk  NR4 7RY  
Proposal: Erection of detached 4 bedroom house with separate double garage

Recommendation: Approval with Conditions

1. **Planning Policies**

1.1 National Planning Policy Framework  
NPPF 06: Delivering a wide choice of high quality home  
NPPF 07: Requiring good design

1.2 Joint Core Strategy  
Policy 1: Addressing climate change and protecting environmental assets  
Policy 2: Promoting good design  
Policy 3: Energy and water  
Policy 12: The remainder of the Norwich Urban area, including the fringe parishes

1.3 South Norfolk Local Plan  
HOU 4: Residential development within the defined Development Limits of the  
Norwich Policy Area settlements, and at selected locations along strategic routes  
IMP 8: Safe and free flow traffic  
IMP 9: Residential amenity  
ENV 14: Habitat protection  
ENV 15: Species protection  
IMP 2: Landscaping

2. **Planning History**

2.1 2004/1306 Demolition of existing garage and reconstruction of garage with bedroom above  
Approved

7. **Consultations**

3.1 Parish Council  
Refuse Dominant on site.  
Lower roof height and loss of privacy to neighbouring property.

3.2 District Members  
Cllr C Kemp  
To be determined by Planning Committee  
Cllr Wheatley  
To be determined by Planning Committee: Situated at a point where the style of dwelling changes from houses to bungalows and at a point where Newfound Drive turns through 90 degrees. The massing and orientation of any dwelling on this site must be sympathetic to its surroundings if considerable loss of amenity is not to be suffered by the neighbours. In my opinion the proposal will not achieve that.
3.3 Shirley Bishop  No objections but offer advisory note regarding disposal of surface water.

3.4 Landscape Officer  No objections

3.5 NCC Highways  Support conditionally

3.6 Local Residents  10 Letters of objection

- Loss of privacy and residential amenities from windows at front of property
- Scale of proposed dwelling not in keeping with others in the area.
- Height of the roof is unnecessarily high.
- Siting of garage is visually intrusive other garages in Newfound Drive are integral or of a scale set well back from the road.
- Dwelling is in front of building line of Nos 19 - 29.
- Plot is in the corner and proposed dwelling is not in keeping with the area.
- Unsuitable for parking on Newfound Drive as it narrows past nos 22 and 14 unsuitable for construction traffic.
- Close board fencing should be constructed on boundary of 29 to ensure privacy before occupation.
- Loss of habitat for wildlife - site has already been cleared.
- Newfound Drive is a private road and its upkeep is the responsibility of the residents.

4 letters of support
- Plot has been vacant for some time.
- When No 20 was purchased in 1974 was aware that plot would be developed.
- No objection to development on site but roof height should be reduced.
- Slight concern over construction traffic.

4. Assessment

4.1 The proposal is for the erection of a two storey detached dwelling with a detached garage close to the boundary of No 22. Properties at the section of Newfound Drive at the end of the cul de sac are single storey properties, No 22 on the north east boundary of the site is single storey dwelling while No 29 on the South East boundary of the site is a two storey property which has been extended with a full two storey extension. On the North west boundary is a two storey property which is off an adjacent road St Lawrence Drive. Access to the site is off newfound Drive which is a private road and I understand that the upkeep being the shared responsibility of the residents. The site is within the Development Limits of Cingleford but is outside the Conservation Area.

4.2 Policies in the JCS, Local Plan and requirements of the NPPF seek to ensure that proposals are for an appropriate use, are of good design and do not adversely affect the overall character of the area, or the residential amenities of neighbouring properties. The assessment of this application gives due weight to the saved policies in the South Norfolk Local Pan referred to above, because those policies remain consistent/part consistent with the published National Planning Policy Framework.

4.3 The main issue raised by the Parish Council and the neighbouring properties is that of scale rather than the principle of the plot being developed and the impact the proposed dwelling will have on the privacy and amenities of the adjacent single storey dwelling and the character of the immediate area.
4.4 Newfound Drive is a mix of single storey and two storey dwellings. The immediate neighbouring property No 29 is a two storey property which has been extended with a two storey extension. The resulting property has a ridge height similar to that of the proposed dwelling. The orientation of the proposed property will front No 22 which is a single storey property. The width of the plot is similar to the majority of other plots in Newfound Drive, while No 29 is set within a double plot therefore providing more space around the property even as extended.

4.5 The proposed dwelling is a 4 bedroom property with a lounge and kitchen to the rear of the site and study and dining room to the front of the dwelling. Concern has been raised about the ridge height of the proposed dwelling, however, this is similar to that of No 29, while the property is not reflective of the majority of the properties in Newfound Drive, I do not consider that the overall height of the property is inappropriate for the plot.

