

Reference: 06/13/0703/O

Parish: Bradwell

Officer: Mr D Minns

Expiry Date: 17-02-2014

Applicant: Mr D King

Proposal: Residential development of 130 dwellings including all site works

Site: Land to south of Meadowland Drive
Bradwell

REPORT

1. Background / History :-

- 1.1 This is an outline planning application seeking to establish the principle of development 130 residential dwellings with only the means of access to the site forming part of this application. The means of access is shown from Meadowland Drive and Caraway Drive. The site is situated on land immediately south of Meadowland Drive and Caraway Drive and consists of approximately 5.6 hectares (14 acres) of Grade 3 agricultural land. To the north of the site are residential dwellings. To the south and east there is land which is presently agricultural land but forming part of the Wheatcroft Farm land granted full and outline planning permission for 850 residential units last year. To the east beyond the Jews Lane footpath is a playing field for the Oriel High School.
- 1.2 The site gently slopes from south west to north east by approximately 4m. This corner has been identified as being a suitable location for the surface water attenuation basin. The site lacks any landscape features except boundary trees and hedges. These will be retained and enhanced where necessary. The application notes that there are trees on the main southern boundary which are of good quality and that these will be retained and the layout will seek to keep them within the public realm.
- 1.3 The indicative plans submitted with the application show the public open space and attenuation basin would be located between the existing and proposed dwellings to maintain a buffer between the existing dwellings and the proposed development.
- 1.4 The indicative plans also show 1.311 hectares of open space (including the attenuation basin) resulting in 4.289 hectares of development area. This equates to densities of 23.2 dwellings per hectare (gross) and 30.3 dwellings per hectare (net).

- 1.5 In addition the plans also show the potential to link up with land to the south by showing potential pedestrian and cycle links to this adjacent site to ensure both proposals.
- 1.6 The site is currently outside the development boundary as shown in the Great Yarmouth Borough Wide Local Plan 2001. The site has been put forward for development in the Strategic Housing Land Availability Assessment (SHLAA) 2014 and forms part of the wider strategic allocation for Beacon Park put forward under the emerging Core Strategy Policy CS18.
- 1.7 As assessed the SHLAA states the site is located off the southern development limits Bradwell and is bounded on its southern and western boundary by sites put forward for development. The site is level and featureless.
- 1.8 In terms of suitability for development the site is described as adjacent to the village development limits of Bradwell which is considered to have a good range of facilities such as secondary school, range of shops and medical facilities. In terms of highways and access suitability, Norfolk County Highways commented that the site is suitable for estate scale development and is well related to provision of local services. However the site is possible constrained by strategic infrastructure implications along the A143 and further north to the A12 Garton Hall roundabout.
- 1.9 The SHLAA goes on to state in terms of environmental suitability, Anglian Water have indicated that there are major constraints to sewage infrastructure, particularly the cumulative impact of many sites which may require larger wet wells at the pumping stations along with flow attenuation upstream. In addition there is no further capacity for foul water sewage, therefore alternative methods of surface water drainage such as exploring the potential for Suds where appropriate should be considered.
- 1.10 In terms of achievability of delivery the site is in single ownership and considered to have few constraints in terms of development and could deliver up to 130 dwellings at a rate of approximately 20-25 dwellings per year.

2. Consultations :-

- 2.1 Parish Council – No objections to overall proposal, but would make the following comments on some of the detail:-
 - 1) The 'open space' areas should not be spread thinly across the length of the development, but an equivalent amount of open space should be provided within a better shaped area at the eastern side of the development;
 - 2) The smaller properties within the 'central' area should be provided with 'back passages' and rear access, so that 'wheelie bins' etc. do not have to be stored permanently at the front of each dwelling;

- 3) All dwellings should be provided with at least 'dwarf walls' or 'divides', rather than being completely 'open plan'
 - 4) The 'Design and Access Statement', first paragraph under sub-heading 'Use and Amount', states that the dwellings should access the road network via Meadowland Drive and Caraway Drive 'on the basis that the signalised junction at Beccles Road and Long Lane is improved'. Are there any plans to make such improvements, and if so, what are they?
- 2.1 **Publicity/Neighbours** – 7 letters of objection. In summary-
- No objection in principle to housing but to the means of access. Primrose Way and Meadowland Drive are access not through roads.
 - Parking on roads is hazardous now and building traffic will only exacerbate that problem.
 - The main objection is if Meadowland Drive is opened up as access road then it could become no more than a rat run from the A12 once the link road is opened up.
 - Build up of traffic is horrendous on Primrose Way in the mornings. No reason why the properties can't be accessed off the new link road.
 - The proposal is contrary to your Core Strategy 5.2.7 which states 'that it is important that development contributes to improving the the quality of life for existing communities' This will certainly not be the case if Meadowland Drive is used to access the development.
 - Very little thought has been given for the safety of children by using the existing roads to access the development.
- 2.3 **Environment Agency** – previously objected to the proposal because the proposed houses were shown to be in area of flood risk as shown Great Yarmouth Surface Water Management Plan. The plan reference SK-100 REV P3 . 02 Rev C. The main Meadowland Drive access route is still at risk of up to 0.5m depth of water which would be unsafe to drive through. An alternative emergency access route has been provided to link to Caraway Drive in the event of a flood to provide safe access for all occupants. You may wish to condition that this emergency access is provided.

