

**Reference: 06/20/0568/F**

**Parish: Great Yarmouth**

**Officer: Chris Green**

**Expiry Date: 01-06-21**

**Applicant: Great Yarmouth Borough Council**

**Proposal: Residential development of 8 modular single bedroom dwellings**

**Site: Great Northern Close, Great Yarmouth.**

## **REPORT**

### **1. Background**

- 1.1 This proposal is presented to members because the site is owned by the Borough Council and the Council is also the applicant. The proposed affordable modular housing is being promoted by the Council but would be built by and operated in partnership with a local affordable housing Registered Provider, Broadland Housing Association.
- 1.2 The choice of the modular housing sites has been predicated by the need for rapid delivery of smaller homes to meet need, requiring the utilisation of land within the Borough Council's existing estate.
- 1.3 The plans have been revised during the application process following discussions with Officers at the Borough, including Design and Conservation Officers, and a re-consultation has been conducted and concluded.
- 1.4 A fact-finding site visit meeting of the Planning Committee was held on 15th April 2021.

### **2. Site and Context**

- 2.1 The proposal is on land currently forming a parking court associated with other blocks of flats in this area of Great Northern Close. Historically, the site is part of the former land associated with the approaches to Yarmouth Beach Railway Station closed in 1959, close to the junction with the line that linked this station to the quay and Breydon viaduct.
- 2.2 The application site lies to the rear (east) of terraced houses at 115-116 North Denes Road, and north of the existing blocks of flats in Great Northern Close. To the north of this application site is open playing fields associated with the

Charter Academy, formerly the High School, separated from the site by a chainlink mesh fence. Immediately adjacent to this site, to the east, is a recreation ground (Beaconsfield Recreation Road) also used for sports facilities in conjunction with the school and by other users. There is a gate in the brick wall between the recreation ground and the existing and proposed flats.

- 2.3** The land intrudes into flood zone two, though the land levels all around this site appear very close to level and land to the north and south is shown as being in zone one.
- 2.4** It is situated within the town's development boundary and with good access to shops, and other facilities. The red-lined site area is of 0.11 hectares (density 70 dwellings per hectare). The flats now occupying the land date to the late 1960s following closure of the railway. These flats are owned by the Borough Council.
- 2.5** Within the existing portion of the development known as Great Northern Close there are 60 flats. Within the whole of Great Northern Close, to provide for the 60 existing flats there are presently 71 spaces. There are 36 further flats to the south of those, forming Midland Close, which have their own parking provision. There are eleven houses fronting North Denes Road with rear gardens abutting Great Northern Close, where the road has enough length for 12 on street parking places.
- 2.6** There are two parking areas in this vicinity serving the existing flats, one closer to the flats which appears well used, and the larger parking area that serves as this application site immediately to the south of the playing field which appears less well used, but has capacity for up to 44 vehicles (60m x 17m approx.).
- 2.7** Should this proposal be approved, the application site is still intended to serve as a car park for the surrounding area. The number of spaces as proposed for general use would be 27 spaces, in addition to providing 7 spaces open to all residents within the site of the 8 flats shown. This gives a total of 34 spaces for 68 flats across the Great Northern Close residential area. There are various other local parking sites in the vicinity as set out in section 6 of this report.
- 2.8** The land features some small ornamental trees planted as landscaping when the housing was built. There is a row of trees on the recreation ground, to the east, close to the boundary wall.
- 2.9** The character of the area is relatively open to the north and east with large recreation spaces, with terraced development to the west fronting North Denes Road.
- 2.10** To the west side of North Denes Road close to this site is the Estcourt Road application site for 30 dwellings (Application Reference 06/21/0618/F). These are Two number x four-bedroom (7 person), three number x three-bedroom

(five person), seven number x three-bedroom (six person), fourteen number x two-bedroom (four person) and four number one-bedroom flats. Fifty-six car parking spaces are provided giving each house two spaces and each flat one space. This is in accordance with Norfolk County Council parking guidelines.

### **3. Proposal**

- 3.1** This is a full application for the erection of eight one-bedroom self-contained modular flats, in two buildings of two storeys. This comprises a group with four flats around a common stair in an L shape at the west of the site and a group of four flats in an H shape around a common stair. This creates a courtyard.
- 3.2** Parking is shown for the flats created in a small parking area to the west side with capacity for seven vehicles and bin storage. Over the whole site therefore this represents a loss of 37 parking spaces.
- 3.3** Unit size is 50m square, compliant with the national standard for a one bedroom two-person home (also 50 sq m).
- 3.4** Accompanying the proposal are the following documents:
- Planning Application Forms and Certificates of Ownership;
  - Application drawings as detailed on the Drawing Register;
  - Design and Access Statement;
  - Planning Statement (including Statement of Community Involvement);
  - Preliminary Risk Assessment (Contamination);
  - UXO Report;
  - Topographical Survey;
  - Ecology Report; and
  - Arboricultural Impact Assessment.
  - Sequential test for flood risk

The development is too small to require a Transport Statement.

