

Schedule of Planning Applications

Committee Date: 06 July 2022

Application Number: **06/19/0676/O** - [Click here to see application webpage](#)

Site Location: Land at Nova Scotia Farm, west of Jack Chase Way, Caister on Sea

Site Location Plan: See Appendix 1

Proposal: Outline planning application with all matters reserved, except access, for up to 665 dwellings; local centre (to include A1-A5, B1, D1 and other community uses); land for a primary school; health centre; plus associated infrastructure and open space

Applicant: Persimmon Homes

Case Officer: Mr. G Sutherland

Parish & Ward: West Caister Parish & Ormesby St Margaret with Scratby Parish, Caister South Ward & Ormesby Ward

Date Valid: 18 November 2019

Expiry / EOT date: 31 October 2022

Committee referral: Constitution (Residential development for more than 25 dwellings and a development requiring an Environmental Impact Assessment).

RECOMMENDATION:

APPROVE SUBJECT TO SECTION 106 AGREEMENT AND CONDITIONS

REPORT

1. The Site

- 1.1 The site which totals approximately 33.6 hectares, is situated in West Caister (to the west of Caister-on-Sea). Following the original submission, and in regard to the provision of sufficient on-site open space to serve the proposed development, a 2ha parcel of land was added to the site area when updated plans and supporting documents were submitted and readvertised in October 2021.
- 1.2 At present, the site is used as arable fields. Two existing hedgerows bisect the land from east to west. The fields are part of the Nova Scotia Farm.
- 1.3 To the north and west, the site is bordered by the remainder of the Nova Scotia Farm. The farm is accessed from the A149 to the west. It generally consists of arable land, alongside a solar farm (which is located to the northwest of the site). The farmyard (a complex of agricultural buildings used for storage and potato packing), and associated farmhouse, lies adjacent to the western boundary of the site. Beyond this, a range of dispersed agricultural dwellings are located on the access road to the farm.
- 1.4 To the east, the site is bounded by existing hedgerows and trees, alongside Jack Chase Way. Jack Chase Way bypasses the northern end of Caister for traffic headed to and from Ormesby St Michael, Ormesby St Margaret, California and Scratby, and

connects with the A149 Caister Bypass at the intersection with Norwich Road. The A149 provides connections to Gt. Yarmouth to the south and Norwich to the west.

- 1.5 Beyond Jack Chase Way to the east lies a range of existing residential areas, situated around Prince of Wales Road, Diana Way and Covent Garden Road. These residential areas date from the late twentieth century, including a range of single and two-storey detached and semi-detached dwellings. There is a large area of green open space situated to the east of Jack Chase Way (between Covent Garden Road and Diana Way), which includes a range of existing play equipment, sports pitch, and public footpaths with the Caister Water Tower beyond.
- 1.6 To the north-east of Jack Chase Way is Beauchamp Grange, a recent development of 189 single and two storey dwellings including 2, 3, 4 and 5-bedroom detached and semi-detached properties.
- 1.7 To the south, the site is bounded by the A149 Norwich Road, a dual carriageway. Beyond the A149 is further arable farmland and West Caister.

2. The Proposal

- 2.1 The application seeks outline planning permission for the development of a new neighbourhood with all matters reserved (appearance, landscaping, layout and scale) except access (for which full details are provided). The development comprises up to 665 dwellings; a local centre (convenience shops, services and community uses); land for a primary school; health centre; plus associated infrastructure and open space.
- 2.1b The applicant has also confirmed that the local centre area can be expanded to include specific space to be reserved for the provision of a care home / sheltered housing / retirement housing (as anticipated by policy CA1), but for the avoidance of doubt the application as submitted does not include such a use or proposed development.
- 2.1c The proposed development refers to use classes A1-A5, B1, D1 and 'other community uses'. The types of uses are described later in the report, but Members will be aware that the Town and Country Planning Use Classes Order was changed in September 2020 which discontinued those former use classes, replacing and amalgamating many into the new Use Classes E and F. Article 4 of the Use Class Order 2020 update nevertheless requires that the application be determined using those former uses, including public house, hot food takeaways (for example) which are now sui generis.

The legislation states, in relation to such 'transitory arrangements':

"4. If prior to the commencement of the material period, a relevant planning application was submitted, or was deemed to be submitted, to the local planning authority which referred to uses or use classes which applied in relation to England and were specified in the Schedule to the Use Classes Order on 31st August 2020, that application must be determined by reference to those uses or use classes."

Officers propose to define the types of uses allowed within the local centre by condition, reflecting the uses applied for at the time of the application but enabling the applicant and investors to benefit from clarity and a mechanism to vary the condition if necessary.

- 2.2 An indicative masterplan has been submitted with the application to demonstrate the ability to provide the supporting infrastructure of the development, including an internal

road network off a central avenue, strategic open spaces, and a circular walk. Belts of landscaping are shown around the peripheries of the site that link with the open spaces creating green corridors.

- 2.3 Pedestrian and cycle desire lines have been assessed to inform proposed crossing points connecting the site across Jack Chase Way to the existing built-up area of Caister. The local centre is shown towards the centre of the site. The plan, in particular the surface water drainage design for the development, has been informed by the site's topography.
- 2.4 Density: A Density and Building Heights Plan indicates a maximum of 3 storeys are proposed in the southern, central, eastern and the central-western parts of the site. A number of areas to the west are proposed to include up to 2 storey dwellings and bungalows, helping to create a variety of scales.
- 2.5 Based on a gross site area of 33.6 hectares, and the maximum figure of 665 dwellings, the proposal achieves an average density of 20 dwellings per hectare (dph) across the site. The developable area of the site is 17.5ha, which gives an average net density of 38dph.
- 2.6 With 3 storey buildings towards the centre of the site transitioning to the outer parts densities of parcels will likely range between 33dph and 43dph.
- 2.7a Local Centre: The Masterplan identifies a 1.42ha parcel in the centre of the site for a Local Centre but to date the local centre proposal as applied for has only included use Classes A1-A5, B1 and D1 comprising shop, financial and professional services, café or restaurant, pub and hot food takeaway uses, business uses compatible with a residential area, clinics, health centres, creches, day nurseries, day centre, gymnasiums and indoor recreations and community uses including education. This would therefore facilitate a range of retail/convenience, employment and community uses to be developed as part of the local centre.
- 2.7b This means the local centre did not originally anticipate inclusion of the retirement housing/care home element, but the applicant has subsequently confirmed that they would accept a requirement to reserve land for a care home / retirement- or sheltered housing to be delivered. The applicant has confirmed that they would accept a condition which expands the local centre area to be 1.75ha as expected by policy CA1 (rather than the 1.42ha as currently indicated)
- 2.7c There should be sufficient space within the local centre to accommodate retirement housing/care home of approximately 60 units. Local Plan Part 2 policy CA1(f) expects the local centre area to amount to approximately 1.75 hectares, but also include a small top-up/convenience foodstore, healthcare facility, retirement/care units and potentially small-scale employment uses and a community facility.
- 2.7d It is quite possible that a slightly smaller area could be provided than 1.75ha if it can be demonstrated that such uses could be suitably accommodated in a smaller local centre site area, subject to factors such as a satisfactory design. However, it is necessary to secure the use of land for a care home / sheltered housing as expected by the policy, so land will be reserved to do so by condition and section 106 agreement.
- 2.8 Primary School Site: A 2 hectare site is safeguarded towards the centre of the site for a primary school, with associated sports pitches adjacent. This consists of the school (1.2 hectares) and the associated open space/sports pitches of 0.8 hectares). It is the intention that the outdoor pitches will be made available for wider community. The

County Council have agreed in principle to a Community Use Agreement on the school site.