We consider that outline planning position could be granted to the proposed development if the following planning condition is included as set out below.

Infiltration tests

A plan showing the location of the infiltration tests has been provided. One test was just to the west of the proposed basin, but is considered to be sufficiently near to agree to the principle of infiltration drainage. Further BRE365 testing will be required at the detailed design stage.

As part of the reserved matters application for each phase of development approved by this planning permission a surface water drainage scheme to shall be submitted to, and approved in writing by, the local planning authority. The scheme shall include:

1. Infiltration testing in the location of the proposed infiltration features in accordance with BRE 365, and the design of the infiltration features using the locally specific lowest rate.
2. Plans and drawings of all aspects of the surface water drainage system.
3. Modelling of the surface water drainage scheme to show that the attenuation features will contain the 1 in 100 year rainfall event including climate change.
4. Modelling of the conveyance system to demonstrate that there would be no above ground flooding in the 1 in 30 year rainfall event, and to detail the volumes of flooding in the 1 in 100 year climate change event, along with plans and drawings to show where any flood volumes would flow and be stored to prevent flooding of buildings and offsite flows.
5. Plans depicting the exceedence flowpaths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system.
6. Details of who will maintain each element of the surface water system for the lifetime of the development, and submission of maintenance schedule. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

2.4 Environmental Health –

Contaminated Land -The historical agricultural use of the land on which the proposed development is to be sited does not present any significant concerns with regard to any potential land contamination. If, however, during any stage of development any suspected contamination is unearthed then work is to cease immediately and the developer is to contact Environmental Health

Air Quality - There is the potential problem of airborne emissions during the site preparation and construction phases of the proposed development. Therefore, the following measures should be employed (where applicable):-

- An adequate supply of water (protected against frost) available for suppressing dust; - Access routes and site roads are to be swept and washed down on a regular basis to help prevent vehicle movements releasing dust into the atmosphere;
- If employed on site any crushing and screening equipment is to have integral dust suppression fitted;
- If employed on site any mobile crushing and screening equipment is to be sited distant from the identified existing receptors along the northern boundary of the site;
- If employed on site any bulk aggregates stored on site are to be stored in screened bays as to minimise their disturbance by prevailing weather conditions;
- Vehicles carrying loose aggregate and workings are to be sheeted at all times; Mechanical cutting equipment with integral dust suppression should be used There should be no burning of any materials on-site.

Noise Due to the proximity of existing Monday to Friday: 07:30 hrs to 18:00 hrs
Saturdays: 08:30 hrs to 13:30 hrs No work on Sundays and Bank Holidays

The applicant is strongly recommended to advise neighbouring residential occupiers and businesses of the proposals, together with contact details in the event of problems arising. The hours of site operation should be

- Monday to Friday: 07:30 hrs to 18:00 hrs
- Saturdays: 08:30 hrs to 13:30 hrs
- No work on Sundays and Bank Holidays

The applicant is strongly recommended to advise neighbouring residential occupiers and businesses of the proposals, together with contact details in the event of problems arising. /

2.5 Highway Agency - As the application will not have adversely affect the A12 Trunk Road at this location, the Highway Agency does not intend to issue a direction.

2.6 Norfolk Wildlife Trust – Mitigation for impacts on biodiversity and biodiversity enhancements should be a condition on any planning permission. In our view, the majority of the recommendations within Section 6 of the Ecological Assessment should be considered as necessary mitigation, as they relate to impacts and not as optional enhancements. These should included in planning conditions and should be drawn together as proposed in the Conservation Management Plan for the development.

My bit Section 6 refers to Opportunities for enhancement including

Boundary habitats enhancing the boundaries by filling in the gappy bits of hedging which help foraging bats,

Lagoons, if they are expected to hold water then they should be aquatic plants to create a diverse pond habitat, transient water only the basins should be seeded with wetland grass and wildflower mix

Biodiversity management plan to ensure the biodiversity gains are over the longer terms*

2.7 RSPB - 'Having reviewed the proposal, the RSPB does not object to the Outline planning application. This assessment is based on sufficient infrastructure being provided., such as SuDs and other measures to ensure that drainage from the site will not result in nutrient inputs to watercourses within the area . Whilst we are supportive of the proposed biodiversity enhancements recommendations, we consider more should be done to ensure that the development delivers net biodiversity gains. The Council will need to satisfy themselves that appropriate measures are applied to the development to ensure it meets the net biodiversity gains under the NPPF.'

2.8 Building Control –No adverse comments

2.9 GYB Services - Each property will need a bin storage area.

2.10 Natural England – No objection.

2.11 Essex & Suffolk Water – We would advise you that our existing apparatus does not appear to be affected by the proposed development. We have no objection. We give consent to this development on the condition that new water mains are laid on site in the highway, and water connections are made onto our Company network for each new dwelling for revenue purposes.

2.12 **Strategic Planning** – The site is outside the settlement boundaries and therefore contrary to the 2001 Local Plan however the site is located in Bradwell which is identified in the draft Core Strategy as a settlement which will see significant growth. The site is between the strategic allocation and the edge of Bradwell and is a logical extension to the Kings Drive development. The site has been included in the Strategic Housing Land Availability Assessment.

2.13 Anglian Water –

Wastewater Treatment - The foul drainage from this development is in the catchment of Great Yarmouth STW that at present has capacity for these flows.

Foul Sewage Network – The sewage system at present has available capacity for these flows.