### **4. Relevant Planning History**

- 4.1** There is no relevant planning history. Various applications for satellite dishes on the existing flats dating to the mid-1990s.

## **5. Consultations:-**

**All consultation responses received are available online or at the Town Hall during opening hours**

**5.1** The ward councillor has objected, raising the following concerns:

- Impact on parking for the current residents and properties nearby. County Highways have objected that there are insufficient spaces for new residents. When Beaconsfield Park is being used parking needs increase.
- The proposed housing development on Estcourt Road might not provide enough parking, adding to the local parking pressures.
- Site notice was removed and no replacement provided.
- Covid restrictions make engagement with residents difficult. More time is required notwithstanding the pre-application consultations made by the developer.

**5.2** Neighbours and residents have objected, on the following summarised points:

- Notification has been poor as the site notice was removed the next day.
- The council have underestimated the displacement of parking facility at 22 vehicles. There are 60 flats in the estate.
- The surveys carried out during covid are not representative.
- The car park is used by residents, council contractors doing repairs and grounds maintenance, paramedics, home delivery drivers and sports teams using the Beaconsfield recreation ground.
- The emergency services struggle to negotiate the on-road parking in the Close.
- Registered disabled drivers struggle to find accessible parking spaces.
- Carers and people with children often cannot find space to park.
- Delivery drivers will find it difficult to park especially during covid.
- There are restrictions on the North Denes Road.
- There are no details for electric car charging points or consideration of what the end of petrol cars will mean.
- As the new tenants will have designated parking spaces there will be resentment from existing tenants will have no allocated provision.
- There are no disabled spaces and five are required on the whole site.
- By 7pm all spaces are occupied.
- The poor condition of the existing car park limits its use.
- The area is used for drug dealing and is poorly lit and the lights not maintained.
- The proposal creates a good place for drug dealing.
- This will lead with other schemes to overdevelopment of the area.
- The ward councillor further objects that asbestos has been found rendering development unsafe and restating previously expressed concerns regarding parking.

## **Consultations – External**

### **5.3 Norfolk County Council – Local Highways Authority – No objection.**

The amended plans show a technical shortfall of one space, however, in an email dated 18.3.21, the Highway officer agrees that if spaces are not hypothecated to this scheme then that is not objectionable, subject to a condition requiring that prior to the first occupation of the development the proposed access, on-site car and cycle parking and turning area shall be laid out in full, to ensure the availability of this space.

### **5.4 Historic Environment Service – No objection, nor recommendation for archaeological conditions.**

### **5.5 Lead Local Flood Authority: No comments. This is a minor development below LLFA threshold for comment.**

### **5.6 Norfolk Fire and Rescue. No objection and standard comments regarding provision for firefighting to accord with the Building Regulations.**

### **5.7 Norfolk Police: CCTV is required to maximise surveillance at access points. The footpath is close to an area known for anti-social behaviour and should be gated with access for occupants only. Ideally the entire site will be fenced to 1.8m height. Access to the stairs should be by electronic key. Bin stores should be gated and key fob access to prevent arson. Good lighting combined with CCTV is recommended. Robust, secure lit cycle storage is required. 'Private residents only' signage needed. Access control to parking might be required.**

Note, a submission was received 6 May 2021 providing a revised 'Secured by Design' scheme and this has been sent to the police for further comment.

### **5.8 Norfolk Environment Team. A Preliminary Ecological Assessment (PEA) has been produced; and agreed as offering suitable mitigation subject to inclusion of bird boxes, these are now shown on revised drawings. Further comment awaited at the time of writing (though expected to confirm satisfactory).**

## **Consultation - Internal to GYBC**

### **5.9 Head of Housing: Supports.**

Normally no affordable housing would be required on this site by policy. The proposal is however for a 100% affordable scheme, designed to meet the increased need for childless couples and single persons created by the pandemic. The application is supported. There is a waiting list for smaller accommodation of roughly ten times the size of the provision offered on the three modular housing sites being brought forward.

**5.10 Tree Officer:** No objections.

Trees within the Beaconsfield park need to be protected during the development with their Root Protection Area fenced off (measured 4m from stem location) as shown in the submitted Arboriculture method statement. No dig construction techniques shall be used for the new pedestrian footpath within the RPA with timber edging and a permeable surface laid to allow for water to access tree roots underneath.