- 2.9 Open Space: To support the proposed uses on the site a total of 10.57 hectares of open space green infrastructure is to be provided, which includes areas of existing woodland. This has been consolidated to create fewer but large areas. The largest area is located at the north including a dogs off leads area. The area adjacent the farmyard will secure the retention and setting of the former WWII gun battery. The space in the southwest includes a circular path. All the spaces are connected with a circular walking route.
- 2.10 Access Strategy (Vehicle, Cycle and Pedestrian): The proposed access strategy has been subject to a Stage 1 Safety Audit and NCC review. It includes:
- Two principle points of access are proposed from Jack Chase Way. The southern access is to align with the Prince of Wales Road creating a signalised junction including bicycle and pedestrian elements. The northern access would be a new junction 790m north of Prince of Wales Road in the form of a 3-arm roundabout with pedestrian crossing.
 - the proposed reduction in speed limit on Jack Chase Way from 60mph to 40mph via a Traffic Regulation Order (TRO).
 - a new cycle way along Jack Chase Way from the A149 roundabout junction.
 - a toucan (pedestrian and bicycle) crossing between the existing cycleway located on the eastern side of Jack Chase Way and the proposed cycle way on the western side of Jack Chase Way.
 - a new zebra crossing on Norwich Road, for travel to the site from existing residents in Caister
 - For Phase 1 of the development, existing public transport facilities on Prince of Wales Road / Norwich Road would be used
 - A new Caister to Norwich bus service would be provided upon first occupation serving existing residents and new residents along Norwich Road and Yarmouth Road
 - As development progresses, the internal spine loop road will be completed, and will then be serviced by an improved bus service. New bus stops may allow for the diversion of services 1/1a, currently using Jack Chase Way, to serve the site. This will link the site with Great Yarmouth providing a commuter and leisure service.
 - Upgrading of the existing footway section on foot/cycleway along Norwich Road from Prince of Wales Road
 - Speed management measures will be implemented along Ormesby Road that includes pedestrian crossing points.
 - Cycle stands provided at the village centre to encourage cycling to the centre area.
- 2.11a As a major development exceeding 5 hectares and 150 dwellings an Environmental Impact Assessment has been submitted with the application which assesses the impacts on Agriculture, Air Quality, Archaeology and Cultural Heritage, Ecology, Flood Risk, Drainage and Water Resources, Noise, Socio Economic, Transport, Landscape and Visual and Cumulative and In-Combination Effects.
- 2.11b Officers considers that the Environmental Statement (including Addendum) ("ES") has been prepared by competent experts, and accept the conclusion that overall, the

impacts remaining after the mitigation measures have been implemented range from major/moderate beneficial to, at worse, moderate adverse, with a larger majority falling into the 'negligible' category. A summary of the ES is set out later in this report.

2.12 The following supporting information has been provided with the application

- Planning Statement
- Design and Access Statement
- Environmental Statement
- Flood Risk Assessment
- Arboricultural Impact Assessment
- Built Heritage Statement
- Landscape Masterplan and Strategy
- Development Framework (including Land Use and Access, Density and Building Heights, Green Infrastructure, Circulation plans, and Phasing Plan)

3. Site Constraints

- 3.1 Heritage Assets: There are no identified heritage assets on the site. The site does not fall within, or within close proximity to, a Conservation Area. To the south, in West Caister (approximately 730m) lies the ruins of the Church of St Edmund and the Church of St Edmund, both Grade II Listed Buildings, to the south-west of the site (approximately 500m), lies Caister Castle which is a Scheduled Ancient Monuments (with Caister Castle also Grade I Listed with Caister Hall Grade II* Listed). Both are separated from the site by mature hedgerows and trees, the A149 dual carriageway, and existing arable fields. To the east (approximately 365m), within the urban area of Caister-on-Sea, lies the Caister Roman Fort and Saxon Settlement, a Scheduled Ancient Monument. This heritage asset is separated from the site by a range of existing residential areas alongside Jack Chase Way.
- 3.2 The Borough Council has identified two retained Gun Batteries adjacent to Nova Scotia Farm as non-designated heritage assets considering that there is a historical reference line between the batteries and Great Yarmouth Harbour.
- 3.3 Flood Zone: The site is located in Flood Zone 1 identifying there is a low risk of flooding of the site, but being over 1ha in area a Surface Water Flood Risk Assessment has been provided.
- 3.4 Landscape and Habitat: The site is beyond any designated landscape area. It is approximately 1.4km from the Gt. Yarmouth North Denes Site of Specific Scientific Interest (SSSI) and Special Protection Area (SPA) to the south-east. To the west, the Site is also 4.2km from The Broads Special Area of Conservation (SAC) and Trinity Broads SSSI. To the south-west, the Site is approximately 5.7km from the Burgh Common and Mudfleet SSSI, Broadland SPA and Broadland RAMSAR (wetland site of international importance designated under Ramsar Convention). The site is not within the catchment area of the Trinity Broads network so is not affected by the 'Nutrient Neutrality' issues identified by Natural England in March 2022.
- 3.5 Agricultural Land Classification (ALC). Provisional ALC maps published in the late 1970s and early 1980s (based on data from the 1960s) show an area of Grade 1 and undifferentiated Grade 3 agricultural land. ALC guidelines for grading were revised by

the Ministry of Agriculture Fisheries and Food in 1988. Except the northern most parcel the site was surveyed in 2016. 2ha was identified as Grade 1 located in an area to the east of the farmyard, 26.5 ha as Grade 2 and 2.5ha as non-agricultural (farm track/yard).

4. Relevant Planning History

- 4.1 06/77/0759/F Part of OS 0006 West Caister – Extraction of suitable fill and return to existing use. Approved 09 08 77
06/01/0116/O Land west of B1159 Caister Bypass – Residential development. Refused 19 11 01.
- 4.2 The site was put forward as a housing allocation in the Great Yarmouth Local Plan Part 2. Policy CA1: Land West of Jack Chase Way, Caister-on-Sea refers. The Plan was adopted by the Borough Council in December 2021, following an Examination in Public by an Inspector appointed by the Secretary of State for the Environment.

5. Consultations

Public notification, letters to neighbours, press notice and site notices were placed on site and statutory consultees were consulted when the application was received in 2019 and again in October 2021 when revised plans were received. Full consultation responses are available on the planning application webpage.

5.1. Statutory Consultees

Consultee: Anglian Water (AW)	Response: No objection
<p>Comments</p> <p>Foul Drainage - Pump Lane Water Recycling Centre, has capacity. Sewerage system at present has available capacity provided the development connects at the recommended point. We have informed the applicant that the 300mm sewer in West Road is their Infrastructure Charge connection point and the flows from the entire development site can be accommodated in this part of the network without the need for mitigation.</p> <p>The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. AW refer the local planning authority to the local drainage board (IDB) and the Lead Local Flood Authority regarding the management of surface water.</p>	
Officer comment / response:	<p>Separate to any planning requirements, the applicant will be required to pay AW to make connection to existing infrastructure and to make any improvements arising from the proposed development.</p> <p>See separate responses from the IDB and LLFA below,</p>

	A condition is recommended for details of foul water drainage to be submitted and agreed with the local planning authority before construction.
Any relevant Condition / Informative note?	Foul and surface water drainage conditions

Lead Local Flood Authority (LLFA)	Response: No objection subject to conditions
Comments: Welcome the use of Sustainable Drainage Systems (SuDS). Sets out a recommended condition for detailed designs to be submitted and agreed with the LPA and implemented in accordance with approved designs.	
Officer comment / response:	Condition to be attached to permission, amended as appropriate by the Head of Planning
Any relevant Condition / Informative note?	Surface water drainage conditions

Broads Drainage Board	Response: No objection
Comments: Notes drainage strategy reliant on infiltration is likely to be achievable on the proposed development. If strategy does not prove viable and surface water discharge is proposed to a watercourse within the watershed catchment of the Board's IDD, this should be in line with the with the non-statutory technical standards for sustainable drainage systems (SuDS), specifically S2 and S4. And discharge from this site attenuated to the Greenfield Runoff Rates.	
Officer comment / response:	This is the standard approach of the Drainage Board
Any relevant Condition / Informative note?	None, this will be covered by the condition recommended by the Lead Local Flood Authority (LLFA)

Essex and Suffolk Water	Response: No objection
Comments: There is a 24-inch spun iron water main passing through the north of the site therefore if planning is approved they would like to be contacted to offer assistance and advice. Document attached showing the location of the water main and a guidance document.	
Officer comment / response:	The applicant has been made aware of this infrastructure
Any relevant Condition / Informative note?	None

Historic England	Response: No objection on heritage grounds.
Comments:	

The updated consultation response of 10 November 2021 advises Historic England welcome the updated Heritage Impact Assessment and Landscape and Visual Impact Assessment submitted.

