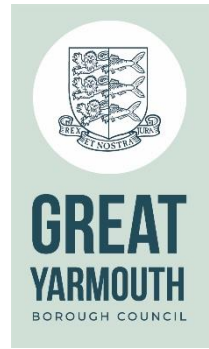


Development Management Committee

Addendum Report

Committee Date: 6 March 2024



UPDATES TO PLANNING APPLICATION

Item 3

Application 06/23/0616/D

Site: Land at Nova Scotia Farm, West of Jack Chase Way, West Caister

Updates to report:

Regarding the Recommendation on page 13 and the points in 13.1 (i) and (ii) –

13.1 (i) a. Surface Water Drainage

As referred to in paragraphs 10.59 of the officer report, the LLFA has considered revised details and at the current point in time raises no objection to the revised drainage scheme, subject to two pre-commencement conditions, which are:

1. Details of the proposed infiltration basin demonstrating the inclusion of a layer of dense vegetation to provide additional treatment of water quality prior to infiltration, and submission of an updated Maintenance and Management plan to incorporate this feature; and
2. Details of how runoff will be managed from the part of the proposed spine road which does not drain to the infiltration basin proposed in this phase of the development.

In relation to the LLFA's suggested condition 1 above and as referred to in paragraph 10.61 of the officer report, it is considered that the wording of this condition does not need to be pre-commencement i.e. before a start is made on the dwellings and roads as the basin construction is not affected by the road and housing layout and in accordance with conditions 22 and 42 of the outline permission, the approved surface water drainage scheme has to be implemented prior to the first occupation of the development on that phase.

Therefore, officers recommend the inclusion of a condition that prevents development progressing above slab level until details of the proposed infiltration basin demonstrating the inclusion of a layer of dense vegetation to provide additional treatment of water quality prior to infiltration, and submission of an updated Maintenance and Management plan to incorporate this feature have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as agreed prior to the first occupation and retained as such thereafter.

In relation to the LLFA's suggested condition 2 above, the applicant has clarified that this current phase of residential development and the element of spine road up to and including the Local Centre site will drain to the infiltration basin. There is a highpoint in site levels which has meant it is not possible to drain all the Spine Road to the current Phase 1a basin. The area marked in blue on the attached plan (see Appendix A) shows all the land draining to the Phase 1a basin. This includes all the residential area of Phase 1a and the spine road beyond the point where the access to the Local Centre (Phase 1b) will be provided. This demonstrates that serviced land for Local Centre can be delivered as envisaged under the outline permission via the Phase 1a basin on this reserved matters submission. Drainage for all the residential parcels of Phase 1a and the Local Centre (phase 1b) will be secured under a grant of this reserved matters application.

Officers agree the request of the LLFA for the inclusion of a condition require full details of how runoff will be managed from the part of the proposed spine road which does not drain to the infiltration basin proposed in this phase of the development. It is recommended this condition be added with a requirement for the details to be submitted prior to any works to implement that section of the spine road. This would allow other elements of the development to progress, but would prevent any planning harm arising from works to construct new features outside the infiltration basin without full details having been agreed.

The recommendation is therefore updated. No delegated authority is now required to seek any further information or amendments for surface water drainage, subject to the inclusion of these conditions.

13.1 (i) b. Highways

At the time of writing the officer report published last week, there were 13 of the original 22 points raised by the Highway Authority that remained outstanding to be resolved to the satisfaction of the Highway Authority. Following amended drawings and details received 28 February regarding these outstanding points Highways were re-consulted in relation to new Planning Layout Rev J.

The Highway Authority responded to these amendments on 29 February and 1 March. It is important to note their opening comment in response received 29 February which states:

'With reference to drawing NSC1-PL01J, I can confirm that the general layout is acceptable and would not be subject to further highway related comments. However, there are still some outstanding matters of detail that will need to be addressed, as follows:'

Of the 13 outstanding points, 6 of these have been resolved to the satisfaction of the Highway Authority leaving 7 where further elements are to be resolved and an additional new point is raised making 8 outstanding. These are (using highways numbering):

3. The location and justification for the signal controlled crossing on the Main Boulevard is not agreed at this stage. I suspect a zebra with parallel crossing for cyclists may be preferable to a Toucan crossing.
4. The proposed traffic calming measures on the Main Boulevard will need further development to ensure a compliant 20mph zone is produced.
9. All laybys located adjacent to a cyclepath, whether on the Main Boulevard and within Phase 1A, must be separated by at least 0.5m in accordance with guidance contained within LTN1/20
11. The down ramp from the raised table at the entrance to phase 1A should be relocated to shorten the length of this table and can be positioned before the slight bend in the road.