**5.11 Resilience officer:** No objection.

**5.12 Environmental Health – (contaminated land, noise, air quality)**

No objections:

A condition is required for contaminated land matters to be mitigated on site and validated before construction proceeds further, as the phase 1 and 2 studies showed some asbestos particles in one location. Construction work period should be restricted to protect adjacent residents and maintain air quality during construction works.

**5.13 Building Control** – Were critical of the originally submitted design showing open balcony access, but the revised scheme addresses the issue and allows firefighting hoses access within the prescribed 45m distance.

**5.14 Natural England** – No comments as below threshold so refer to standing advice and local ecology service.

**5.15 Anglian Water** - Below threshold for comment

**6. Assessment of Planning Considerations:**

**6.1** Section 38(8) of the Town and Country Planning Act 1990 (as amended) and paragraph 47 of the National Planning Policy Framework state that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

**Relevant Policies:**

Borough Local Plan 2001:

- HOU7 – New residential development
- HOU9 – Developer contributions
- HOU16 – Layout and design of housing proposals
- HOU17 – Housing density and sub-division

Core Strategy 2013:

- CS1 - Focussing on a sustainable future
- CS2 – Achieving sustainable growth

- CS3 – Addressing the Borough's housing need
- CS4 – Delivering affordable housing
- CS9 – Encouraging well-designed, distinctive places
- CS11 – Enhancing the natural environment
- CS12 – Utilising natural resources
- CS13 – Protecting areas at risk of flooding or coastal change
- CS14 – Securing contributions from new developments
- CS16 – Improving accessibility and transport

#### **Other material considerations:**

##### National Planning Policy Framework:

- Section 5: Delivering a sufficient supply of homes
- Section 8: Promoting healthy and safe communities
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places

##### Emerging policies of the draft Local Plan Part 2 (Final Draft)

The following draft policy should be noted as some degree of weight can be attributed to them in the planning assessment, given the stage of their preparation:

- A1 – Amenity

The following emergent policy carry lesser weight as objections have been received:

- H3 - sets a minimum housing density
- E4 - Trees and Landscape
- E7 - Water conservation

#### **Principle of development**

- 6.2** Great Yarmouth Borough adopted Local Plan Policy CS1 - "Focusing on a sustainable future" seeks to create sustainable communities where growth is of a scale and in a location that complements the character and supports the function of individual settlements.
- 6.3** This is a small-scale development within development limits in a sustainable location, with excellent access to goods and services.
- 6.4** This site is within Great Yarmouth. Policy CS2 is considered to support the proposal in that it identifies that approximately 35% of new development will take place in the borough's Main Towns at Gorleston-on-Sea and Great Yarmouth.

#### **Provision of housing**

- 6.5** Notwithstanding that the Borough Council can report a healthy Five-Year Land Supply, the Development Plan supports windfall residential developments in sustainable locations where there are no overriding policy conflicts / objections or material considerations to suggest otherwise.
- 6.6** Policy CS3(d) specifically expects new housing to address local housing need by incorporating a range of tenures, sizes and types of homes to create mixed and balanced communities. The dwellings are all 1-bedroom flats, and all proposed to be affordable housing, which is contrary to the aspirations of policy CS3(d) in the broadest strategic sense, but the site has been specifically designed to provide smaller units for those in the greatest housing need, to meet a pressing demand in the Borough. Given the demand to provide both affordable homes and smaller dwelling units this combined additional benefit is of considerable weight.
- 6.7** Ordinarily a scheme of 8 dwellings would not be required to provide affordable housing by legal agreement as national policy only allows general needs affordable housing to be secured on schemes of 10 dwellings or more. Nevertheless, the proposal is offered as 100% affordable housing in order to secure more public benefits, and it is considered a significant factor in the planning balance and overall decision-making process.
- 6.8** The delivery of an all-affordable housing scheme however provides considerable material benefit and weight in the proposal's consideration.
- 6.9** This scheme will very rapidly deliver a significant contribution to smaller housing accommodation, tailored to specific needs.

## **Design**

- 6.10** Policy CS3 paragraph (g) promotes design-led housing developments with layouts and densities that appropriately reflect the characteristics of the site and surrounding areas, and in this the layout mirrors the layout to the south in terms of general density of footprint, albeit one storey lower than the existing flats.
- 6.11** Policy CS9 - "Encouraging well-designed, distinctive places" and saved Policy HOU16 also seek a high quality of design. The amended proposal is considered clean modern design, with spare detailing employed to provide an unfussy minimal design aesthetic that is distinctive in its own right in comparison to surrounding property, but without jarring with the existing property.
- 6.12** The street-scene is not considered harmed, these properties are set back from adopted highways and form a continuation of the development pattern.
- 6.13** The design offers a form which while of little architectural pretention, is well detailed, and of a type rarely found elsewhere in the Borough. The amendment to the roof profile provides a stronger roof aesthetic, and the

revised layout also eliminates the external landings linking the stairs to the front door which were proposed in the earlier iteration of the scheme.