We are satisfied that the additional information has addressed the concerns that we raised in our initial response letter (10 July 2020) about the impact of the proposed development on the setting of Caister Castle scheduled monument. Based on the available information; we agree with the conclusions of the Heritage Impact Assessment that any harm to the significance of Caister Castle scheduled monument arising from the proposed development would be at the lower end of 'less than substantial harm' in terms of the National Planning Policy Framework (NPPF).

With regards to the setting of the Second World War gun battery, we welcome the revised development layout which incorporates open space in front of this un-designated heritage asset. The updated Heritage Impact Assessment concludes that the revised proposals would result in a level of harm to the significance of the gun battery which would be at the lower end of less than substantial harm in NPPF terms.

Whilst we broadly agree with this conclusion, we have some concerns about the proposed planting within the open space in front of the gun battery. We recommend that appropriate gaps are left in the planting to ensure that outward views from the gun battery across the open space to the southeast are maintained. However, we are conscious that the current application is for outline planning permission with all matters (apart from access) reserved. In view of this, we consider that the planting scheme for the open space adjacent to the gun battery can be finalised at the reserved matters stage.

Officer comment / response:	The Local Planning Authority consider that on balance the development will enhance the setting of the gun battery by providing open space around it and allowing for interpretation. The battery is currently overgrown with vegetation. A condition is recommended to submit and agree a landscape scheme and interpretation measures.
Any relevant Condition / Informative note?	Landscape condition and heritage interpretation measures plus a note reminding the applicant to address the setting of the gun battery as part of the landscape scheme.

NCC Historic Environment Service (Archaeology)	Response: No objection
<p>Comments:</p> <p>Further to its initial response of January 2020 the service reviewed the amended plans of Oct 2021 and responded.</p> <p>We recognise that the applicants have redesigned the scheme and have considerably lessened the impact of the setting of the WWII gun battery. We have no further comments on this.</p> <p>Based on an overall appreciation of all available evidence the desk-based assessment submitted with the application concluded that there is a moderate to high archaeological potential previously unknown archaeological remains of prehistoric and Roman date to be present at the site. If planning permission is granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy</p>	

Framework (2021), Section 16: Conserving and enhancing the historic environment, para. 205.	
Officer comment / response:	Further to the desk-based assessment a standard condition is recommended to agree a scheme of investigation (likely trial trenching) then to undertake that investigation as per the agreed scheme.
Any relevant Condition / Informative note?	See archaeology conditions

NCC as Local Education Authority	Response: No objection, subject to mitigation required
<p>Comments:</p> <p>Mitigation Required This planning application includes land for a primary school, and this would potentially enable a new primary school to be built to accommodate the children generated from this proposed development. Children's Services would need to consider whether this approach would be best or whether expansion of the current Caister Infant and Junior schools would be the preferred option. The requirements for each scenario are set out below:</p> <p>A) New school 665 dwellings – from a development of 665 dwellings, generating 187 pupils, the County Council would require to plan for a new 2 forms of entry (420 places) primary phase school. The following would be requested:</p> <ul style="list-style-type: none"> • 2.0 ha of land free of charge to the County Council, centrally located within the development. The County Council would expect the free transfer of land for the new school, which would need to be secured in a S106 agreement between the County Council and the applicant. The County Council would have serious concerns if the land could not be secured in a legal agreement S106 contributions to fund the school. • The cost of building a new 2FE (420 place) primary school would be £9 million. The pro-rata contribution sought is 187 places / 420 place school x £9 million = £4,007,142.00. <p>B) Expansion of existing schools There is spare capacity at Early Education and High school levels and although there is spare capacity at Caister Infant & Nursery School and a little spare capacity at Caister Junior School, a development of this size will mean that both schools would need to be expanded to accommodate the number of children generated by this proposed development. Norfolk County Council would therefore seek education contributions for this proposed development as per Table 2 above:</p> <ul style="list-style-type: none"> • Caister Infant School: 665 x £1,809 (cost per dwelling) = £1,202,985. • Caister Junior School: 665 x £2,131 (cost per dwelling) = £1,417,115. • Total education contribution = £2,620,100. 	
Officer comment / response:	A refreshed response was received dated 18 May 2022. This is discussed in the assessment section of the report under planning obligations. The preferred option of the Local Planning Authority is for provision of a primary school within the development to support the sustainability of the housing allocation.

Any relevant Condition / Informative note?	The school site and primary school will be provisions included in the S106 Legal Agreement
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NCC Fire Service	Response: No objection
<p>Comments:</p> <p>No objections providing the proposal meets the necessary requirements of the current Building Regulations 2010 - Approved Document B (volume 1, volume 2 - 2019 edition)</p> <p>Housing Development</p> <p>The minimum requirement would be 1 fire hydrant per 50 dwellings (or part thereof to provide adequate fire fighting water supply, dependent on-site layout) on a minimum 90mm main.</p> <p>School and Local Centre:</p> <p>Should have hydrant provision capable of delivering a minimum of 20 litres per second through any hydrant serving the development and within a vehicular distance of no more than 90 metres from the complex.</p>	
Officer comment / response:	A refreshed response was received dated 18 May 2022. The provision of measures to combat fire are required by the Building Regulations.
Any relevant Condition / Informative note?	A condition is recommended to submit and agree details for the provision of fire hydrants prior to each phase of the development

NCC Library Service	Response: No objection, mitigation required
<p>Comments:</p> <p>A development of 665 new dwellings would place significant additional pressure on the existing library service in Caister which would need to be expanded to cater for the additional demands. Based on the County Council's Planning Obligations Standards (February 2022), contributions would be sought on the basis of extending/expanding the existing library. A contribution of £162,260 (£244 per dwelling) would therefore be sought</p> <p>In the event the existing library could not be extended/expanded the county council would have a fall-back position of increasing capacity at the existing library. This stock is required to increase the capacity of Caister library. It has been calculated that a development of this scale would require a total contribution of £49,875 (i.e., £75 per dwelling).</p>	
Officer comment / response:	A refreshed response was received dated 18 May 2022. Contributions to public infrastructure is discussed in the assessment section (Planning Obligations) of the report
Any relevant Condition / Informative note?	A contribution towards library services will be a provision included in the S106 Legal Agreement

NCC Green Infrastructure	Response: No objection, financial contribution required
<p>Comments:</p> <p>Further to the initial response received December 2020, further information was provided to clarify the contribution required in May 2022</p> <p>Additional maintenance required on the existing Public Rights of Way (include the Norfolk Coast Path) due to the increased use with the residents of the development-</p> <p>A contribution of approximately £150 per dwelling, is required. For the Norfolk Coast Path to mitigate recreational impacts through the locally designated areas on the national trail (Winterton valley) we would also seek to install a circular route linking the coast path through to the development.</p>	
Officer comment / response:	A refreshed response was received dated 18 May 2022. NCC have identified the that existing public rights of way off site in Caister can be improved to provide a circular walk connected to the site, also to an off-site circular walk nearby at Mautby Marsh.
Any relevant Condition / Informative note?	A contribution towards off site green infrastructure will be a provision included in the S106 Legal Agreement

Natural England	Response: No objection subject to appropriate mitigation being secured:
<p>Comments:</p> <p>Habitats Regulations Assessment: Acknowledges as acceptable that the HRA proposes a standard mitigation contribution for designated european habitat sites as per the Councils mitigation strategy (was £110/dwelling increased to £185.93/ dwelling as of April 2022)</p> <p>Green Infrastructure: NE acknowledges that the proposal includes 10.57ha of open space Advocates that development should seek to attain Natural England's Accessible Natural Greenspace Standards including the minimum standard of 2ha informal open space within 300m of everyone's home. As a minimum, we advise that such provisions should include: · High-quality, informal, semi-natural areas · Circular dog walking routes of 2.9 km2 within the site and/or with links to surrounding public rights of way (PRoW) · Dedicated 'dogs-off-lead' areas · Signage/information leaflets to householders to promote these areas for recreation · Dog waste bins · Long term maintenance and management of these provisions</p>	

Open Space and Dog walking: As above sets out standard recommendations for provision on and adjacent

Net Gain: NE welcome the commitment to biodiversity net gain

Biodiversity and Priority Habitat Delivery: NE advise consideration of local Biodiversity Action Plans to inform onsite biodiversity enhancement and habitat creation. Landscaping and planting should connect areas of wildlife habitat to form wildlife corridors.