Surface Water Disposal - is outside of our remit you will need to seek the views of the Environment Agency. We will request that the agreed strategy is conditioned in the planning approval.

- 2.14 **Norfolk Constabulary-** Has no formal objection to the outline application in principle and suggests that the following comments are considered, which if implemented as part of the Reserved Matters will reduce the likelihood of crime, disorder and anti-social behaviour occurring. The indicative layout is acceptable in terms of designing out crime, we would however request that the layout maximises on the potential for in curtilage parking provision with back to back gardens, with rear court yard parking eliminated.

2. 15 Norfolk County Council – Contributions will be required towards Education, Fire Service and Library provision,

Education - the scale of development proposed in Bradwell the County Council preferred approach is for a new primary school to serve all the new Bradwell developments. This would comprise a new 1.5 form entry (315 places) primary phase school including nursery provision on the new South Bradwell development to accommodate the additional children. Therefore the County Council would seek pro rata cost of building a 1.5 FE school- the total cost being £5,150,000: Application No 06/13/703/O 34 children/315 place school x £5,150,000 =£555,873

Norfolk County Council- Potential Planning Obligations

Application No 06/13/703/O (130 dwellings) would require 3 fire hydrants on no less than a 90 mm main at a cost of £424 each (Essex and Suffolk Water). Please note that the onus will be on the developer to install the hydrants during construction to the satisfaction of Norfolk Fire Service and at no cost. Given that the works involved will be on-site, it is felt that the hydrants could be delivered through a planning condition.

Library Provision

The proposed developments would place increased pressure on the existing library service (Gorleston Library) particularly in relation to library stock, such as books and information technology. This stock is required to increase the capacity of Gorleston library. On this basis the following contributions are sought: Application No 06/13/703/O (130 dwellings)- It has been calculated that a development of this scale would require a total contribution of £7,800 (i.e. £60 per dwelling).

Environment - Public Rights of Way

My suggestions for the proposed development would be for the improvement of the surface of Jews Lane along its full length, a public bridleway to the east of the development, which also is a route to the rear entrance of the high school. The type of improvement would not be for a tarmac surface but a stone surface that would still be suitable for its public bridleway status.

To improve the access for horseriders in the area, a new bridle link between the two existing bridleways - Jews Lane on the east of the site and Clay Lane which bisects the site, would be of benefit to all users, a bridleway being able to be used by horses, cyclists and pedestrians.

Future maintenance of biodiversity areas should also be considered. A commuted sum may be required where appropriate to cover the future maintenance of existing and new areas habitat. These may require different management to the standard landscaped areas

Highways Much of the traffic impact impact of this development will be mitigated by the new A143/A12 Link Road. This development should make a contribution to the cost of the link road in line with the contribution secured from the Persimmon development to the south by GYBC.

The development will need a Travel Plan to make the site a sustainable as possible the funding for which will need to be secured by a S106 agreement.

In the light of the above the Highway Authority recommends no objection subject to the above mentioned S106 being completed and the following conditions being placed on any permission granted:- (attached to report).

Archaeology- there is potential that for items of Archaeological interests and it recommended that although that a desk survey and field walking survey has been undertaken that a geophysical survey is undertaken prior to planning permission being granted.

Norfolk Wildlife Trust – Mitigation for impacts on biodiversity and biodiversity enhancement should be a condition of any planning permission. In our view the majority of the recommendations within Section 6 of the Ecological Assessment should be properly considered as necessary mitigation, as they relate to impacts and not as optional enhancements . These should be included in [planning conditions and should be drawn together as proposed in a Conservation Management Plan for the development.

3. Policy :-

3.15 Strategic Planning Policies

The current policies specifically affecting the site are as follows:

1. Saved Great Yarmouth Borough-Wide Local Plan Policies (2001):

The NPPF states¹ that where Development Plans were adopted prior to 2004, due weight should be afforded to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Council has assessed the extent to which the saved policies of the borough-wide local plan are in conformity to the aims of the NPPF and concluded that of the 232 saved policies, 196 were consistent, 20 partially consistent and 16 not consistent (14 of which related directly to Bure Loop) with the NPPF. Therefore, those policies assessed as 'consistent' with the NPPF should be considered as up-to-date and full due weight should be afforded to them. NPPF consistent policies which are considered relevant to the application are outlined below:

HOU15: All housing development proposals including replacement dwellings and changes of use will be assessed according to their effect on residential amenity, the character of the environment, traffic generation and services. They will also be assessed according to the quality of the environment to be created, including appropriate car parking and servicing provision.

HOU16: A high standard of layout and design will be required for all housing proposals. A site survey and landscaping scheme will be required with all detailed applications for more than 10 dwellings these should include measures to retain and safeguard significant existing landscape features and give details of, existing and proposed site levels planting and aftercare arrangements.

TCM13: Development will not be permitted where it would endanger highway safety or the satisfactory functioning of the local highway network. In appropriate cases a traffic impact assessment will be required to demonstrate that development proposals can be satisfactorily accommodated within the highway network taking into account any improvements proposed.

EDC1: Where proposals for development create a direct need for additional education provision which cannot be met by existing facilities determined by the local education authority and which would create the need for extensions and/or alterations to existing schools or the provision of new schools the council will seek a contribution proportionally towards the cost of the improvement, or the new school.

INF12: Proposals for new development will only be permitted if they can be properly serviced or agreement can be reached to ensure development does not proceed in advance of services being provided.