### **Residential amenity**

- 6.14** Core Strategy policy CS9 also considers matters of amenity both for existing and future residents. The properties to the immediate south of the proposal have larger overlooking windows of some significance, but these are 23.5m from the larger overlooking windows on the central block with a direct relationship. Other windows within the proposal are either at 90 degrees relationship to the flats to the south where privacy impact is reduced to a degree where it is not considered material, or they are narrow windows with limited privacy implications and which are set in the gable ends with an angular relationship to the existing, rendering them of no material impact.
- 6.15** The amended proposal places the flats across the north boundary in an east-west direction slightly further from the existing north windows of the existing flats. It achieves close to the 24m separation distance normally accepted as good practice for cases where there may be direct overlooking, so it is considered acceptable.
- 6.16** The revised proposal does make the gable end of the westernmost pair of flats more architecturally satisfying by arranging the four principal windows on this façade. This does occur at a relatively close distance to the closest existing neighbour, but it is not considered to materially harm privacy as the relationship is oblique, so someone standing close to those windows would only see a tiny sliver of the neighbour's room. This is considered acceptable.
- 6.17** Similarly, the H block to the east faces towards a part of the neighbouring existing properties where there are no windows directly within view and those that are have an oblique relationship.

### **Highways and parking**

- 6.18** At public consultation a considerable number of respondents cited concerns over car parking capacity being lost from the area. Appendix 3 of the submitted planning statement contains a parking survey conducted in October this year. This identifies the surfaced unmarked car parking area that forms the site as having a potential capacity for 44 vehicles, but at all times of the survey 23 spaces were shown as being unused, so development here would be expected to displace 21 vehicles.
- 6.19** The survey provided details of other parking available and taking the figures for the six other sites analysed there are 31 free spaces in the evenings at minimum. Some of these alternative sites which are located on the course of the old link line between Yarmouth Beach and the Breydon (railway) Viaduct (as was) are some distance from this site, however the nearer one is only 75m to the north and well overlooked by other property and offers total capacity for 55 vehicles. It was pointed out by local Councillors during the Planning Committee's site meeting that these spaces are used at certain times of the

day by the Council's own refuse and maintenance service staff attending the nearby depot. There are however other parking opportunities for those staff on Churchill Road and the other parking areas to the west on Beaconsfield Road offering a shorter distance to the depot, and the 55-space parking area mentioned is open to all.

- 6.20** The Local Highway Authority's consultation response to the scheme as initially presented criticised the shortfall of parking provision dedicated to the proposal scheme's flats, but did not consider the loss of spaces for current users to be a problem, given the other various sites available for parking in the locality. The updated amended plans however reduced the shortfall to one space and allowed space for disabled access to one bay, on the basis that the spaces be made available to all in a flexible manner; the Highways Officer has accepted this in combination with the other factors as it is considered sufficient provision in the round, and so has been able to remove their initial objection.
- 6.21** Although the police suggest the spaces should be hypothecated to the development, in this case it is considered entirely appropriate to leave the spaces flexible and communal, and not minimise the number of spaces available to the wider area by restricting use of any spaces for the new residents.
- 6.22** Objection letters make the point that there are other users of the parking spaces, however, of those listed many are trade-related which tend to be daytime rather than overnight users. The use by persons visiting nearby sports facilities could also be controlled or prevented, by the Borough housing and estates team, using common law provisions as landlord.
- 6.23** One contributor notes the lack of disabled parking within the whole estate. It is axiomatic that planning proposals cannot be expected to correct problems already arising outside site boundaries, however in the context of this proposal one wider 3.3m bay is available and the Highway Officer has supported this level of provision in relation to this scheme.
- 6.24** Another objector raised the issue of mothers with children and shopping needing to have dedicated spaces with close access to their homes. As some parking does remain in the scheme the opportunity to drop off and park elsewhere does exist. It is accepted this is less than ideal as reduced opportunity to park will lead to times when there is no space. This is discussed in the concluding planning balance comments.
- 6.25** Objection has referenced another proposal locally (recently received) which might under-provide parking. There are two reasons why no weight can be accorded to this; firstly, that scheme provides sufficient parking as drafted and, secondly, unless approved at the time of decision making could not receive consideration within the determination process for this application.
- 6.26** For the above reasons parking provision is considered in the balance to be acceptable both for existing and new users and not offer a sound reason for refusal of the proposal.