4.6 First floor bedroom windows are situated to the front and rear of the property, with a study and dining room window at ground floor. The neighbour has raised concern about loss of privacy and amenities to the lounge and garden of No 22. The lounge windows of No 22 are full length, and the main garden area is situated to the side of No 22 immediately adjacent to the boundary of the proposed plot. An existing hedge forms the boundary but will not provide complete screening to the proposal. A section of this hedge closest to the road has been allowed to grow to provide some privacy from No 29’s first floor windows. The proposed garage situated on the boundary will provide a minimal amount of screening from the proposed windows, however there will still be a degree of overlooking from the first floor windows of the proposed dwelling. The distance from the proposed dwelling to the site boundary at the closest point is 17 metres and the distance between the walls of the proposed dwelling and No 22 at the closest point is 35 metres. The main living areas of the proposed dwelling face the rear of the site and, although there may be some overlooking of No 22, there is already some overlooking from existing properties. In these circumstances and at these distances, the degree of privacy and residential amenities lost from this proposal is not so significant as to justify refusal on grounds of the scale of the property or loss of privacy. A condition is suggested to require the first floor window in the north elevation to be obscure glazed with only a top light opening which has to be 1.7 above the finished first floor level to ensure that there is no overlooking to the rear garden of the property in St Lawrence Drive, this is necessary as the orientation of the existing neighbouring property and the proposed dwelling could result in overlooking from this side facing window.

4.7 The proposed garage is situated to the front of the property, it is separated from the property due to a large water main running through the plot, the position of the dwelling and garage ensure that the area of the water main remains unaffected. While many other properties in the area either have integral garage or garages which are set back from the road, in this instance the design, siting and scale of the garage is acceptable in this location, and it does provide a degree of screening between the proposed dwelling and the adjacent property.

4.8 The issue has been raised about the loss of wildlife habitat on the plot although this has already been cleared. There are mature trees on the neighbouring boundary of the site together with other hedging which surrounds parts of the plot, so there remains some habitat close to the site but outside the applicant’s control. There is no justification to require any additional surveys, as there is no reason to suspect the presence of protected species on the site and therefore no necessity for mitigating measures to be imposed as a condition.

4.9 An Arboricultural Survey has been carried out to assess the potential impact of the proposal on the neighbouring trees. Care has been taken to ensure that the siting of the property does not impact on the root system of the neighbouring trees. The Council’s Landscape Officer has been consulted and raises no objections to the proposal.
4.10 Subject to the above conditions to ensure that the levels of the proposed dwelling are as shown on the plans, and that the boundary treatments are in place prior to the occupation of the dwelling, then the scale, design and the siting of the proposed dwelling accord with the policies as set out above.

5. **Reasons for Approval**

5.1 The proposal is acceptable in respect of the aims of the Joint Core Strategy and South Norfolk Local Plan 2003 and in particular is considered to be in accordance with Policies 1, 2, 3 and 12 of the Joint Core Strategy and Policies HOU4, IMP2, IMP8, IMP9, ENV14 and ENV15 of the South Norfolk Local Plan. The assessment of this application gives due weight to the saved policies in the South Norfolk Local Plan referred to above, because those policies remain consistent / part consistent with the published National Planning Policy Framework.

5.2 The scale, design and siting of the proposed dwelling is acceptable in this location and has minimal impact on the residential amenities of the neighbouring properties as proposed. The conditions ensure that the privacy of neighbours remains protected from any additional overlooking by requiring further permission if there are any changes proposed to the roof which would include additional windows. Access and turning to the site is already in place and there is adequate space on the site for the required level of parking and turning to ensure that on street parking is not an issue for other road users. The proposal accords with the requirements of the above policies.

Contact Officer, Telephone Number and E-mail: Jacqui Jackson 01508 533837 jjackson@s-norfolk.gov.uk
Development Management Committee
9 January 2013

7. **Appl. No**: 2012/1695/F
   **Parish**: COSTESSEY

   **Applicants Name**: Mr R Wymer
   **Site Address**: Land Rear of 38 Crown Road Gurney Road Costessey Norfolk, NR5 0ES
   **Proposal**: Proposed one bedroom bungalow
   **Recommendation**: Refuse

   1. Visual impact on the character of the area and the residential amenities of the neighbouring property contrary JCS policy 2 and SNLP policy IMP9.

1. **Planning Policies**

   1.1 National Planning Policy Framework
   NPPF 07: Requiring good design
   NPPF 10: Meeting the challenge of climate change, flooding and coastal change

   1.2 Joint Core Strategy
   Policy 1: Addressing climate change and protecting environmental assets
   Policy 2: Promoting good design
   Policy 3: Energy and water

   1.3 South Norfolk Local Plan
   HOU 4: Residential development within the defined Development Limits of the Norwich Policy Area settlements, and at selected locations along strategic routes
   IMP 8: Safe and free flow traffic
   IMP 9: Residential amenity

2. **Planning History**

   2.1 No recent history

3. **Consultations**

   3.1 Parish Council: Refuse:
   Over development of the site, dangerous access to site on bend opposite busy road junction at Grove Avenue and on corner of path to Crown Road. Highway and traffic concerns.