Sustainable Drainage Systems: NE note that attenuation ponds will be installed in the northern and southern ends of the development site. Sustainable drainage systems can be used to create wetland habitats for wildlife in an attractive aquatic setting

Water quality: Refer to consultations with water companies to confirm that there is sufficient capacity to supply the proposed development

Protected species: Refers to standing advice

Best and most versatile agricultural land and soils: Notes that Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 170 and 171).

Officer comment / response:	The site includes 10.57 ha of open space approximately 32% of the site area and a 3.3km perimeter walking route with links to rights of way off site to the east in Caister. The site includes grade 1 and 3 agricultural land. This is discussed further in assessment section (Habitats Regulations Assessment and Biodiversity) of the report
Any relevant Condition / Informative note?	The proposed open space provision and its maintenance and the habitats mitigation payment will be secured by a S106 legal agreement.

NCC Natural Environment Team (Neti)	Response: No objection subject to condition(s)
<p>Comments:</p> <p>The Habitats Regulations Assessment (HRA) is fit for purpose. On site provision is made including open space and dogs off leads recreation, a mitigation payment is to be provided as per the Councils mitigation strategy regarding sites designated as being of international importance for nature conservation. Having reviewed the potential impacts on protected species priority habitats and species in this case birds, bats and hedges.</p> <p>Conditions are recommended for the provision of a:</p> <p>Construction Environmental Management Plan (CEMP) assessing and setting out mitigation measures to safeguard existing biodiversity features during construction; a</p> <p>Landscape and Ecological Management Plan (LEMP) to set out the measures to manage land scape and ecological features of the site as part of the development; and a</p>	

Lighting Design Strategy for light sensitive biodiversity	
Officer comment / response:	Biodiversity is discussed in the assessment section of the report
Any relevant Condition / Informative note?	Conditions for a CEMP a LEMP and a lighting strategy

Norfolk and Waveney Integrated Care (ICS)	Response: No objection subject to mitigation
<p>Comments:</p> <p>The proposed development will have an impact on the services of 2 GP (General Practitioner) practices, the James Paget University Hospital, Community and Mental Health care operating within the vicinity of the application site.</p> <p>The ICS recognises that the planning application does offer a 0.75ha land contribution for a health centre to help mitigate the healthcare impacts arising from the proposed development. The ICS welcomes this offer and is keen to take this offer to support the development of a new build facility within Caister.</p> <p>The land provision and capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.</p> <p>A developer contribution will be required to mitigate the impacts of this proposal. Using the licenced model, the ICS calculates the level of capital contribution required, in this instance to be £1,604,506 made up as follows:</p> <p>Acute Provision (Capital Cost) £ 763,773 Mental Health Care Provision (Health Care Beds) £82,917 Intermediate Care (Capital Cost) £125,193 Primary & Community Care Services £632,621</p>	
Officer comment / response:	The ICS wish to establish when provision of the contribution and the land would take place. A financial contribution would be tied to occupation of a number of dwellings. The serviced land is likely to be after phase 2 of the development. Consideration is set out in the assessment section (planning obligations) of the report
Any relevant Condition / Informative note?	The timing of provisions will be included in the accompanying S106 legal agreement which will require completion prior to the issue of planning permission

NCC Highways	Response: No objection subject to conditions
Comments:	

Requests early engagement for the detailed design of the layout, noting that the development masterplan shows the loop road layout utilising very straight sections of road and that the proposed layout is a response to a heritage feature at the site, so highlights that it is usual practice to avoid straight roads so far as possible without recourse to speed reducing features.

Other matters to address in the development layout at a reserved matters stage include:

- The provision of cycle facilities in accordance with Local Transport Note (LTN) 1/20.
- The design of the north approach to the north access roundabout at Jack Chase Way
- Double yellow lines should be provided at the Jack Chase Way / Prince of Wales junction to prevent obstructive parking
- The traffic signal junction and toucan crossings will need to operate with linked MOVA control to enable progression along Jack Chase Way.
- The detailed design of the Ped/Cycle Crossing

Hedge removal is required at the west side of Jack Chase Way to enable construction of a suitable and safe highway layout. Whilst the Highway Authority preference would be for the development to be visible from the road to provide visual clues encouraging drivers to reduce speed, it is recognised that the hedge is of value to the local community. It might be helpful if replacement planting could be undertaken at the earliest opportunity.

Public Transport

The Transport Assessment Addendum (TAA) states that on completion of the development loop road, the local bus number 1 route would be diverted via Jack Chase Way and the development. Prior to this, residents will be able to access public transport at Prince of Wales Road. The two nearest existing stops to Jack Chase Way, should in consultation with the Parish Council, be upgraded with shelters including equipment to display real-time passenger information.

The TAA also states that the applicant will support a bus service between Caister and Norwich with an hourly frequency. The funding would be for an agreed time period, or until it becomes self-supporting. It would seem appropriate for the financial support to be for up to 5 years.

It is highlighted in the TAA that the Caister to Norwich service would be accessed from Norwich Road. At Norwich Road, the two nearest existing stops to Jack Chase Way, should in consultation with the Parish Council, be upgraded with shelters including equipment to display real-time passenger information.

The public transport measures are all required to be in place for the first occupation of the development. The applicant will be required to procure the bus service routing and enhancements as described above and this should be secured through a S106 agreement before planning permission is granted.

Cycle Provision

It is noted that in addition to the off-site highway improvements shown on the provided drawings, cycle wayfinding signs are proposed to be provided at locations as shown on Figure 2 of the Transport Assessment Addendum. These are intended to support the cycle route to the development via a toucan crossing as detailed in inset B of drawing number 47932/PP/SK05/3 Rev P. Delivery of the cycle signs should be coordinated with the toucan crossing scheme.

Travel Plan

The development should also be supported by a comprehensive travel plan that is also secured by a S106 agreement before planning permission is granted.	
Officer comment / response:	The highway considerations are set out in the assessment section of the report. The applicant has engaged with the highways authority to devise the appropriate access arrangements including off site highway works and sustainable transport measures. NB: all matters are reserved except access.
Any relevant Condition / Informative note?	Multiple highway conditions recommended

NCC Minerals Planning Authority	Response: No objection
<p>Comments:</p> <p>Concludes that it is unlikely that viable deposits underlie this site. It is considered that the deposits on the site would be unlikely to be economically viable as a mineral working due to the proportions of sand mixed with clay and silt, and the negligible proportions of gravel. The mineral quality is such that any arisings from the groundworks would only be of very limited use during the construction phases, such as general fill or landscaping bunds.</p> <p>The response suggests opportunities to improve sustainability by use of such deposits on site</p>	
Officer comment / response:	None
Any relevant Condition / Informative note?	None

Great Yarmouth Cycle Forum	Response:
<p>Comments:</p> <p>It was noted that there were no details of whether the cycleway would be segregated from the highway, or how cyclists wishing to continue along the A149 dual carriageway, to join Sustrans National Cycle Network Route 30 at the Stadium Roundabout, would negotiate the Tessera Park Roundabout from the cycleway. It is also disappointing that there are no cycling facilities proposed from the Tessera Park roundabout along Norwich Road to the village centre.</p> <p>It was pointed out that recreational cycling does not often follow the shortest route between A & B and could not see how the proposed pedestrian/cycle crossing points on Jack Chase Way would not be to the detriment of traffic flow.</p>	
Officer comment / response:	NB the response was made by the forum having received observations from one member. For the avoidance of doubt the Tessera Park roundabout is the roundabout at the intersection of the A149, Jack Chase Way and Norwich Road at the southern end of the site.