## **Contamination**

- 6.27** The Environmental Health Officer's response reflects the completion of intrusive survey and laboratory work so that the existing area of contamination within the site is fully understood and a remediation proposal is in place. This means the only pre-commencement work required is the carrying out of the agreed mitigation, in advance of other works that might give rise to risk to building operatives. This is as minimal a pre-commencement requirement as can be arrived at when there is some contamination on site and should allow the swift delivery of the accommodation that is so needed at this time.
- 6.28** A precautionary condition will be used to require remediation of any unexpected contamination which might be discovered during construction and is entirely usual.
- 6.29** Asbestos presence on the open ground represents historic dumping of material. One objector states that the presence of asbestos traces on site should preclude development, but this is not correct as the discovery demonstrates proper characterisation of contamination present, and offers an appropriate remediation proposal which has been accepted as the proper remedy of that problem, leaving only the validation process to determine that the site is clean. This is the normal way in which sites are made acceptable for development.

## **Trees and landscape**

- 6.30** An Arboricultural Impact Assessment has been produced, and the Tree Officer is content with the proposals, subject to protective fencing being used to protect trees on the adjacent playing field during the works. This can be required by planning condition.

## **Ecology and biodiversity**

- 6.31** A Preliminary Ecological Assessment (PEA) has been prepared, given the low sensitivity identified this has been carried out as a desk-based study. No on-site mitigation is suggested in the submitted PEA. The County Council's Ecologist has recommended small scale habitat enhancement is needed by way of providing swift boxes and hedgehog "gaps". These have been indicated on revised drawings provided, and can be required by planning condition.
- 6.32** The usual (cumulative based) indirect Habitat Regulations impacts do require mitigation payment, as below.

## **Impact on internationally designated ecological sites - Shadow Habitats Regulation Assessment**

- 6.33** The applicant has submitted a bespoke Shadow Habitat Regulations Assessment (HRA). It is confirmed that the shadow HRA submitted by the

applicant has been assessed as being suitable for the Borough Council as competent authority to use as the HRA record for the determination of the planning application, in accordance with the Conservation of Habitats and Species Regulations 2017.

- 6.34** The report rules out direct effects in isolation; but accepts that in-combination likely significant effects cannot be ruled out from increased recreational disturbance on the Broads SPA and recreational access (and potential for disturbance) is extremely limited. An Appropriate Assessment (AA) has been carried out. The AA considers that there is the potential to increase recreational pressures on the Broads SPA and North Denes / Winterton SPA, but this is in-combination with other projects and can be adequately mitigated by a contribution to the Borough Council's Habitats Monitoring & Mitigation Strategy (£110 per dwelling) to ensure that there will be no adverse effects on the integrity of the internationally protected habitat sites.
- 6.35** The Local Planning Authority as "competent authority" agrees with the conclusions of this assessment. To meet the mitigation requirements, it is recommended (as this is a smaller scheme of 8 dwellings) that the appropriate contribution is secured by payment under the provisions of S.111 of the Local Government Act.

### **Drainage and Flood Risk**

- 6.36** As this site is at increased risk of flooding (zone 2) it is the duty of the Council to consider other sites when determining the application, in the form of a sequential test for flood risk. Officers have considered other available land in the Yarmouth urban area. The application has come forward due to the delivery support available from the Government's funding of housing schemes that can be delivered quickly in response to the Covid-19 Pandemic. As such, there are timescale constraints relating to the development being achieved pursuant to this application, so it has been considered necessary to only consider alternative sites of lesser flood risk on land owned by the Council, because that is available and "deliverable" (in terms of the NPPF definition) in the timescales required to enable this development to proceed. In effect, the need to achieve rapid delivery defines the criteria for testing the availability of other land in lower flood risk, and largely rules other sites out unless in the Council's ownership.
- 6.37** Members will note that there are two alternative sites available for modular housing construction that fall within the Council's ownership: one with planning permission resolved to be granted at the Beach Coach Station, Yarmouth, and one recommended for approval at Crab Lane, Gorleston, at this same meeting of the Planning Committee. It cannot be said that this is the only site available for delivery of a scheme of 8 dwellings within the same timescale, but it can be said that the site is the only one which can provide his scale of development in addition to those two other schemes under consideration. As such, given the pressing importance of delivery of affordable housing in the Borough, it is considered that this is the most appropriate

available and deliverable site for 8 homes from a flood risk sequential assessment point of view.