   3.2 District Member: Cllr Hardinge
   To be determined by Planning Committee:
   A similar application opposite Mr Wymer's property had permission granted and this could be seen to set a precedent. Also, as I understand it, Highways have raised no issues with the application.

   3.3 NCC Highways
   Support conditionally:
   Access in accordance with submitted plan.
   On site car parking prior to occupation on dwelling.

   3.4 Shirley Bishop
   No objections raised, suggest advisory note regarding disposal of surface water.
3.5 Local Residents  

2 letters of objection:

- Over crowded site and out of keeping with others in the area
- Entrance to and from the site will be directly onto a speed reduction cushion and opposite the junction of Grove Avenue increasing safety hazard in the area.
- Footpath beside the site used by many school children, an additional vehicular access will increase safety issues.
- Loss of privacy to neighbouring property and garden area of No 40
- Loss of light into garden and into the house of No 40.
- Loss of value of extended property.
- Roof of proposed property will be higher that existing properties because of land level difference.
- No 40 has had reinforced walls to the boundary of No 38 to retain soil levels.
- Inadequate method of surface water disposal which will cause flooding to No 40.
- Many accidents at the 'T' junction over the last 5 years

4. Assessment

4.1 The proposal is for the sub-division of 38 Crown Road to provide a plot for a one bedroom single storey dwelling with access off Gurney Road. The site is opposite the 'T' junction of Grove Avenue, with a public footpath to the side of the plot connecting Gurney Road with Crown Road. No 38 Crown Road is a single storey dwelling as is No 40 which has been extended. The existing side boundaries of the plot are currently low, including the front boundary onto the highway being a low wall with a pedestrian access. The site is within the Development Boundary of Costessey.

4.2 Policies in the JCS, Local Plan and requirements of the NPPF seek to ensure that proposals are for an appropriate use, are of good design and do not adversely affect the character of the area, the safe and free flow of traffic and the residential amenities of neighbouring properties. The assessment of this application gives due weight to the saved policies in the South Norfolk Local Plan referred to above, because those policies remain consistent / part consistent with the published National Planning Policy Framework.

4.3 The proposal raises issues with over development of the site which is the main objection from the Parish Council, the neighbouring property and The Costessey Society. The immediate area has recently been the subject of various planning permissions for additional dwellings. A recent planning consent has been given for a single storey dwelling on land to the north but adjacent to the corner store off Gurney Road. A second scheme is under way on Grove Avenue which has included the demolition of existing single storey dwellings to create a small development comprising of 8 x 1.5 storey dwellings in total including an access road for dwellings to the rear of the site creating a ‘close’.

4.4 An application was submitted in 2006 for a dwelling to occupy the rear garden of Nos 44 - 48 Crown Road, which is to the south of the site. This was an outline application which was refused under the delegated system and dismissed on appeal. The reasons the appeal was dismissed related to a cramped form of development and the adverse effects a dwelling in this location would have on the character and appearance of the surrounding area, and secondly the living conditions of the occupiers of the proposed dwelling would not be satisfactory.

4.5 While I accept that the proposed dwelling is small scale, it is also important to consider the visual impact a dwelling in this location would have on the overall character of the area, given that this plot is prominent within the street scene and the additional impact a new dwelling would have on the residential amenities of the neighbouring property.
4.6 A single storey dwelling would reflect the character of the existing properties on Crown Road, however the plot sizes are similar with the rear gardens backing onto Gurney Road. It could be argued that this small scale property provides an opportunity to offer a small property within the locality, however, the general pattern of plot sizes in this location ensures that a level of residential amenity is retained in a more densely developed area. The sub-division of this plot to provide an additional dwelling reduces the level of amenity space to the existing dwelling and will provide a small garden area to the rear of the property to the proposed property. While I accept that not all properties or occupants require large gardens, I consider that the level of residential space for both properties will result in a poor form of development in this instance. I also consider that to sub divide this plot would result in an unacceptable level of disturbance for the neighbouring property which would result from the intensification of use of the section of rear garden area close to the boundary of No 40. The proposal would therefore be in conflict with the principles of good design.

4.7 On balance given the appeal decision for the sub-division of rear gardens of properties on Crown Road to provide an additional dwelling and the prominent location of the plot I consider that the scheme would conflict with the aims of the above policies and would not achieve a good standard of design. For these reasons I recommend refusal of the application.

5. Reasons for Refusal

5.1 The proposal to sub-divide the rear garden of 38 Crown Road would result in a cramped form of development on a site which is prominent within the street scene and would result in an unacceptable level of disturbance to the neighbouring property. The proposal is consequently in conflict with the aims of the Joint Core Strategy and South Norfolk Local Plan 2003 and in particular when assessed against Policy 2 of the Joint Core Strategy and IMP9 of the South Norfolk Local Plan. The assessment of this application gives due weight to the saved policies in the South Norfolk Local Plan referred to above, because those policies remain consistent / part consistent with the published National Planning Policy Framework.