	The proposed shared use cycleway/footways are segregated from the highway. Cyclists would join the road at the Tessera Park roundabout if wishing to cycle on the A149. Cycling facilities are to be provided from the Tessera Park roundabout along Norwich Road to the village centre. The Highways Authority consider that the overall traffic management package will maintain traffic flow in the area.
Any relevant Condition / Informative note?	The off-site works will be the subject of a separate approvals from the highway authority as well as the recommended highway conditions.

5.2. Internal Consultees

Consultee: Environmental Health	Response: No objection
Comments The applicant provided a contamination site investigation report by Harrison Geotechnical Engineering. A standard condition is recommended to report any contamination encountered during construction with a plan for mitigation. Informatives are set out regarding controlling noise and air quality.	
Officer comment / response:	None
Any relevant Condition / Informative note?	Recommended condition as above

Arboriculturalist (Trees)	Response: No Objection
Comment: The hedging and trees upon the western boundary of Jack Chase Way (JCW) are of fair to good condition – with long retention span. They have been largely unmanaged from their planting with the inherent arboriculture structural problems that this lack of management leads too – with their proximity to the highway this may lead to obstruction and other dangers in future. Overall, they provide a large publicly visible ‘green’ screen along both sides of JCW Vegetation is to be removed to provide the required highway visibility splays at the access onto JCW (plus other traffic/pedestrian infrastructure including a cycle way upon the western boundary of JCW. The proposed cycle way limits the location of replacement planting. If hedge removal is to be approved mitigation with replacement planting within a substantial site landscape scheme should be required. The supporting information with the submitted plans indicate planting will be in various forms and include a new planted boulevard, informal tree planting, hedgerow planting and additional tree planting within green open spaces detailed within landscaping plans.	

Officer comment / response:	<p>This is an application for outline planning permission. Details of landscaping is a reserved matter and would be required to be provided with an application for the approval of reserved matters. A condition is recommended requiring a landscaping scheme is submitted as a condition of any application for reserved matters.</p> <p>The creation of access with forward visibility splays to the site will necessitate the removal of parts of the hedge along Jack Chase Way and to cut back in places to accommodate the off-road footway/cycleway. Removal is to be minimised where possible and new landscaping will be provided as part of the setting of the development. The Highways works and landscape setting for the development are discussed in the assessment section of the report.</p>
Any relevant Condition / Informative note?	Recommended landscape scheme condition

Housing Service	Response: No objection
<p>Comments:</p> <p>The application states it will provide the 20% affordable housing contribution which is required in this area.</p> <p>Affordable housing need details have been supplied to the applicant, further discussions will need to take place should the application be approved and a reserved matters application received.</p>	
Officer comment / response:	<p>The Amended Core Strategy for the Borough (LPP2 Policy USC4) sets out that in Caister a development of over 10 dwellings will be expected to provide 20% affordable housing. Furthermore, allocation policy CA1 requires: "The site must deliver 20% affordable housing on site, with the tenure mix reflecting the needs and demands of the local area."</p> <p>The applicant will need to commit to this within an accompanying S106 legal agreement and plan this strategic development on this basis.</p>
Any relevant Condition / Informative note?	The S106 agreement accompanying any outline permission will include provision of affordable housing as per this strategy including provisions to agree the type and tenure mix of accommodation.

6. Publicity & Representations received

The applicants undertook a public consultation of the proposals prior to making the application. The Council as the Local Planning Authority notified the public of this major development with environmental impact assessment through the publication of notices in the press and by posting site notices at several points adjacent the site including on Jack Chase Way, first in 2019 when the application was submitted and again in 2021 when revised plans were submitted.

6.1. Parish Council(s)

Caister-on-Sea	Representation:
<p>Object on 3 main grounds: Infrastructure, Environment, Facilities and Utilities.</p> <p>Infrastructure:</p> <ul style="list-style-type: none"> - The plans show Caister-on-Sea being a funnel, for all the traffic from the northern villages to Great Yarmouth. - Intention of NCC to downgrade JCW from a bypass to an urban road. - JCW to become a bottleneck and rat runs to develop on quiet residential roads. - Traffic to be very slow-moving during summer. - Not providing a footbridge. - Too far to school existing schools for future residents who will drive. <p>Environment:</p> <ul style="list-style-type: none"> - Removing mature trees and hedgerow from the side of JCW will take up to 40 years to replace and attain maturity. - Loss of habitat and wildlife can never be replenished. - Loss of Grade A agricultural land. Concrete will deny the natural distribution of rainwater and may cause flooding. - Problems of surface water distribution, sewerage and water provision. - Smell from local treatment plant. <p>Facilities/Utilities:</p> <ul style="list-style-type: none"> - Plans do not include facilities or utilities for the future conurbation. - Land to be set aside on the development will remain untouched until such time as the builders decide to extend the number of houses on its plan. - Caister on Sea has very few parking areas so additional traffic will only exacerbate the problem. - Dilute the feeling of it being an individual community. <p>Towards the end of 2021 the Parish Council held a number of open events for residents to look at and inspect the plans for the proposed development and held a ballot. 170 ballots were cast objecting to the development with 3 spoiled ballots.</p>	
<p>Officer comment / response:</p>	<p>Assessment of impacts on traffic, environment and schools and healthcare topics are set out in the body of the report.</p> <p>The provision of a footbridge is not being sought by the Highways Authority in this case as the road will be single carriageway with a 40mph speed limit having ground level crossings controlled with lights. Alternate modes of transport to schools and the high street will be facilitated with improved</p>

	<p>bicycle and pedestrian facilities and cycle parking in the village centre.</p> <p>Surface water drainage will be designed using a hierarchy of sustainable urban drainage systems providing infiltration and detention of water on site.</p> <p>Removed hedgerow will be compensated for with on and off-site biodiversity gains.</p> <p>The proposal facilitates the reservation / safeguarding of land for a primary school and GP surgery on site, but it will be for the school system and health authority to take forward those opportunities as the development progresses.</p>
Any relevant Condition / Informative note?	The S106 legal agreement will include provision of land and financial contributions for a primary school and health facility.

Ormesby St Margaret	Representation:
<p>Refers to traffic congestion in Caister pre the bypass in spring and summer, stating traffic has increased since. Considers that the additional accesses and crossings on Jack Chase Way (increasing to a total of 10) plus the reduction in speed limit to 40mph will cause traffic congestion and motorists to take other routes including through Ormesby St Margaret to the detriment of the holiday industry</p> <p>The representation asks if traffic calming is proposed on other roads. Also notes the proposed removal of hedging on Jack Chase Way with impact on habitat</p>	
Officer comment / response:	<p>The development will increase the number of crossing points on Jack Chase Way by 4, providing:</p> <ul style="list-style-type: none"> - a new roundabout giving access to the northern end of the site, - an access opposite the existing access to Prince of Wales Road creating a traffic light-controlled junction, and also - 2 bicycle and pedestrian crossing points, one to the southern end of the site and one connecting to the existing footway/cycleway that joins Beeliegh Way. <p>The Traffic Assessment shows that the journey time will still be less traveling by Jack Chase Way than going through Caister. Traffic calming measures are to be provided along Ormesby Road south towards Norwich Road and improved cycle facilities along Norwich Road leading to the High Street.</p> <p>Lengths of hedge on Jack Chase Way will need to be removed to provide forward visibility for road users in the interests of highway safety, but compensatory planting is to be provided as part of the landscape scheme of the development</p>
Any relevant Condition / Informative note?	Off- site highway improvement works to mitigate traffic impacts and maintain highway safety are set out in the recommended