### **Security**

- 6.38** It is considered that the introduction of the new housing will add natural surveillance at the gable ends of the existing properties and that within the estate there will be good surveillance overall of the new parking areas.

### **Utilities**

- 6.39** Policy CS12 - Utilising natural resources paragraph (e) suggests working with water utility providers to ensure that new developments match the provision of water supply and wastewater/sewerage treatment capacity. This is a small-scale development in a highly populated area where capacity will exist for mains water supply and foul water drainage treatment.

### **Access to open space and play facilities**

- 6.40** Saved policy REC8 "Provision of recreational, amenity and play space" requires all schemes with over 20 children's bed-spaces to provide recreational and amenity space or play space, in proportion to the scheme. This principle continues in emerging policy H4 of Local Plan Part 2. However, this proposal does not create children's bed space as the flats are specifically for couples or singles without children these policies would not apply.

### **Economic benefits**

- 6.41** There will be short term construction jobs with little long-term economic benefit associated with the proposal other than some employment to maintain the buildings and grounds.
- 6.42** The encouragement of modular housing delivers on the aims of recent government reports and will further the adoption of offsite manufacture of housing, where lack of scale has been shown to act to discourage general adoption.

### **Local Finance Considerations:**

- 6.43** Under Section 70(2) of the Town and Country Planning Act 1990 the Council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant such as new homes bonus, or the Community Infrastructure Levy (which is not applicable to the Borough of Great Yarmouth). Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority, for example.

- 6.44** Although the Council owns the land, there has been no consideration given to any possible financial implications linked to the development of the site. A small grant of 'new homes bonus' may arise, should this scheme qualify, but that is not considered a significant material factor in the weighting of this assessment.

## **7. Conclusion: The Planning Balance**

- 7.1** The planning balance in this case is heavily weighted towards an approval recommendation for these vitally needed all-affordable form of housing directed at single persons and couples without children, where there is a substantial shortfall of such accommodation and of accommodation of this type that meets good standards of provision. The site offers a contribution to housing supply and is well located in relation to the pattern of the settlement
- 7.2** Against this there will be some impact on existing residents from the reduction in parking provision, however there are alternative sites for parking in the locality, and while these may not always be practical solution for mothers with children, for example, occurrences where there is no space to drop off are considered sufficiently rare so as to be outweighed by the public benefits of the provision of affordable homes.
- 7.3** Other matters such as amenity impact are considered satisfactory and a lot of work has been conducted to remove the need for pre-commencement conditions to expedite the delivery of homes.
- 7.4** By virtue of its modular construction and the relatively unconstrained nature of the site, this scheme will very rapidly deliver a significant contribution to smaller housing accommodation where there is a significant shortfall in the overall housing stock, so is tailored to specific needs.
- 7.5** Notwithstanding the applicant being the Borough Council, and the site being owned by the Borough Council, it is recommended that any permission be subject to a legal agreement or other appropriate mechanism to require all homes to be used only for affordable housing. If this were not the case, Officer's would need to reappraise the exercise of planning balance.

## **8. RECOMMENDATION: -**

### **Approve subject to:**

- completion of legal agreement or appropriate alternative mechanism to secure all 8 dwellings as affordable housing
- the payment for Habitat Regulations mitigation (£880)