NNV10: In connection with new development the Borough Council will, where appropriate, expect the retention, restoration and creation of landscape features and wildlife habitats.

¹ Paragraph 214 National Planning Policy Framework

NNV16: Proposals for the development of land regarded as the best and most versatile land i.e. land classified as grade 1, 2 or 3a by the Ministry of Agriculture, Fisheries and Food, will not be permitted unless it can be demonstrated that there is no other suitable sites for the purpose and, that, in so far as is possible land of the lowest classification has been used.

BNV2: Within 'areas of known archaeological significance' and 'areas of potential archaeological significance' the Council will not determine any application for built development unless the application is accompanied by an archaeological evaluation undertaken by a recognised archaeological field unit to a written brief approved by the Council. Planning permission will only be granted if the evaluation reveals that any archaeological remains:

- (A) Would be unaffected by the proposed development; or,
- (B) Are not of sufficient importance to warrant their physical preservation in situ; or,
- (C) Could be sympathetically preserved in conjunction with the proposed development, or taking account of the importance of the remains and the need for development, where preservation in situ would not be feasible or merited.
- (D) Can be excavated and preserved by record by the implementation of programmes of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Council.

BNV15: All new estate layouts whether residential or employment use, as well as individual groups of building or structure, should be designed so as to minimise the incidence of burglaries and crime which may be created by poor design. Designers and architects will be encouraged to provide well lit, visible, secure environments.

BNV16: The Council will permit new development, including modern architecture, which provides a high quality of design and townscape complimentary to its setting, and which would result in enhancement of an area. To this end, the Council will not oppose proposals for the suitable replacement of existing buildings or structures which detract from the character or appearance of an area.

REC8: Where the site of a residential development or part of a larger residential scheme provides 20 or more child bed spaces, the Council will require provision of recreational/amenity space and/or children's play-space proportionate to the scale of the development or the overall scheme as appropriate

2. Local Plan

The Core Strategy Local Plan document was formally submitted in two parts by Great Yarmouth Borough Council on Tuesday 1 April and Monday 7 April 2014 to the Secretary of State for Communities and Local Government (Secretary of State) for independent examination. The examination took place November 2014 and is therefore considered by the local planning a relevant material consideration in the determination of the application.

The emerging Core Policy CS18 underpins a sustainable urban extension of Bradwell, therefore the criteria based policies should be taken into consideration: The emerging policy in its entirety is presented below:

Policy CS18 – Extending the Beacon Park development at land south of Bradwell:

The existing Beacon Park development is a high quality mixed-use area of both residential and commercial uses. It also benefits from Enterprise Zone status. To ensure that the proposed sustainable urban extension to Beacon Park at land south of Bradwell is developed to the highest possible standard, proposal must:

- (a) Seek to create a series of locally distinctive, high quality, walkable neighbourhoods that are well connected to the existing urban areas of Bradwell and Gorleston and the wider rural countryside through enhanced bus connections, footpaths, bridleways and cycle ways*
- (b) Provide for approximately 1,000 new homes, offering an appropriate mix of house types and sizes informed by the Council's Strategic Housing Market Assessment in accordance with Policy CS3*
- (c) Seek to maximise the provision of on-site affordable housing by undertaking a site specific viability assessment*
- (d) Develop a phasing strategy that facilitates the delivery of the total amount of proposed housing within the plan period*
- (e) Provide for approximately 10-15 hectares of new employment land to the south of the new A12/A143 link road and west of the existing Beacon Business Park. This employment area should seek to provide a range of office accommodation and light industrial units of varying sizes (Use Classes B1 and B8), including small starter units or managed units if appropriate*
- (f) Reduce the potential impact of the development area on the existing wider transportation network including the A12 trunk road by making appropriate enhancements to the surrounding road network and a new developer funded link road from the A12 through Beacon Park to the A143 Beccles Road*
- (g) Provide appropriate new community, retail and health facilities to meet the day-to-day needs of new and existing residents and improving where possible, existing facilities in Bradwell and Gorleston in accordance with Policies CS14 and CS15*
- (h) Ensure that appropriate educational facilities are provided including the provision of a new on-site primary school with nursery and off-site contributions towards secondary school provision in accordance with Policy CS14 and CS15*
- (i) Seek to ensure that residents and businesses have access to high quality telecommunications and high speed broadband facilities*
- (j) Protect and enhance archaeology, biodiversity and geodiversity across the site and ensure that where appropriate, mitigation measures are undertaken in accordance with Policy CS11*
- (k) Incorporate a strategic landscaping and tree/hedge planting scheme to soften the impact of the development on nearby dwellings, the adjacent open countryside and the Broads. This may include making appropriate enhancements to the surrounding landscape*
- (l) Provide a variety of multi-functional green infrastructure for activities such as public sport, general recreation, children's play and food production throughout the site interlinking with existing green infrastructure in the wider area where possible*
- (m) Seek to reduce carbon dioxide emissions (over the requirements set by Building Regulations) by 10% through enhanced energy efficiency measures or the installation of renewable or low-carbon sources unless this is not feasible, having regard to the type of development involved and its design, or viable in accordance with Policy CS12*

(n) Seek to minimise the risk of flooding by taking into account the findings of the Surface Water Management Plan and the use of Sustainable Drainage Systems (SuDS) in accordance with Policy CS11

Due to the strategic nature of this site, planning permission for parts of the site will not be granted unless it is accompanied by a masterplan for the whole area, supported by a comprehensive planning obligations regime. Pre-application engagement with the Local Planning Authority and the local community should be

sought in developing a masterplan. It is recommended that any proposed masterplan document be submitted to the SHAPE east design review panel for consideration before a formal application is submitted.