	conditions and will be subject of a separate agreement with Highways Authority under the Highways Act
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Hemsby	Representation:
<p>Concerns over access to the proposed site via the main road to Great Yarmouth becoming dangerous and detrimental to the free movement of traffic with the introduction of this development.</p> <p>Concerns that pedestrians will try to cross the busy road to walk to Caister on Sea.</p> <p>Believe it is an 'over development' of an 'unspoilt' part of Caister and are extremely concerned about the loss of hedging which is well established and a haven for wildlife. The site is predominantly within an area of Grade 1 & 2 Agricultural land, therefore contrary to Policies CS6 and CS12 where development is directed away from the best agricultural land.</p>	
Officer comment / response:	<p>The site is a strategic allocation in the adopted local development plan for the borough. The allocation is for 665 dwellings, approximately 60 retirement/care units, a site for a primary school, a site for healthcare uses and a local centre. The proposal for the most part accords with the allocation.</p> <p>Highways considerations are set out in the assessment section of the report. In addition to the signalised junction at Prince of Wales Road there will be 2 traffic-controlled crossings on Jack Chase Way for pedestrians and cyclists to cross the road.</p> <p>The consideration of hedge removal is set out in assessment section of the report (landscape and biodiversity). The land is mainly designated Grade 2 agricultural land and is considered further in the assessment section.</p>
Any relevant Condition / Informative note?	Off- site highway improvement works to mitigate traffic impacts and maintain highway safety are set out in the recommended highway conditions and will be subject of a separate agreement with Highways Authority under the Highways Act

6.2. Public Representations

At the time of writing 452 public comments have been received, some are restated comments following the public notification of the receipt of revised plans at the end of 2021. The comments are largely objections to the proposed development which cover the following topics.

Objections / Concerns:

Representation	Officer Comment	Relevant Condition/Informative
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Over development of the village to the detriment of its character	Caister is one of the larger settlements in the Borough with a total population of approximately 9,000 people. Caister has been expanded throughout the 20 th Century and most recently at the Ormesby end of the settlement. Land for natural growth is limited within the borough in part due to flood constraints. The Boroughs sustainable growth strategy (a foundation of the recently adopted Local Development Plan Part 2 through 2030) facilitates housing in serviced locations. Approximately 35% of new development to take place in the main towns of Great Yarmouth and Gorleston, 30% in the key service centres of Bradwell and Caister and 30% in the primary villages of Belton Hemsby, Hopton, Ormesby St Margaret, Martham and Winterton. If development was not facilitated at Caister, it would have a knock-on effect on other settlements.	None
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Representation	Officer Comment	Relevant Condition/Informative
Negative impact on the countryside and environment in particular loss of grade 1 farmland, hedgerow, trees and habitat	<p>Based on a bespoke 2016 site survey about 80% of the site is classified as grade 2 agricultural land. 870m of hedge at Jack Chase Way would be removed to facilitate access to the site. The proposal includes landscape planting throughout the site and the open spaces being provided in it greater than the hedge removal. In addition, the applicant is undertaking other offsite habitat management to provide biodiversity net gain. A landscape condition is recommended to secure replacement planting.</p> <p>These matters are discussed in the assessment section of the report</p>	Landscape scheme condition recommended

Representation	Officer Comment	Relevant Condition/Informative
Impact on Highways including the capacity of roads to cope with the new housing here, Hemsby and other villages particularly in the holiday season, traffic congestion, reduction in speed limit, crossings and traffic control to Jack Chase Way may reduce its function as a by-pass and divert traffic through Caister. May lead to rat running on Prince of Wales Road. The Caister Volunteer Lifeboat Service consider congestion may impact on their volunteers' reaction time attending a rescue. It is suggested that access be taken off the existing roundabout to the A149	The Transportation Assessment provided with the application demonstrates that with the development can be accommodated without a severe detrimental effect on the highway network and that the proposed off site highway works including traffic calming measures on Ormesby Road it will continue to be quicker to use Jack Chase Way than to go through Caister. There is insufficient land within the applicant's ownership and control to construct a much larger roundabout to accommodate a suitable access nor is one required by the Highway Authority. It would also disconnect the neighbourhood from Caister and its services contrary to principles of sustainability. Highway considerations are discussed in the assessment section of the report.	Highways conditions recommended

Comment / observations:

Representation	Officer Comment	Relevant Condition/Informative
Impact on Healthcare Services and Schools	The Health Authority and Schools service have set out the contributions they would require providing the services directly arising from the population related to this development. Impact on services is considered in the assessment section of the report including the required planning obligations.	Any Outline Planning Permission would be subject to a S106 Legal Agreement which includes provision of land for a primary school and a health care facility (doctors' surgery) also for financial contributions

Representation	Officer Comment	Relevant Condition/ Informative
Adequacy of Sewerage including reference to historic problems with existing infrastructure. The volunteer lifeboat service considers the development may lead to increased discharge of effluent to the sea to the detriment of	Anglian Water advises that there is sufficient capacity at the sewerage treatment works to accommodate the development. Details of foul sewerage engineering and connection will be required to be approved as part of separate agreement with Anglian Water. A	Foul and Surface water condition recommended

beachgoers and contamination of equipment.	condition is recommended for details of sewerage to be submitted for each phase of the development. The Local Planning Authority has no control over the frequency of discharge of sewerage by Anglian Water which is regulated by the Environment Agency.	
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7. Relevant Planning Policies

The Great Yarmouth Core Strategy (adopted 2015)

- Policy CS1: Focusing on a sustainable future
- Policy CS2: Achieving sustainable growth
- Policy CS3: Addressing the borough's housing need (as amended by Policy UCS3 in the Local Plan Part 2 LPP2)
- Policy CS4: Delivering affordable housing (as amended by Policy UCS4 in LPP2)
- Policy CS6: Supporting the local economy
- Policy CS7: Strengthening our centres (as amended by Policy UCS7 in LPP2)
- Policy CS9: Encouraging well designed and distinctive places
- Policy CS10: Safeguarding local heritage assets
- Policy CS11: Enhancing the natural environment
- Policy CS12: Utilising natural resources
- Policy CS13: Protecting areas at risk of flooding or coastal change
- Policy CS14: Securing appropriate contributions from new developments
- Policy CS15: Providing and protecting community assets and green infrastructure
- Policy CS16: Improving accessibility and transport

The Great Yarmouth Local Plan Part 2 (adopted 2021)

- Policy USC3 Adjustment to Core Strategy Housing Target
- Policy USC4: Amendments to CS4 - Delivering affordable housing
- Policy USC7: Amendments to CS7 - Strengthening our centres
- Policy GSP1: Development limits
- Policy GSP5: National Site Network designated habitat sites and species impact avoidance and mitigation
- Policy GSP6: Green Infrastructure
- Policy GSP8: Planning obligations
- Policy A1: Amenity
- Policy A2: Housing design principles
- Policy CA1: Land west of Jack Chase Way, Caister-on-Sea
- Policy H1: Affordable housing tenure mix
- Policy H2: Delivering affordable housing on phased and cumulative developments
- Policy H3: Housing Density
- Policy H4: Open space provision for new housing development
- Policy H13: Housing supply and delivery
- Policy R1: Local retail development
- Policy R5: Local centres

- Policy E1: Flood risk
- Policy E4: Trees and landscape
- Policy E5: Historic environment and heritage
- Policy E6: Pollution and hazards in development
- Policy E7: Water conservation in new dwelling and holiday accommodation
- Policy C1: Community facilities
- Policy I1: Vehicle parking for developments
- Policy I2: Telecommunications
- Policy I3: Foul Drainage

National Planning Policy Framework (July 2021)

- Section 2: Achieving sustainable development
- Section 4: Decision Making
- Section 5: Delivering a sufficient supply of homes
- Section 6: Building a strong, competitive economy
- Section 7: Ensuring the vitality of town centres
- Section 8: Promoting healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment
- Section 16: Conserving and enhancing the historic environment

Any other material considerations

The intended mandatory biodiversity net gain (BNG) process - as set out in the Environment Act 2021 – is not in force yet; the proposed outline application cannot be required to demonstrate BNG without legislative or policy context and it is not expected to apply to reserved matters applications either. Until secondary legislation introduces this to law, LPAs instead have a duty under the Natural Environment and Rural Communities (NERC) Act to minimise biodiversity impact and seek general biodiversity gain. There are no planning policy requirements to provide any specific 'net gain' quotient at this time.