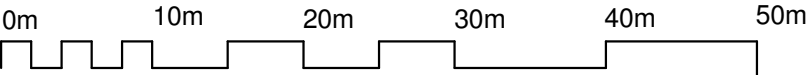
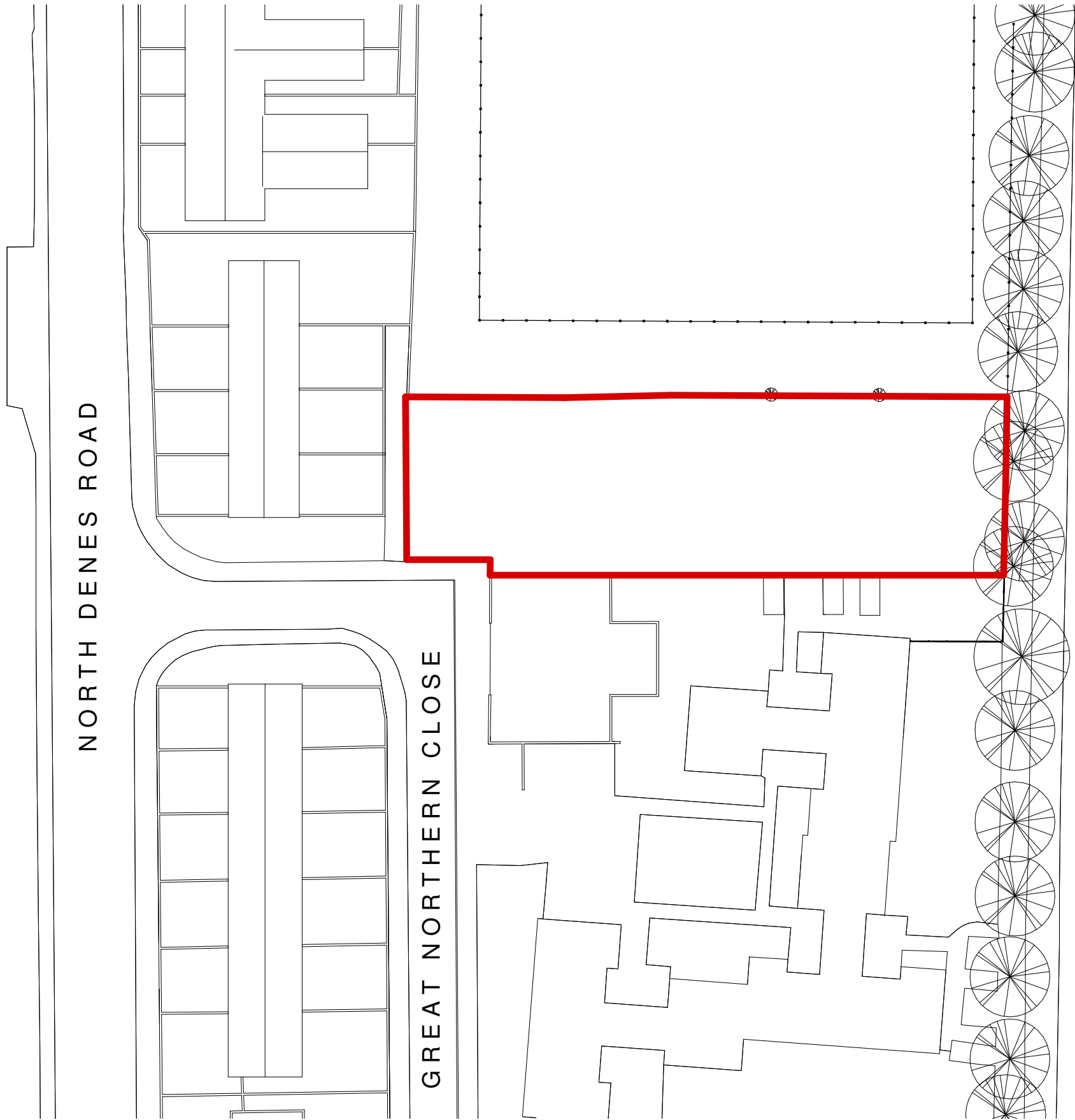
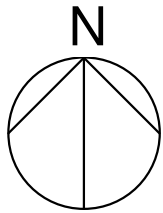
### **and subject to conditions for:**

- Timing.

- Compliance with approved plans.
- Development to be in accordance with the contamination report.
- Securing parking and cycling spaces to be available before occupation.
- Passive EV provision and external lighting positions as shown on latest drawings, a pre-occupation condition to agree lighting intensity.
- Highway conditions.
- A security condition to reflect the recently received “secured by design” or alternative features, in discussion with the police as consultee.
- Provision of the agreed Ecology mitigation.
- Construction to be in accordance with the Arboricultural Method Statement.
- Contamination precautions during development.
- Hours of construction and noise controls.

### **Appendices:**

- Appendix 1 - Location plan
- Appendix 2 - Site plan
- Appendix 3 - Aerial View
- Appendix 4 - Elevations



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This drawing is to be read in conjunction with all other relevant drawings and specifications.

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| P1                 | Issued for Planning | 29.10.20            | MM  | JK           |  |
| Rev                | Comment             | Date                | Chk | Apr          |  |
| Project No: 304886 |                     | Scale @ A3: 1 : 500 |     | Drawn By: JK |  |

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| Project:<br>Great Northern Close<br>Great Yarmouth |  |
| Client:<br>Broadland Development Services          |  |

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| Title:<br>Site Location Plan                  |                                  |                 |
| Drawing Number:<br>GTNORTH-IW-SA-XX-DR-A-1007 |                                  |                 |
| Status:<br>D5                                 | Purpose of Issue:<br>INFORMATION | Revision:<br>P1 |

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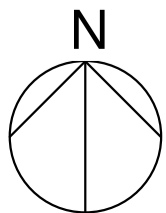
Property and Construction  
Consultants  
Issuing office: Norwich  
T: 01603 666847  
www.ingletonwood.co.uk

Vision, form and function



Proposed Site Layout

1 : 100



Scale Bar 1:100

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All dimensions are to be checked and verified on-site by the Main Contractor prior to commencement; any discrepancies are to be reported to the Contract Administrator.