Whilst the policy is at a proposed submission stage, criteria points (c), (d), (i) & (m) remain currently contested, therefore in terms of paragraph 216 of the NPPF, they are allowed only limited weight in relation to the other emerging policies which have little or no standing objections.

Policy CS2 – Achieving Sustainable Growth:

This policy underpins CS18 by linking the delivery of new development to a settlement hierarchy. The settlement hierarchy proposed approximately 30% of all new development to take place in the Key Service Centres of Bradwell and Caister. Further reference is made between Policy CS2 and Policy CS18 to the promotion of the area to the south of Bradwell as one of two key strategic mixed-use development sites.

Policy CS3 – Addressing the borough's housing need:

This policy underpins CS18 by seeking to deliver 1,000 of the 7,140 new additional homes required during the plan period to the land south of Bradwell. The policy seeks to ensure that new housing addresses local housing need by incorporating a range of different tenures, sizes and types of homes to create mixed and balanced communities. This will be negotiated on a site-by-site basis, having regard to the Strategic Housing Market Assessment (SHMA).

Policy CS4 – Delivering affordable housing:

This policy seeks to maximise the provision of additional affordable housing within the overall provision of new developments. Whilst the policy seeks to negotiate the amount of affordable housing on each proposed site according to each housing sub-market areas, the policy states that affordable housing provision for the key strategic site will be considered separately in accordance with policy CS18.

Policy CS9 – Encouraging well designed and distinctive places

This policy seeks to encourage high quality and distinctive places which should respond and draw inspiration from the surrounding areas, incorporate key features such as landmark buildings, green infrastructure and public art, promoting positive relationships between proposed buildings streets and creating active frontages. Criteria a) of Policy CS18 is largely underpinned by Policy CS9, and should be fully taken into account in the determination of the planning application.

3. National Planning Policy Framework (NPPF)

The National Planning Policy Framework is a material consideration of significant weight in the determination of planning applications. Whilst the adopted plan contains policies where are consistent with the NPPF and are therefore given due weight, where policies are silent or absent, policies in the NPPF takes precedence.

Paragraph 216 of the NPPF states that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging Local Plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and,
- The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Paragraph 38: For larger scale residential development in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

Paragraph 52: The supply of new homes can sometimes by best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.

Paragraph 61: Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and place and the integration of new development into the natural, built and historic environment.

Paragraph 62: Local planning authorities should have local design review arrangements in place to provide assessment and support to ensure high standards of design. They should also when appropriate refer major projects for a national design review. In general, early engagement on design produces the greatest benefits. In assessing applications, local planning authorities should have regard to the recommendations of the design review panel.

Paragraph 75: Planning policies should protect and enhance public right of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Paragraph 112: Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant

development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

Other Material Considerations

The site was submitted as an expression of interest site during the preparation of the Great Yarmouth Strategic Housing Land Availability Assessment (SHLAA) in 2009. The site was assessed according to the approved SHLAA methodology, in consultation with major stakeholders including Natural England, the Environment Agency and the Highways Authority and was considered to be deliverable and developable site over the plan period, with 200 units included within the Great Yarmouth Borough Interim 5 Year Housing Supply Statement (2013)

6. Assessment :-

- 6.1 The application amounts to an extension of the existing residential development in Bradwell. Although the site is outside any area allocated for development in the 2001 Local Plan the principle of development in this location considered to be in accordance with aims of the Core Strategy as set out above and the Interim Housing Supply doc.
- 6.2 It is clear from the objections received to the proposal that there is strong concern that the local roads cannot cope with the development and the number of dwellings proposed.
- 6.3 Both Norfolk County and the Highway Agency (Highways England) have no objections to the proposal. The County Council have highlighted the fact that the link road(currently under construction) and associated works is a mitigating factor in reaching this conclusion and that a financial contribution to the link road and associated works should be made on a pro rata basis. These work include improvements to the signalisation on Beccles Road.
- 6.4 The link road is considered a factor that will reduce the traffic on Beccles Road. There is still the factor that the development will produce additional traffic over and above the present traffic using the road network along with the associated any additional disturbance it for Members to determine what weight accorded to this factor.
- 6.5 The SHLAA highlighted potential drainage problems in the area and recent discussions regarding foul capacity sewerage with Anglian Water have demonstrated that there is an issue to be addressed particularly regarding the capacity of Morton Crescent to accept increased flows without further mitigation measures in place. In this instance the applicants have agreed that foul water will be discharged via Oriel Avenue and it is recommended that any approval should be conditioned so and this will accord with the pre application advice of Anglian Water on the matter.