14. An additional pinch point has been added and the eastern most location now ties in with the pedestrian crossing. Although as previously stated pinch points on their own do not make effective traffic calming features.
17. There appears to have been a misunderstanding regarding the use of cushions, which I have not completely ruled out. However, I have stated pinch points on their own on the main loop road are unlikely to be sufficient to reduce vehicle speeds. A single cushion or raised table (if it is also on a pedestrian desire line) could be incorporated into the pinch points to ensure they are effective at reducing vehicle speeds.
22. The previous response from Persimmon states that a shed will be provided for those that require it, which is not sufficient. If the garage measures 3.0m x 6.0m and is required to meet the parking requirements for a dwelling, it cannot be considered to provide any storage space. Therefore, additional provision must be provided in all cases for cycle parking and other general storage needs for the dwelling.
23. (new) Tree planting in highway verges that contain filter trenches will not be acceptable.

The applicant has responded to the eight outstanding matters of detail with a response note (view here - [pagestream \(great-yarmouth.gov.uk\)](https://pagestream.great-yarmouth.gov.uk)) to be read in conjunction with revised Planning Layout Rev K – (view here - [A0 Layout Portrait \(great-yarmouth.gov.uk\)](https://A0.Layout.Portrait.great-yarmouth.gov.uk)).

The Highway Authority were re-consulted on these updated details and for ease of reference their response is included in **bold** text below alongside their previous comment:

3. The location and justification for the signal-controlled crossing on the Main Boulevard is not agreed at this stage. I suspect a zebra with parallel crossing for cyclists may be preferable to a Toucan crossing.

Highways response 5 March - **I have no additional comment regarding point 3 and am content for the details to be agreed later. Although as previously stated the crossing might not need to be a signal-controlled crossing, if a Zebra is deemed to be preferable.**

Officer comment – this can be dealt with under the current Condition Discharge application 06/24/0015/CD relating to condition 14 of the outline permission relating to estate road and through the Section 38 Agreement with the Highway Authority.

4. The proposed traffic calming measures on the Main Boulevard will need further development to ensure a compliant 20mph zone is produced.

Highways response 5 March - **I have no additional comment regarding point 4 and am content for the details to be agreed later.**

Officer comment – this can be dealt with under the current Condition Discharge application 06/24/0015/CD relating to condition 14 of the outline permission relating to estate road and through the Section 38 Agreement with the Highway Authority.

9. All laybys located adjacent to a cyclepath, whether on the Main Boulevard and within Phase 1A, must be separated by at least 0.5m in accordance with guidance contained within LTN1/20.

Highways response 5 March - **I note the required space has been provided between the cyclepath and laybys on the Main Boulevard, but not between the layby and cyclepath opposite plots 84 / 85.**

Officer comment – Amended drawing requested to address this point.

11. The down ramp from the raised table at the entrance to phase 1A should be relocated to shorten the length of this table and can be positioned before the slight bend in the road.

Highways response 5 March – **Noted, no further comment.**

14. An additional pinch point has been added and the eastern most location now ties in with the pedestrian crossing. Although as previously stated pinch points on their own do not make effective traffic calming features.

Highways response 5 March – **Point 14 related to the pinch points on the long-shared surface road serving plots 104 – 135, which remains unchanged. I note some landscaping has been proposed in the vicinity of the pinch points. Alternating pinch points on a single side of the carriageway co-ordinated with the planting of a tree, etc in the buildout to reduce forward visibility would provide additional traffic calming in the absence of any other features. However, I would be content to agree the details post planning permission of agreeable.**

Officer comment – Amended drawing requested to address this point.

17. There appears to have been a misunderstanding regarding the use of cushions, which I have not completely ruled out. However, I have stated pinch points on their own on the main loop road are unlikely to be sufficient to reduce vehicle speeds. A single cushion or raised table (if it is also on a pedestrian desire line) could be incorporated into the pinch points to ensure they are effective at reducing vehicle speeds.