This drawing is to be read in conjunction with all other relevant drawings and specifications.

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## Site Plan Legend

1 : 200

- Public Footpath**  
Asphalt to match existing
- Entrance Paths & Patios**  
Brett Bronte Weathered Stone  
600x600 and 600x300 slab sizes
- Hedge - New**
- Existing grass**
- New planting area**
- New grass area**
- New wild flower**
- Gravel with geo grid**
- Seeded geo grid**
- Existing/Proposed tree**
- Drying Area**

- BW&T1.8m 1.5m high brick wall with 0.3m trellace
- BW1.8m 1.8m high brick wall with capping detail
- BMF1.8m 1.8m black metal fence
- BMG1.6m 1.6m black metal gate
- BMG1.8m 1.8m black metal gate
- CBG1.5m 1.5m close boarded gate
- H1.2m 1.2m native hedge
- H1.5m 1.5m native hedge
- PW1.5m 1.5m post & wire fence

**\*\*Refer to Material Specification document for further details\*\***

Landscape shown indicatively,  
refer to landscape plans

Site Area: 1140m<sup>2</sup>

|   |              |           |     |
|---|--------------|-----------|-----|
| P12 Issued for Planning                 | 10.03.21     | -         | JK  |
| P11 Issued for information              | 09.03.21     | -         | JK  |
| P10 Issued for information              | 02.03.21     | -         | JK  |
| P9 Issued to GYBC                       | 23.02.21     | -         | JK  |
| P8 Issued for Information               | 19.01.21     | -         | JK  |
| P7 Issued for Planning                  | 15.01.21     | -         | JK  |
| P6 Issued for Planning                  | 18.12.20     | -         | JK  |
| P5 Issued for Planning                  | 06.11.20     | BR        | JK  |
| P4 Issued to project team               | 05.11.20     | -         | JK  |
| P3 Issued for Planning                  | 29.10.20     | MM        | JK  |
| P2 Issued for team meeting with Mod Pod | 27.10.20     | -         | JK  |
| P1 Issued to ModPod                     | 16.10.20     | MM        | JK  |
| Rev / Comment                           | Date         | CHK       | APR |
| Project No:                             | Scale @ A1:  | Drawn By: |     |
| 304886                                  | As indicated | MM/JK     |     |

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### Vision, form and function

Project:  
Great Northern Close  
Great Yarmouth

Client:  
Broadland Development Services

Title:  
Proposed Site Layout

|                 |                            |           |  |
|-----------------|----------------------------|-----------|--|
| Drawing Number: | GTNORTH-IW-SA-XX-DR-A-1000 |           |  |
| Status:         | Purpose of Issue:          | Revision: |  |
| D5              | PLANNING                   | P12       |  |



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Ordnance Survey 100018547

Material Legend

- 1 Buff Brick
- 2 Grey Slate Roof Tile
- 3 Anthracite Composite Cladding
- 4 Anthracite UPVC Casement Windows
- 5 Black UPVC Rain Water Goods
- 6 Grey metal fence
- 7 UPVC Anthracite Patio Doorset
- 8 Juliet Balcony
- Ob. Obscured Glazing



South Elevation  
1 : 50



North Elevation  
1 : 50

|        |                                      |          |    |
|--------|--------------------------------------|----------|----|
| PS     | Update to Planning                   | 22.03.21 | JK |
| PS     | Issued for Planning                  | 10.03.21 |    |
| PS     | Issued for information               | 02.03.21 | -  |
| PS     | Issued for information               | 02.03.21 | -  |
| PS     | Issued for information               | 18.01.21 |    |
| PS     | Issued for Planning                  | 06.11.20 | BR |
| PS     | Issued for Planning                  | 29.10.20 | MM |
| PS     | Issued for team meeting with Mod Pod | 27.10.20 |    |
| PS     | Issued to ModPod                     | 16.10.20 | MM |
| Rev    | Comment                              | Date     | By |
| 304886 |                                      | 1 : 50   | MM |



Vision, form and function

Project:  
Great Northern Close  
Great Yarmouth

Client:  
Broadland Development Services

File:  
Proposed Elevations 1/2

|                 |                            |
|-----------------|----------------------------|
| Drawing Number: | GTNORTH-IW-XX-XX-DR-A-1004 |
| Scale:          | Purpose of Issue: PLANNING |
| Revision:       | P9                         |

All levels and dimensions are approximate and subject to detailed design development