- 6.6 The Parish Council has raised concerns over surface water drainage and the Environment Agency (EA) is also concerned that the development should not increase the risk of flooding elsewhere. The EA has asked for a condition that development should not begin until a surface water drainage scheme has been submitted and approved and subject to this condition there is no objection to the development.
- 6.7 If Members are minded to approved the application it should be subject to the a Planning Obligation under Section 106 of the Town and Country Planning Act requiring the provision of affordable housing on the site, education contribution as set out above, financial contribution on a pro rata basis towards the link road, open space play equipment contribution and the further requirements of the County Council in terms of the footpath/ bridleways
- 6.9 In addition to the conditions referred to in the report all outstanding details matters should be reserved including landscaping, scale and layout along with those requested by the highway authority.
- 6.5 Although the site is outside the existing Village Development Limit for Bradwell and is therefore contrary to the current Local Plan, it is identified in the draft Core Strategy as a site that is potentially deliverable and there is no objection to development going ahead prior to the formal adoption of the Core Strategy.

7. RECOMMENDATION :-

- 7.1 Approve – subject to conditions and planning obligations set out above.

To PLANNING & DEVELOPMENT DEPT.
TOWN HALL
HALL PLAIN
ST YARMOUTH, NORFOLK



2 Snowdrop Close

Bradwell

St Yarmouth
NR31 8UW

1st February 2014

PROPOSED HOUSING DEVELOPMENT - 06/13/0703/0

DM KISS LTD

Having viewed the above proposal I am very concerned and disappointed to note that access/egress for the development is still planned to be via Meadowland Drive and via an unnamed road ~~to~~ past Caraway Drive.

I attended the public meeting when these concerns were strongly voiced by myself and others and I was personally assured that the access/egress via our estates onto the A143 Bealby Road would be made as difficult as possible and when the bypass is built traffic would be diverted onto the bypass and not via Primrose Way/Burness Road onto the A143, by virtue of design.

I cannot see any provision for diversion onto the bypass on the plan marked Scheme design layout amended 4.11.13. In fact Meadowland Drive and the unnamed road past Caraway Drive are actually identified as Type 2 and 3 Feeder roads serving 80 and 50 new dwellings.

The roads on this estate, particularly Meadowland Drive which I use several times daily, are not designed to take additional traffic. Visibility is already poor when leaving/entering Meadowland Drive from/to Jangleve Drive.

In addition access from Primrose Way onto the A143 Bealby Road at Peak times is difficult and reliant on the goodwill of motorists already queuing on the A143 and their own time constraints. Often drivers, when able, turn left out of Primrose Way and right into Sun Lane to travel through the deer Bradwell estates in an effort to reach their destination. These areas are already congested by school traffic.

This new development brings with it at best 130 extra vehicles not taking account of various services using cars, vans, lorries, etc. all using the 2 feeder roads onto the estate. i.e. all 2

You may consider that you haven't received enough valid objections to take our concerns into consideration. However, I am aware of several people who have chosen not to live on this estate as it currently stands due to poor access onto the A143 at peak times.

Additionally others are moving or have already moved due to their concerns not being taken into consideration.

Some of us do not have a choice but to stay on this estate and obviously suffer the consequences of this development with little confidence that anyone has listened to our concerns or taken them on board.

I would also like to draw your attention to the fact that the Agents representing the further proposed Persimmon Development are also of the opinion that this current Estate previously built by Persimmon Homes is not adequately equipped to take the additional traffic from the Kings Development and who better to comment than representatives of Persimmon Homes?

Please take my comments seriously before yet another planning error is made which will be irreversible.

An acknowledgement of my comments would be appreciated.

[REDACTED]

Jill K. Smith

From: Janette Coward ~~[redacted]~~
 Sent: 26 January 2014 21:43
 To: plan
 Subject: Planning Application: 06/13/0703/O

Planning Application 06/13/0703/O

The plan identifying the site of the proposed 130 new dwellings to the land south of and accessible only by Meadowland Drive has been known of. I attended the initial briefing/planned proposal for the plot of land at the Leo Coles Pavilion in Bradwell where only 50 houses were being proposed but it was also made known at the meeting that further 80 houses were then to be proposed and would, in the builder's agents view, gain planning permission as the initial 50 would then enable the remainder to be voted through.

We have many points:

- No detailed drawings only a plan identifying the site? At the initial meeting, the drawings of the initial proposal of 50 houses appeared detailed to me.
- Two separate builders were identified at that time is this still the case?
- How can planning permission be granted without any conception of the type of housing being put forth?

We are fully aware of the 1000 houses proposed by Persimmon Builders further into the site.

Therefore we have the following points:

- In essence, we have no objection to the houses being built as there is a need for more housing stock throughout the county and indeed across the country.

HOWEVER

We do have objections regarding the access both during the building and post building when the houses are occupied.

- Primrose Way and Meadowland Drive are access roads not through roads.
- parking on the roads is a hazard now and driveways are often blocked as cars park on the road opposite, or opposite junctions and too close to junctions- building traffic will only exacerbate this issue.

The main objection is that if Meadowland Drive is opened up as access road then when the extra 1000+ houses are built it will become nothing more than a rat -run from the A12. As there is a link road being opened from one end at the A12 from near James Paget Hospital and the other end from the Beccles Road A143 (New Road junction area) which will give direct access to the site.

Elaine Helsdon

From: Andy Dye (east@great-yarmouth.gov.uk)
Sent: 02 February 2014 12:46
To: plan
Subject: Ref. Planning application 06/13/0703/0

I would like to raise my objection to planning application 06/13/0703/0. While I fully understand the need for new housing in the area and do not object in principle to the location of the new site, I am very concerned to the proposed road access via Meadowland and Caraway Drive which themselves feed back onto Beebles Road.