Contact Officer, Telephone Number and E-mail: Jacqui Jackson 01508 533837 jjackson@s-norfolk.gov.uk
8. **Appl. No**: 2012/1842/F  
**Parish**: WYMONDHAM

Applicants Name: Norfolk County Council  
Site Address: 74 Pople Street Wymondham Norfolk NR18 0LP  
Proposal: Conversion of existing building to three dwellings and erection of a detached chalet bungalow to the rear

Recommendation: Approve with Conditions

1. Full Planning permission time limit (C)  
2. Amend plans  
3. Boundary Treatments  
4. Materials  
5. PD Rights for first floor windows  
6. Water Efficiency  
7. Slab level as detailed on plan

1. **Planning Policies**

1.1 National Planning Policy Framework  
NPPF 06: Delivering a wide choice of high quality home  
NPPF 07: Requiring good design

1.2 Joint Core Strategy  
Policy 1: Addressing climate change and protecting environmental assets  
Policy 2: Promoting good design  
Policy 3: Energy and water  
Policy 4: Housing delivery

1.3 South Norfolk Local Plan  
HOU 4: Residential development within the defined Development Limits of the Norwich Policy Area settlements, and at selected locations along strategic routes  
IMP 8: Safe and free flow traffic  
IMP 9: Residential amenity

2. **Planning History**

2.1 No recent history

3. **Consultations**

3.1 Parish Council  
Refuse  
Highways concern re parking  
Design of chalet bungalow not in keeping with street scene  
Loss of privacy from proposed chalet bungalow to properties opposite.

3.2 District Member  
To be reported if appropriate

3.3 Shirley Bishop  
No objection.

3.4 NCC Highways  
Support conditionally - on site car parking and turning shall be available and remain thereafter for that use.
3.5 Local Residents

- Footpath from No 74 onto footpath outside Nos 76-84 Pople Street will be un-neighbourly and is a private path which residents contribute towards the upkeep of.
- Number of parking spaces in front of No 74 is this adequate for 3 bed houses.
- Parking on Pople Street already an issue.
- Height of fencing needs to protect privacy.
- New chalet will devalue existing properties.
- Height of new property out of keeping with others in the area - Albansfield properties area all single storey.
- This is not a chalet but two storey dwelling.
- Loss of privacy from new chalet first floor windows.
- Extra traffic onto Pople Street from new development.

4. Assessment

4.1 The proposal is for the conversion of an existing premises No 74 Pople Street, which was formerly a building used for Children's Services by Norfolk County Council (now surplus to requirement) into a terrace of three, three bedroom properties. The proposal includes the demolition of a flat roof section to the rear of the property allowing improved garden facilities for one of the properties. The second part of the proposal is for the erection of a detached chalet style three bedroom property, which will be sited on the former car park of the site which is accessed off Albansfield. The existing boundary of the car-park is separated from neighbouring properties along the footpath by a 1.8 metre close board fence set on top of an elevated bank, the rear garden area of No 74 is separated from the footpath by a chain link fence. A post and rail fence forms the boundary all along Albansfield. The site falls within the Development Limits of Wymondham, but is outside the Conservation Area.

4.2 Policies in the JCS, Local Plan and requirements of the NPPF seek to ensure that proposals are for an appropriate use, are of good design including the use of energy efficient materials, do not adversely affect the character of the area, the privacy of existing properties or the safe and free flow of traffic. The assessment of this application gives due weight to the saved policies in the South Norfolk Local Plan referred to above, because those policies remain consistent / part consistent with the published National Planning Policy Framework.

4.3 This report is in two sections the first deals with the issues relating to the conversion of the existing building, the second deals with the new dwelling. The proposed conversion of No 74 into a terrace of three, three bedroom properties does not raise many issues with the neighbours with regards to overlooking. However the original plans submitted included a pedestrian access from the central property onto the existing footpath to the side of No 74 which runs to the front of a terrace of properties adjacent to the site. The footpath is the responsibility of Saffron Housing Association. Concern was raised regarding the pedestrian access joining this path, as it provided a narrow alley which would have been enclosed by close board fencing, providing the potential for safety concerns of the occupiers of the central property. This point was raised with the agents and the path has now been re-positioned to access from Albansfield on the south west of the site, the boundary now remains unchanged along the existing footpath.

4.4 The other issue raised was the layout of the frontage, at the time of submission all the parking for the terrace was to the front of the central property. This issue was also raised with the agent and an amended plan has now been submitted to rearrange this aspect of parking providing a section of grassed area to the front of each property which establishes a definite front boundary to each property with allocated parking spaces in the existing front area similar to the existing arrangement. The number of parking spaces meets the requirements of the Highways Authority.
4.5 The conversion of the existing premises to a terrace of three properties is appropriate for this building, will have no adverse impact on the residential amenities of the adjacent residential properties, and provides adequate parking and garden space for the dwellings. This part of the proposal accords with the above policies.