8. Planning Analysis

- 8.1. Legislation dictates how all planning applications must be determined. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2. Section 70(2) of the Town and Country Planning Act 1990 (as amended) states: *In dealing with an application for planning permission the authority shall have regard to–*
 - (a) *the provisions of the development plan, so far as material to the application,*
 - (aza) *a post-examination draft neighbourhood development plan, so far as material to the application,*
 - (b) *any local finance considerations, so far as material to the application, and*

(c) any other material considerations.

- 8.3 Section 66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990 requires in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 8.4 Section 149 of the Equalities Act 2010 sets out that the Council have a public sector equality duty to have regard to the matters specified at section 149 of the Equalities Act 2010. In dealing with this application the Council has had regard to minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic. As stated by the act protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

8.5 **EIA (Environmental Impact Assessment) process**

As outlined above because the site is over 5 hectares and will include more than 150 dwellings as required by legislation an Environmental Impact Assessment was provided in support of the application and has been used as a basis of assessment by statutory consultees. The assessment covers the impacts on Agriculture, Air Quality, Archaeology and Cultural Heritage, Ecology, Flood Risk, Drainage and Water Resources, Noise, Socio Economic, Transport, Landscape and Visual and Cumulative and In-Combination Effects. The Council considers that the Environmental Statement (including addendum) ("ES") has been prepared by competent experts. The ES includes a statement of competency covering each discipline listed above identifying the respective consultant that prepared that element of the ES and their qualifications and expertise. In relation to the matters raised by consultees the conclusions of the ES are included in the following assessment topics. The conclusions under each potential impact are summarised as follows:

Agriculture:

There will be moderate adverse impact from the loss of the grade 2 best and most valuable land and a minor adverse impact on the farm business.

Air Quality:

There will be major adverse impact from dust soiling and fumes during construction which can be mitigated by provision of measures to control emissions and hours of working. A condition has been recommended.

Archaeology and Cultural Heritage:

There will be a moderate adverse impact on the loss of artefacts within the cultivated soil and major to moderate adverse impact on subsurface archaeology and a possible WWII aircraft crash site. A condition is recommended to investigate and record before construction. There will be a moderate adverse impact to the Caister-on-Sea Roman Fort and Saxon Settlement and setting of Caister Castle, which can be addressed by moderating the height of buildings. There would be a major adverse impact on the WWII gun battery, the layout has been modified to provide an open space setting for the battery and the creation of sight lines for the historic line of fire. Conditions can be

used to ensure heritage interpretation measures are included in the designs and landscaping schemes to ensure public appreciation and understanding of the archaeological heritage assets. There will be a minor to moderate adverse impact on the setting of Nova Scotia Farm, an undesignated heritage asset.

Ecology:

There would be an adverse impact from recreation associated with the development on sites of European nature conservation, this is mitigated by on site open space of 10.57ha, including dogs of leads area and on-site walking trail in excess of 2.9km as well as being connected to off-site walking facilities including a link to the coastal path. There will be neutral and minor adverse effects on national and local site of nature conservation with the same mitigation. There will be a minor adverse impact on habitats and hedgerows with proposed species enhancement through new landscaping and retention of hedgerows where possible, veteran trees would be incorporated in landscaping where possible. There would be a neutral impact on plants, great crested newts and reptiles with the opportunity for species enhancement through the development. There will be minor adverse impact on breeding birds and wintering birds again with the potential for species enhancement through provision of nest boxes.

Flood risk, drainage and water resources:

There will be a minor adverse impact on secondary aquifer, also of surface water flooding risk to dwellings at Pointers East the A149 and watercourse feeding the River Bure and a moderate risk to Caister Castle which can be addressed by measures in the design of SuDS to remove pollutants and by robust attenuation drainage features on site. The LLFA has recommended this as a condition of outline approval.

There is a negligible risk to the foul water and potable water network, Anglian Water and Essex and Suffolk Water have confirmed there is capacity and infrastructure to support the development. There is a minor adverse impact on surface water management during construction, again the LLFA recommended condition is that SuDS be in place before first occupation of dwellings.

Noise:

There is a moderate/minor adverse impact from construction, and operation of the new school and local centre, the former will be temporary, and a condition is recommended for hours of operation, the latter will be mitigated by layout and design. There will be a negligible noise impact from increased traffic on Jack Chase Way.

Socio Economic:

There will be a minor beneficial impact from construction on direct, induced and indirect employment also having a residual impact. There will be a minor beneficial impact on housing supply, economic growth, the education service and community and public assets and a negligible impact on public healthcare services. It should be noted here that contributions will be required towards a new primary school, a community hall, a local health care facility and healthcare services and improvements to pedestrian and bicycle facilities and to public rights of way.

Transport:

There will be negligible impacts for existing pedestrian and bicycle use with the proposed traffic management and pedestrian routing. There will be moderate adverse

impact from proposed pedestrian/cyclist delay to be mitigated with off-site cycleway infrastructure along Jack Chase Way and Norwich Road. There will be a minor adverse impact on the local highway network and from construction, the former to be mitigated by improved junction capacity at the A149, Norwich Road, Jack Chase Way junction required by a s278 and s38 Highways Agreement and the latter with a construction traffic management plan ensuring Jack Chase Way remains open as much as possible required by planning condition. There would be a moderate adverse impact to an accident blackspot on Jack Chase way, but with the reduction in speed limit and improved junction capacity at the A149 junction proposed improvements will have a moderate/minor benefit. There will be a moderate adverse impact to the Prince of Wales residential area. NB objections from local residents disagree. There will be a moderate/minor adverse impact on the Norwich Road shopping area, this is to be mitigated with cycle parking in the village centre to promote cycling and reduce car travel. There will be a minor adverse impact in the Norwich Road- Caister Roman Fort, Holy Trinity Church, residential area and A149.

Landscape and Visual:

There will be a negligible impact from construction activity on the setting of the Norfolk Broads National Park, and the completed development, and the footpath network during and after construction. There will be a moderate adverse impact from the removal of hedgerow along Jack Chase Way, NB this is a matter of objection from local residents and the Parish Council, but the Environmental Statement (ES) notes that the development will transform the overall character of the site but will provide new and diverse landscape structure. There will be a moderate adverse impact to the existing land cover, which is arable agriculture in a rectilinear field pattern, enclosed by hedgerows of variable density with occasional hedgerow oaks. As above this is a key point made by objectors, and the ES acknowledges the land use will change significantly (from open land to new housing). The majority of the site would be developed although there will be significant areas of open space and new planting to provide landscape and wildlife habitat. The overall development would have a limited impact on the countryside around it, or on the settlement to its east. There will be a minor adverse impact on landform which is gently undulating ranging from 10-15m above datum across the site. The landform will need to be adjusted to accommodate the development.

Visual Effects:

The ES considers 16 viewpoints of the site. A negligible affect will be had at view 1 from Bure Park, views 2 and 3 the footbridge over the A149 to the south, view 5 Castle Lane West Caister at the stream of Pickerill Holme, views 13, 14 and 15 from the A47 Acle Straight (points 5.5km, 4.7km and 4.1km from the site) and view 16 from the A149 West Caister approx. 1,300m from the site. A minor adverse effect will be had at view 4 from Castle Lane West Caister view 6 Castle Lane on the public footpath, view 7 from Castle Lane 600m from the site and view 8 from the A149 close to the western boundary. A major adverse impact would occur at view 9, the southern end of Jack Chase Way, view 10 from Prince of Wales Road, view 11 from the public park Diana Way, Caister, and view 12 from the northern end Jack Chase Way. Here the ES concludes that the development will reduce in impact and landscape benefits will increase as new planting establishes and the existing tree belt becomes more established.