Already without the increase of approximately 130 new homes bringing with them a similar quantity of cars, the junctions onto Beebles Road from Primrose and Burnet Road at peak times are already heavily congested. As no doubt you are aware these junctions are also the natural point where school children cross on their way to the Bradwell schools. I fear the increased pressure on these junctions resulting from passing this application, would only lead to further frustration and increased danger to both drivers and pedestrians alike.

May I suggest that access should come via the planned new road, south of the site spanning from the hospital to the current Beebles Road turn off to Belton. The building of any adjoining roads / junctions would then be planned to take the relevant volume of traffic and not impacting further on the Beebles Road junctions.

Regards

Andrew Dye
 3 Snowdrop Close
 Bradwell
 GT, Yarmouth
 NR31 8UX

Elaine Helsdon

From: mark gray [mailto:m.gray80@ntlworld.com]
Sent: 31 January 2014 16:00
To: plan
Subject: Re: Planning Application Ref 06/13/0703/O

30 Meadowland Drive , Bradwell , NR31 6TA

----- Original Message -----

From: plan
To: mark gray
Sent: Thursday, January 30, 2014 2:32 PM
Subject: RE: Planning Application Ref 06/13/0703/O

Please would you provide an address so your comments may be registered.

From: mark gray [mailto:m.gray80@ntlworld.com]
Sent: 30 January 2014 14:11
To: plan
Subject: Planning Application Ref 06/13/0703/O

Reference: Planning Application 06/13/0703/O (Meadowland Drive, Bradwell)

Firstly I think it was wrong to give this limited amount of time to raise any objections which we may have. This is a very emotive subject and one which the residents of Bradwell feel very strongly against. I feel very strongly opposed to this development in Bradwell especially as there is already a plan in for 800 homes by Persimmon, I think enough is enough. It is very difficult to accept the justification in the approval of this planning application considering the amount of brown field sites that are a constant eyesore in Great Yarmouth and will never be developed as they are in your words "not financially viable". These will never be financially viable compared to green field sites and so you will retain these sites that only adversely affect the image of the town and instead take the easy, cheaper option of building on green fields, losing valuable, high grade agricultural land forever.

My greatest concern, also shared by the majority of people at the first consultation in June 2013, is that the future development on the land next to my house on Meadowland Drive would have a detrimental effect on the increased traffic through the existing estate. It is therefore vitally important that the Persimmon plan has the roads in place to route this traffic (from Mr Kings proposed development) out onto the new bypass road to fully utilise this expensive road project. Any additional traffic through Meadowland Drive and Carraway Drive will cause misery for people trying to get off the estate on a daily basis. An extra 130 homes could easily equate to an extra 200 cars. It is presently a very bad situation that no amount of "traffic modelling" can put right. Your Local Plan Core Strategy 2013 para 6.2.7 states "It is important that development contributes to improving the quality of life for the existing communities". This certainly would not be the case if traffic was allowed through the existing estate. However this could be achievable by ensuring that a road is included in the Persimmon planning application so any future development on the land next to Meadowland Drive is routed out to the new bypass, an option that I know has been put forward by Persimmon homes. It would be ludicrous to do anything but this, it utilises the new road and encourages people to head towards Yarmouth via Beacon Park rather than through Bradwell, encourages people to walk into Bradwell and most importantly lessens the negative impact on the existing community both with increased traffic congestion and also the financial implications of property devaluation especially on the perimeter dwellings.

The people most affected are the existing dwellings next to the future development such as ours on Meadowland Drive and your priority should be to minimise the impact of this development. I have been told we will not be financially compensated for the devaluation of our property so it is your responsibility to "soften the blow" as much as you can. Simply leave this land out of the equation (130 homes). It will create a natural break between new and old development, the farmer will be still able to utilise this land, no increase in traffic congestion and most importantly no impact on existing dwellings both financially and visually. It will be as you first described it "an extension of Beacon Park" rather than an extension of Bradwell. However if this development on Meadowland Drive does get planning permission it should be the last phase to be built i.e. after Persimmon have finished to enable it to use the road through the Persimmon development onto the new A143/A12 road.

Elaine Helsdon

From: Sam Brewer
Sent: 05 February 2014 16:13
To: plan
Subject: Application No: 06/13/0703/0 - Meadowland Drive Bradwell

Mr & Mrs Brewer
 18 Meadowland Drive
 Bradwell
 Great Yarmouth
 Norfolk
 NR31 8TA

Application No: 06/13/0703/0

To whom this may concern,

I am emailing in connection with the above Planning Application. I have examined the Plans and wish to object strongly to the development of the proposed houses in this location.

Having lived in Meadowland Drive for eight years, I feel that to now make this into a main road would not only be dangerous due to the increased traffic, it will also incur more parking issues, of which we already have a problem and is hazardous.

Had I wished to live on a main road I would have purchased a property on one. Sadly I feel there has been very little thought given to the residents of Meadowland Drive or the welfare and safety of the children or the people visiting.

I ask that you consider the views and opinions of the people of Meadowland Drive; we are the people that live there after all.

Kind Regards,

Mrs S Brewer.