4.6 The second part of the proposal relates to the new dwelling proposed for the existing car park area which is accessed off Albansfield. Albansfield rises considerably from Pople Street, the rear of the site at present has a steep grass bank which drops to the public footpath adjacent to the terrace of properties 76-80 Pople Street along the top of this bank is a 1.8 close board fence providing privacy from the existing car park for the neighbouring properties. Opposite the site is a single storey barn which has already been converted and includes velux windows fronting Albansfield, the remainder of the properties on Albansfield are all single storey detached dwellings. The design of the proposed dwelling is submitted as a chalet style property. This has been disputed by neighbours who argue that it is a traditional two storey property. The property does have rooms in the roof space and is therefore considered a chalet style property.

4.7 The character of existing properties in the area is very mixed with modern single storey properties in a cul-de-sac formation of Albansfield, A single storey barn on the boundary of Albansfield opposite the entrance to the existing plot, with local authority housing on the opposite side of Pople Street and along the footpath adjacent to the site. Given the wide variation in style of properties in the immediate area, on balance the design and scale of the proposed property is acceptable.

4.8 The levels of the site have been taken into account through the siting and design of the proposed new dwelling, the scheme will sit comfortably within the street scene. Subject to the above conditions which remove Permitted Development Rights for any further first floor windows and the boundary conditions, the proposal for both aspects of the scheme accord with the policies.

4.9 The first floor bedroom windows consist of velux windows in the rear of the property and dormer windows to the front of the property. The orientation of the proposed dwelling is slightly towards No 7 Albansfield, however, given the distance between the properties and the width of the road, any overlooking to the front of the property will be minimal, the velux windows in the rear elevation minimise any loss of privacy to other properties on Pople Street, therefore, the scale or design or loss of privacy to adjacent properties is not such as to justify refusal.

4.10 Sufficient space is provided within the site to allow access and turning from the integral garage and there appears to be adequate space on the site for additional parking, Albansfield is a narrow road with a section of double yellow lines outside the existing car park area to prevent on street parking which would result in road safety issues and access availability for emergency vehicles. No issues are raised by the Highways Authority to the proposed access or parking.

4.11 In terms of boundary treatments, the submitted plans indicated that the boundaries of the new dwelling will be close board fencing on the boundaries of No 74. However as this visual aspect is important within the street scene, further negotiations are required to ensure that the boundary treatment provides an appropriate feature within the immediate and wider area of Albansfield. This is required as a condition to allow an appropriate scheme to be achieved.
5. **Reasons for approval**

5.1 The proposal is acceptable in respect of the aims of the Joint Core Strategy and South Norfolk Local Plan 2003 and in particular is considered to be in accordance with Policies 1, 2, 3 and 4 of the Joint Core Strategy and HOU4, IMP8 and IMP9 of the South Norfolk Local Plan. The assessment of this application gives due weight to the saved policies in the South Norfolk Local Plan referred to above, because those policies remain consistent / part consistent with the published National Planning Policy Framework.

5.2 The proposal as amended is considered to provide an acceptable use of a redundant building which provides adequate space for residential curtilage and parking provision without detriment to existing neighbouring properties. The construction of a dwelling on the former car park of the premises has been designed to respect the overall character of the area and the residential amenities of the neighbouring properties. The scheme as amended accords with the aims of the above policies.

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jjackson@s-norfolk.gov.uk
9. **Appl. No**: 2012/1878/F  
**Parish**: DISS  
Applicants Name: Mr H Rackham  
Site Address: 36 Mere Street Diss Norfolk IP22 4AD  
Proposal: New build unit for either A1 retail use or A3 cafe use, 1no. new dwelling over; change of use of part of shop store to mixed use A2 and/or B1, minor alterations to ground floor and rebuilding of yard wall with associated parking  
Recommendation: Refuse  
1. Adverse impact on the setting of the adjacent and adjoining listed buildings and conservation area  
2. Contrary to NPPF and policies IMP2, IMP15, IMP13 and IMP18

10. **Appl. No**: 2012/1879/LB  
**Parish**: DISS  
Applicants Name: Mr H Rackham  
Site Address: 36 Mere Street Diss Norfolk IP22 4AD  
Proposal: New build unit for either A1 retail use or A3 cafe use, 1no. new dwelling over; change of use of part of shop store to mixed use A2 and/or B1, minor alterations to ground floor and rebuilding of yard wall with associated parking  
Recommendation: Refuse  
1. Adverse impact on the setting of the adjacent and adjoining listed buildings  
2. Contrary to NPPF and policies IMP13 and IMP15

1. **Planning Policies**  

1.1 National Planning Policy Framework  
NPPF 12: Conserving and enhancing the historic environment  
NPPF 02: Ensuring the vitality of town centres

1.2 Joint Core Strategy  
Policy 2: Promoting good design  
Policy 5: The Economy

1.3 South Norfolk Local Plan  
SHO 4: Town centres  
SHO 5: Mix of uses within Central Business Areas  
IMP 2: Landscaping  
IMP 8: Safe and free flow traffic  
IMP 9: Residential amenity  
IMP 13: Alteration of Listed Buildings (Part Consistent)  
IMP 15: Setting of Listed Buildings  
IMP 18: Development in Conservation Areas.  
IMP 10: Noise
2. Planning History