Highways response 5 March – **No further comment.**

22. The previous response from Persimmon states that a shed will be provided for those that require it, which is not sufficient. If the garage measures 3.0m x 6.0m and is required to meet the parking requirements for a dwelling, it cannot be considered to provide any storage space. Therefore, additional provision must be provided in all cases for cycle parking and other general storage needs for the dwelling.

Highways response 5 March – **No further comment.**

23. (new) Tree planting in highway verges that contain filter trenches will not be acceptable.

Highways response 5 March - **I have no objection in principle to filter trenches and no objection in principle to trees in highway verges (as they long as they are not located within the visibility splays from any junctions). As long as they don't clash with each other, both could be provided. However, I was under the impression that the filter trenches were going to be continuous along the length of the main Boulevard. If this is not the case, then I have no further comment.**

Officer comment – Applicant requested to confirm that Landscape Drawings as submitted do not include tree planting within visibility splays from any junctions and that no trees are shown to be planted on top of filter trenches.

Of the 8 outstanding points referred to above, 5 have now been resolved or will be under other related applications and of the remaining 3 these are points of minor detail which the applicant should be able to address. The recommendation remains for delegated powers to be given to officers to satisfactorily address these remaining 3 points, but the scope of further work required has been significantly reduced.

13.1 (i) c. Layout, scale and appearance relating to external materials, cycle stores and Cannock and Thetford house types

Revised Design (external appearance) of Flats – Cannock and Thetford, focal buildings located at entrance to site – amended drawings received 28 February. These reflect Conservation Officer comments – brick details have been added under windows; Juliet balconies incorporated; stairwell with brick detailing under windows and render surround; and gabled roof. The revisions were sought to emphasise the buildings verticality and to ensure a strong character at the gateway into the development.

Revised material details received 28 February, relating to brick and tile specification for use on all dwellings/flats. Materials selection follows discussion with Conservation officer to get reds and buff bricks that are of a locally distinctive match and feature bricks with a single anthracite flat tile on all units.

Submission of more detailed materials plan received 28 February to demonstrate character areas through street types and house type elevations which will feature simplistic material usage of a mix of red multi and buff multi bricks with minimal render, cladding and brick details that cater to contemporary features

In relation to general storage space including cycle storage for all 4 bed properties where garage size does not allow for additional general storage i.e. the garages provided are 3m x 6m and not 7m x 3m (internal dimensions including storage space to count as a parking space), the storage space has been met by the inclusion of storage sheds for all required plots as shown on the revised planning layout (28 in total).

Also, in relation to the 18 flats at the northern end of the development (plots 17 – 34) bin and cycle storage is dealt with by the provision of three communal brick and tile storage buildings located within the parking court area and closely related to the flats. These secure cycle parking (40 spaces) in accordance with standards and bin storage for 4no. 1100 litre roll top wheelie bins. These are considered acceptable.

A further meeting took place between the Council's Design officers and the Applicant on the 5 March 2024. The Applicant continues to demonstrate eagerness to work with officers to ensure the highest design quality is achieved for this development.

House type elevations and material treatments are now considered acceptable for many of house types. The outstanding matters are small. For example, they relate to colours of brick, removal of some elements of render and some repositioning and some removal of cladding features. The applicant is working to provide further visualisations which they hope to be available at the committee meeting.

The recommendation therefore has been changed as the scale of the delegated authority required by officers has been significantly reduced. There are no outstanding issues of layout, scale or the cycle stores so reference to these matters are removed. The only minor matters outstanding are now limited to elevational design and external materials.

Recommendation

It is recommended that the Committee delegate authority to the Head of Planning to subsequently APPROVE the reserved matters details and grant consent subject to:

- i. The resolution of outstanding details in respect of:
 - a. The addition of the conditions highlighted above to meet the requirements of the LLFA in relation to surface water drainage;
 - b. highways amendments; and,
 - c. minor matters of elevation design and external materials
- ii. The imposition of appropriate conditions to include:
 - a. those listed in the published report (including any amendments as deemed necessary); and
 - b. any additional conditions identified to be required to secure the details related to the resolution of outstanding matters referenced in (i) b-c above
- iii. Subsequently informing the public and the Secretary of State of the final decision, by virtue of this being an application for subsequent consent under the EIA Regulations.

Appendix A