Offshore Design Engineering Ltd (ode)



PS Save a tree - please don't print this e-mail unless you really need to



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 10-14 Princeton Mews, 167-169 London Road,



2nd Floor

Jill K. Smith

From: Janette Coward [mailto:jcoward@persimmon.co.uk]
 Sent: 28 January 2014 21:43
 To: plan
 Subject: Planning Application 06/13/0703/O

Planning Application 06/13/0703/O

The plan identifying the site of the proposed 130 new dwellings to the land south of and accessible only by Meadowland Drive has been known of. I attended the initial briefing/planned proposal for the plot of land at the Leo Coles Pavilion in Bradwell where only 50 houses were being proposed but it was also made known at the meeting that further 80 houses were then to be proposed and would, in the builder's agents view, gain planning permission as the initial 50 would then enable the remainder to be voted through.

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Therefore we have the following points:

- In essence, we have no objection to the houses being built as there is a need for more housing stock throughout the county and indeed across the country.

HOWEVER

We do have objections regarding the access both during the building and post building when the houses are occupied.

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Jill K. Smith

From: Jason Stamp, [mailto:jstamp@n31.gov.uk]
Sent: 04 February 2014 15:58
To: plan
Subject: dm king 06/13/0703/0

Having just seen the planning application for d.m king ref application 06/13/0703/0. I live on foxglove drive and the traffic at peak times for me to get on to the beccles road at the moment is a nightmare, it can take me 10mins or more trying to get out as the traffic is backed up to the single carriageway heading towards fritton. the road simply cant take all these extra houses that dm king want to build. I object to this road lay out, it would be better if there was another exit out for these proposed new houses towards the A12 near james paget hospital.

Mr J Stamp
2 Foxglove Dr
Bradwell
Nr31 8uu

Jill K. Smith

From: sandra Ellis-~~[REDACTED]~~
Sent: 05 February 2014 20:43
To: plan
Subject: Meadowland Drive - Great Yarmouth Borough Council

<http://www.great-yarmouth.gov.uk/planning/major-planning-applications/meadowland-drive/index.htm>

Dear Sir/Madam

We are writing today to give our opinion on the proposed new development ref: 06/13/0703/0

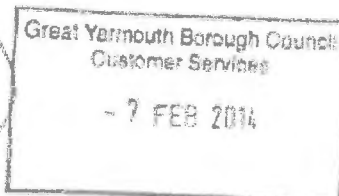
Although we understand the need for more affordable homes, and we are not against the new development being built on the plots of land identified, we are against the proposed access routes for the development.

We previously voiced our opinion at the planning meeting held at the Leo Coles Pavilion, Green Lane, Bradwell and later we were led to believe that the development application had been either rejected or withdrawn, so we were surprised to see green stickers on the lampposts on Meadowland Way (No-where else had been notified to my knowledge). This proposed development affects the whole of the existing Primrose/Faikland/Clover community and we would have thought that we should all have been given the opportunity to voice our opinions.

Our primary concern is safety. Meadowland Drive and Caraway Drive are small roads unsuitable for heavy construction traffic, due to cars parking on both sides of the road at all times of the day and evening. We are also concerned about the increased number of vehicles that would potentially be wanting to use the Burnet Road/Primrose Way/Beccles Road Junctions to get to work/school etc. There is already a long line of traffic queuing to get out onto Beccles Road at whatever time we decide to leave for work in the morning and a queue of traffic to get home in the evening. These new developments could potentially increase the number of cars using the junction by at least 260 cars based on the fact that most households now have 2 cars. There is also a childrens crossing just to the right of the junction between Primrose Way and Beccles Road. With increased traffic comes the risk of increased accidents. On the Primrose Way/Burnet Road Crescent there are two large childrens play areas, the more traffic using the crescent the higher the risk to children crossing the road.

We are also aware that there is also a planning application in for a further development on a site beyond the development proposed by Mr King, which will include a new road connecting the A12 to the Browston junction on Beccles Road. We were told at the planning meeting for that development that Mr King would be given the chance to use the new Road for access to his development, therefore no access would then be required through Meadowland Drive or Caraway Drive something we would urge Mr King to seriously consider-before progressing any further with this idea of using these small roads which are unsuitable for the level of traffic his 130 houses would bring. Another suggestion to Mr King would be for him to consider using Kings Drive for access to the new development. A road he already owns!!

Yours faithfully,

4TH FEB 2014

9 SHONDROP CLOSE

BRADWELL

GT YARMOUTH

NORFOLK


NR31 8UX

To whom it may concern, I would like to make representation concerning Planning reference 06/13/0703/0 applied for by Mr D.M King Ltd, this is in the form of an objection in the using of both Meadowland Drive and Camway Drive as an access to this Residential Development, there is already a problem to exit both Primrose Way and Burnett Road junctions with delays up to 5 mins, the extra traffic caused by these accesses would make the problem even worse.

I believe that there is an opportunity to gain access from the New Road which I understand now has the funding to start, through the Perimeter Proposed Planning.

The second point which I do find strange is that the provided notification of this Outline Planning permission which I assume was provided by you was put on Electric Light Post on Meadowland Drive, none on Camway Drive and a very small amount of letters to interested parties.

I feel that all parties who use the exits both at Promise Way and Burnell Rd and as far as I know, like myself were not informed, is this normal practice as this does not give a true picture of all peoples views affected by this application. due to restricted information, perhaps you could clarify the above concerns.

Yours Sincerely


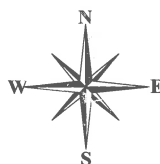
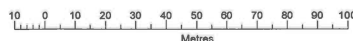
SITE NOTICE

06/13/0703/O



GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Business Services,
Town Hall, Great Yarmouth,
Norfolk. NR30 2QF



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