2.1 2011/1516 & 1517 Change of Use of Shop at 36 & 36A Mere Street from one to two shops, including internal alterations, removal of chimney stack, external work Approved

2.2 2010/0739 & 0763 Erection of 2 new dwellings. Conversion of outbuilding to single dwelling and separate shop store. Altered road access for emergency vehicles and deliveries to all units. Alterations to facade of listed shop, landscaping and parking improvements Approved

2.3 2009/1921 & 1922 Erection of 3no. New Dwellings. Conversion of outbuilding to single Dwelling and separate shop store. Erection of new retail unit with 1no. Maisonette over. Altered road access for emergency vehicles and deliveries to all units Refused

2.4 2009/0841 Change of use of retail unit to A1, A2, A3 and A5 use Approved

2.5 2007/2601 & 2602 Internal alterations to existing unit to create an additional residential unit Approved

2.6 2006/2715 Demolition of existing dilapidated storage building with new dwellings Refused

3. Consultations

3.1 Town Council

- Improvement to the street scene in the conservation area, with good design complementing the existing
- Extra parking and space for delivery vehicles is welcomed
- Notwithstanding the Landscape Officer’s objections to the loss of the tree, consider the loss is justified and is outweighed by the benefits of the proposed development

3.2 District Members

  Cllr K Kiddie: Can be delegated

  Cllr G Walden: To be determine by committee

  - The development will have a significant impact on an important location in the town centre

  Cllr T Palmer: To be reported if appropriate

3.3 NCC Highways Conditional support

3.4 Environmental Services (Protection)

No comments received

3.5 Landscape Officer Refuse

- Object to the loss of the London Plane tree
Development Management Committee  
9 January 2013

3.6 Conservation Officer Refuse
- Application re-submission of a previous scheme but does not properly address issues raised in my previous comments with regard to the poor relationship between buildings, particularly with regard to the awkward space created between no. 36 and the new building

3.7 Local Residents A letter of support
A bold and thoroughly positive contribution to the future of Diss Town centre as a hub for the area, which will not only improve the street scene but bring much needed retail facilities into the Town centre.
Enhances the Conservation area too.

4. Assessment

4.1 These applications seek full planning permission and listed building consent for the erection of a new retail unit with dwelling over and conversion of existing store to mixed use with associated works. The site is within the Diss Conservation Area and located adjacent to the Congregational Church (north) which is Grade II listed. The new retail unit will be attached to 36 Mere Street, which is also a Grade II listed building. A charity shop and Bennett’s are located to the south and a supermarket opposite.

4.2 The site is within the development limits for the Town of Diss, within the Town Centre and the primary shopping area and as such there is a presumption in favour of redeveloping the site and in particular the provision of employment uses. However balanced with the economic benefits of the application are the quality of the design - Policy 2 and IMP18; the impact upon the setting of the listed buildings and alterations to listed building - IMP15 and IMP13; and the loss of the London Plane tree.

4.3 Consent is sought for the following development:
   a) Conversion of existing clay lump building to a mixed use A2 and/or B1 located adjacent to the northern boundary of the site
   b) Erection of a new retail unit for either A1 or A3 use
   c) Erection of a two bedroom dwelling
   d) Rebuilding of yard wall and associated parking

4.4 Members may recall that in 2009 consent was refused due to concerns relating to the new retail unit on the site frontage and the number of dwellings resulting in overdevelopment of the site, plus impact on the existing tree to the site frontage. These applications have removed the dwellings from the rear of the site, however the design of the retail unit and maisonette fundamentally remains the same as in the 2009 applications with some minor changes to the size of the new building.

4.5 The proposed site is situated within the Diss Conservation Area adjacent to the main street near the centre of the town. Adjacent to the south side of the site is a 3 storey Victorian extension constructed in Gault brick with slate roof, this forms part of 36 Mere Street, a grade II listed building dating from the c18. To the north is a grade II listed early/mid c19 Congregational Chapel constructed in red brick. Both the Chapel and Victorian part of 36 Mere Street front the main street and are prominent in key views. The Conservation Officer and I consider that the proposed frontage building does not enhance the character and appearance of the conservation area and adversely affects the setting of the adjacent and adjoining listed buildings. The block form of the second floor of the proposed building is considered to relate poorly with the angled elevation of no.36, creating an awkward space between the buildings. The existing arrangement of sash windows on the northwest elevation of no.36 is an attractive feature in views of the street scene and makes a positive contribution to the historic character of the immediate area and blocking off this
elevation in the manner proposed will have an adverse impact. The stepped arrangement of the first and second floors creating a balcony at the 2nd floor is considered to be out of place in the context of the form of existing buildings in the immediate area and the overall height does not sit comfortably with the adjacent Chapel. The proposal is considered to be contrary to NPPF section 12, Policy 2 of the JCS and policies IMP13, IMP15 and IMP18 of SNLP.

4.6 Members raised concerns at the loss of the London Plane tree under the 2009 applications and subsequent permissions which have been approved on the site have retained the tree. The Landscape officer has objected to the development due to the loss of this tree as the most recent available assessment of the tree’s condition was submitted for the previous application 2010/0739; this confirmed that the tree was worthy of retention and that there were simple measures and actions that could be undertaken to improve the tree’s form and situation. He considers that the tree does contribute to the quality and vitality of this Cittaslow town, and will do for many years to come. It is already a feature of the street and has the potential to be a much more dominant feature of the Conservation Area. The proposed development is therefore considered to be contrary to Policy 2 of the JCS and IMP2 of the SNLP.

5. Reasons for Refusal for 2012/1878

5.1 It is considered that the specific design, size and scale of the proposed frontage building will have an adverse impact on the setting of the adjacent and adjoining listed buildings; and will not enhance the character of the conservation area, detrimental to visual amenities. It is also considered that the loss of the London Plane tree, which is a feature within the conservation area, would be detrimental to the character and appearance of the heritage asset.

5.2 In view of the above, the proposed development is contrary to the provisions of the South Norfolk Local Plan 2003, National Planning Policy Framework section 12 Conserving and enhancing the historic environment, and the Joint Core Strategy including in particular Policy 2 and policies IMP2, IMP15, IMP13 and IMP18.

6. Reasons for Refusal 2012/1879

6.1 It is considered that the specific design, size and scale of the proposed frontage building will have an adverse impact on the setting of the adjacent and adjoining listed buildings; and will not enhance the character of the conservation area, detrimental to visual amenities.

6.2 In view of the above, the proposed development is contrary to the National Planning Policy Framework Section 12 and the provisions of the South Norfolk Local Plan 2003 including in particular policies IMP15 Setting of listed buildings and IMP13 Alteration of listed buildings.

Contact Officer, Telephone Number and E-mail: Claire Curtis 01508 533788 ccurtis@s-norfolk.gov.uk
11. **Appl. No**: 2012/1925/H  
**Parish**: BROCKDISH

Applicants Name: Mrs Susanne Russell  
Site Address: Four Rabbits Mill Road Thorpe Abbotts Norfolk IP21 4HX  
Proposal: Two storey front extension and single storey rear extension

Recommendation: Approve with Conditions

1. **Planning Policies**

1.1 National Planning Policy Framework  
Section 12: Conserving and enhancing the historic environment

1.2 Joint Core Strategy  
Policy 2: Promoting good design

1.3 South Norfolk Local Plan  
HOU 19: Extensions to existing dwellings  
IMP 9: Residential amenity  
IMP18: Development in conservation areas

2. **Planning History**

2.1 1993/1491 Piping of ditch Approved

3. **Consultations**

3.1 Parish Council  
Refuse  
- We feel that the property is being over developed  
- Neighbouring properties may experience loss of light  
- Design and materials are a concern as painted weather board is not in keeping with surrounding properties within this Conservation Area

3.2 District Member  
Can be delegated

3.3 Local Residents  
Two letters of objection from neighbouring properties detailing the following concerns:-  
- Overshadowing, loss of light to kitchen and patio area, loss of open views towards the countryside  
- Large and obtrusive windows facing towards our property although obscure glazed are out of scale  
- Adverse impact on the appearance of the Conservation Area  
- Possible corridor effect between properties if the extension is built  
- Loss of light to side facing lounge window  
- Overlooking between side facing lounge window and new window in the existing lean to element of the property facing north

It is noted that one response stated that there were no objections to the rear extension element of the proposal
4. **Assessment**

4.1 The application site is a detached property set on the eastern side of Mill Road in Thorpe Abbots. The settlement does not have a development boundary however the site is set within the village Conservation Area. The property is a modern two storey house set within a small group of detached individually styled two storey houses to the northern end of the settlement in an area of ribbon development. The site borders open countryside to the rear of the plot and faces a wooded area to the west across the road. The properties nearby are in a staggered form with the application site being set further away from the highway than either of its immediate neighbours.

4.2 This application proposes a new single storey extension to living area at the rear of the property with a fully glazed rear gable and the erection of a two storey front extension to the property to provide a covered porch, hall and study to the ground floor with a bedroom and en-suite bathroom above. The proposed hall has a side facing ground floor window but there is limited capacity for overlooking from this opening as it is set directly inside the front door and is not into one of the main habitable spaces of the property. Originally the front addition was proposed to be clad in painted weather boarding however this has now been amended to be a rendered finish which would be in keeping with the materials used for the property as existing and the wider Conservation Area. The proposed north facing window in the front downstairs room of the original property has also been deleted from the proposal.

4.3 Three objection letters have been received to the proposal from neighbours and the Parish Council, all relating to the front extension element of the proposal. In respect to these comments the materials proposed have now been amended, as described above, and are considered acceptable. The property is set within a large plot which would still offer adequate spacing between properties even when the extensions are completed and would not be detrimental to the character of the conservation area or result in overdevelopment and is in accordance with policies HOU19 and IMP18 of the South Norfolk Local Plan (SNLP). It is noted there are no openings except a side door on the northern side of the adjacent property. A condition is suggested to ensure that side facing windows on the southern side of the property are obscure glazed to reduce the potential for overlooking and that the window to the lounge area in the north elevation is deleted from the proposal. Revised plans are currently being re-consulted upon illustrating these changes and clarifying the siting of the extension relative to the neighbouring properties. Any comments arising from the re-consultation will be reported to Members at the meeting.

4.4 Regarding the potential for the extension to the front of the property to result in a loss of light and outlook to neighbours it is noted that the application site is set further to the rear of the plot than the neighbouring properties. The neighbouring property to the south would experience no shading from the proposal due to its orientation. This property has no side facing windows within its northern aspect, a high close boarded fence along the boundary and is set two driveway widths to the south of the development. The property to the north is set a driveway width from the boundary and the proposed front extension does not extend across the full width of the facade of the application property. The open porch element of the proposal reduces the bulk of the addition at ground floor level where the only window facing onto the development is a secondary side facing lounge window. The proposed front addition is considered to be in keeping with the overall form of the application site and will not have an adverse impact on residential amenity and with the conditions outlined in the recommendation is in accordance with policy IMP9 of the SNLP. The SNLP policies referred to in this assessment can be given material consideration as they remain consistent/part consistent with the aims of the National Planning Policy Framework.
5. **Reasons for Approval**

5.1 The proposal is acceptable in respect of the aims of the Joint Core Strategy and South Norfolk Local Plan 2003 and in particular is considered to be in accordance with of the Joint Core Strategy Policy 2 and Policies IMP9, IMP18 and HOU 19 of the South Norfolk Local Plan.

5.2 The amended plans are considered to accord with the above policies as the extension has been designed to ensure that the parking and access to the dwelling will be maintained, and that neither the character and appearance of the dwelling with the Conservation Area nor the amenities of nearby residents will be adversely affected to a material degree.

Contact Officer, Telephone Number and E-mail:  
Helen Cross 01508 533780  
hcross@s-norfolk.gov.uk
**Parish**: TIBENHAM

Applicants Name : Mr & Mrs Cox  
Site Address : Walnut Tree Farm Pristow Green Lane Tibenham Norfolk NR16 1PU  
Proposal : Replacement windows painted hardwood frames plus new french doors to western elevation

Recommendation : Approval with Conditions

1. **Planning Policies**

1.1 National Planning Policy Framework  
NPPF 07: Requiring good design  
NPPF 12: Conserving and enhancing the historic environment

1.2 Joint Core Strategy  
Policy 1 : Addressing climate change and protecting environmental assets  
Policy 2 : Promoting good design

1.3 South Norfolk Local Plan  
IMP 13: Alteration of Listed Buildings (Part Consistent)

2. **Planning History**

2.1 2006/0050 Proposed alterations, new dormer, new porch, and double carport/garden store extension with bedroom and ensuite above  
Approved

2.2 2006/0049 Proposed alterations, new dormer, new porch, and double carport/garden store extension with bedroom and ensuite above  
Approved

3. **Consultations**

3.1 Parish Council No response

3.2 District Member To be reported if appropriate

3.3 Conservation Officer Approve

3.4 Local Residents No response

4. **Assessment**

4.1 The property is a Grade II listed building with a thatched roof situated in the open countryside.

4.2 Policies in the Joint Core Strategy, Local Plan and requirements of the National Planning Policy Framework seek to ensure that the proposal is of a good design and will preserve the special architectural and historic interest of the building. The assessment of this application gives due weight to the saved policy in the South Norfolk Local Plan referred to above as the policy remains part consistent with the published National Planning Policy Framework.
4.3 The existing windows are in poor condition and the Conservation Officer considers that the new windows respect the existing character and appearance of the dwelling whilst also incorporating energy saving measures. The new french doors are proposed on a brick elevation and their installation will not involve the removal of any historic fabric. The design of the doors are in keeping with the character of the building and therefore the Conservation Officer has no objection to their insertion.

5. Reasons for Approval

5.1 The proposal is acceptable in respect of the aims of the Joint Core Strategy and South Norfolk Local Plan 2003 and in particular is considered to be in accordance with Policy 1 - Addressing climate change and protecting environmental assets of the Joint Core Strategy and IMP 13 - Alterations to a listed building of the South Norfolk Local Plan. The assessment of this application gives due weight to the saved policy in the South Norfolk Local Plan referred to above as the policy remains part consistent with the published National Planning Policy Framework.

5.2 The development is considered to accord with Policy 1 of the Joint Core Strategy and Policy IMP13 of the South Norfolk Local Plan as it has been designed to ensure that it would preserve the special architectural or historic interest of the building.

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