8.6 **Habitats Regulations Assessment (HRA)**

Core Strategy Policy CS11 “Enhancing the natural environment” requires the authority to assess the impacts of development on natural assets. LPP2 Policy GSP5 (Designated Habitat Sites) expands upon this outlining the required assessment and mitigation.

- 8.7 The site lies within the Orange Habitat Impact Zone more than 400m but less than 2.5Km from a nationally protected wildlife site and for developments greater than 10 dwellings a bespoke Shadow Habitat Regulations Assessment (HRA) is required.
- 8.8 The application has included a bespoke HRA report for the LPA to have regard to as HRA competent authority. That report considers how the development might affect the sites designated as of international importance for nature conservation including in particular those in the vicinity of the project:

- Breydon Water SPA
- Breydon Water Ramsar
- The Broads SAC
- Broadland Ramsar
- Great Yarmouth and North Denes SPA
- Winterton-Horsey Dunes SAC

- 8.9 The assessment has been provided and an Appropriate Assessment has confirmed this as compliant by the NCC Natural Environment Team. The applicant will provide a contribution to the Habitats Monitoring & Mitigation Strategy (£185.93 per dwelling). The measures provided on site to mitigate possible impacts from the development include 10.57ha of open space, designated dogs off lead areas and circular walking route in excess of 2.9Km as recommended by Natural England. Additionally, the site will be connected to an off-site walking route in Caister connecting to the Norfolk Coastal Path and the S106 legal agreement will include provision of a financial contribution to the provision of an offsite walking route at Mautby Marsh.

8.10 **Nutrient Neutrality**

In March 2022, alongside all other local planning authorities in Norfolk, the Council received a letter from Natural England on nutrient pollution in the protected habitats of the Trinity Broads Special Area of Conservation and Ramsar site. The letter advised that new development comprising overnight accommodation such as new housing development within the catchment of these habitats will cause adverse impacts with regard to nutrient pollution. The Conservation of Species and Habitats Regulations 2017 require local planning authorities to ensure that new development does not cause adverse impacts to protected habitats such as the Broads prior to granting planning permission. At present there are no mitigation solutions available locally to resolve these impacts.

- 8.11 In the case of this proposed development at Nova Scotia Farm drainage from the site is located outside of the area of ‘Nutrient Neutrality’ concern, being The Broads SAC/Trinity Broads Catchment, and treated foul water would not be discharged into the catchment. Therefore, there is no restriction to giving planning permission. Foul drainage will be piped to the Caister waste treatment works south of the site with any discharge being made outside of the catchment area.

9. Assessment:

Main issues:

- Principle of development
- Housing need and supply
- Affordable housing
- Design
- Impact on character of the area
- Impact on landscape and appearance of the area
- Residential amenity
- Access, traffic and highway impact
- Public open space
- Agricultural land
- Ecology and biodiversity
- Heritage and cultural impacts
- Flood risk
- Foul and surface water drainage
- Coastal erosion
- Social and economic impacts
- Planning obligations
- Viability

The main planning issues for consideration are set out below in the assessment section of this report, including a review of the proposals in relation to the specifics of policy CA1 which has allocated this site for development.

9.1 Principle of development

The site was put forward as a future housing site in the preparation of the Local Development Plan's Local Plan Part 2. The Plan is to accommodate the Borough's development needs including housing provision to 2030. The plan making process included public consultation and participation. Following examination, the Local Plan Part 2 was adopted in December 2021 with the inclusion of the allocation as per Policy CA1: Land west of Jack Chase Way, Caister-on-Sea.

As such the site is now included within the revised development limits for Caister wherein development will be supported in principle subject to consideration of detail and considering any significant adverse impacts on matters of acknowledged importance as outlined in the adopted policies of the plan.

- 9.2 Great Yarmouth Borough adopted local development policy CS2 "Achieving sustainable growth" within the Core Strategy (2015) which ensures that new residential development is distributed according to the policy's settlement hierarchy which seeks to balance the delivery of homes with creating resilient, self-contained communities and reducing the need to travel. The settlement hierarchy identifies Caister-on-Sea along with Bradwell as the two Key Service Centres in support of the Borough's 'Main Towns' due to having a range of services, including retail, health and education. Policy CS2 expects approximately 30% of new development in the Borough to take place in the Key Service Centres.

The allocations in the Local Plan Part 2 (including allocation CA1), together with existing commitments, ensures the housing distribution strategy in Policy CS2 is met.

9.3a **Housing need and supply**

Local Plan Part 2 Policy USC3 Adjustment to Core Strategy Housing Target states that the Borough will make provision of 5,303 homes over the plan period (to 2030). The proposed 665 dwellings will contribute a significant number of homes to meeting this target. Delivery on this site also forms part of the Council's five-year supply projections. Whilst the site is not a critical element of supply at the present time, it will be a critical part of the supply as the plan period progresses. Failure to maintain a five-year supply could trigger the National Planning Policy Framework's 'presumption in favour of sustainable development' which can lead to more speculative developments being permitted contrary to the established housing distribution strategy in the local plan.

- 9.3b The application has not proposed to include the retirement housing / care units / supported housing / sheltered housing required by the policy allocation for the site. However, there is scope within the development framework and the local centre proposals to be able to do so, subject to final designs. To secure this it is proposed to reserve land for such use through conditions which will:

- identify how land can be used in the relevant reserved matters scheme which will include the local centre area,
- require no commencement on any more than 500 dwellings before the care home / retirement / sheltered housing site is provided and made available for occupation,
- ensure the local centre area is at least 1.75ha (unless otherwise agreed with the LPA), and that within that area at least 0.33ha is shown to be available for care home / retirement housing / sheltered housing.

Furthermore, the section 106 agreement will need to:

- prevent use and development of the 0.33ha land other than for safeguarded care home / retirement / sheltered housing use, in order to avoid it being unavailable or incapable of delivering that part of the policy.
- require use of a marketing strategy to advertise the site for care home / retirement / sheltered housing use.

- 9.3c As such it is important to note that whilst the application does not provide all the requirements of the allocation policy, sufficient mechanisms are available to ensure that the development does not prejudice the delivery of the care home / retirement / sheltered housing element, and will make provision for enabling that element as much as it is possible to do so within planning law.

9.4 **Affordable housing**

Policy UCS4: Amendments to CS4 - Delivering affordable housing requires new housing developments of over 10 dwellings in Caister-on-Sea (affordable housing market sub-area 1) to make 20% affordable housing provision. This is also established in the allocation policy CA1. The applicant has committed to this provision which would be secured through a Section 106 legal agreement accompanying any planning permission.

- 9.5 As per the Council's Housing Needs and Demands Assessment the affordable housing contribution will be split between affordable rent and affordable home ownership tenures. Although this is an outline application where housing mix has not been established, the suggested indicative housing mix identified it should be possible to provide a mix of accommodation 2 to 5+ bedrooms. However, details of provision would be part of future applications for reserved matters and requirements of the s106.
- 9.6 The affordable rent properties will be let in accordance with the housing allocation scheme in place at the time when the homes are ready to be let (for reference, the latest version can be found on the Council's website).
- 9.7 The affordable home ownership product is yet to be decided; however, a cascade can be included in the S106 which will allow local people (from villages within the same submarket area) a priority for a period of time before cascading to the rest of the Borough. Additional levels of the cascade are included to provide reassurance to lenders.
- 9.8a **Design**
- Core Strategy Policy CS9 Encouraging well-designed and distinctive places seeks among other things that new development responds to its surroundings incorporating features, creating functional places, safe and convenient for different modes of transport with adequate parking protecting amenity of existing and future occupants, conserving and enhancing biodiversity and landscape features minimising risk of flooding, efficient layouts catering for the day to day social, technology and economic needs of users.
- 9.8b For this outline proposal the local planning authority is not considering the full details of layout design and external appearance. The parameter plans (Land Use and Access, Density and Building Heights, Green Infrastructure, and Circulation) submitted which together for a master plan of the site have been produced to demonstrate that the site can accommodate the number of houses proposed with required roads and open space. Full details of the layout for each phase of the development, the appearance of the buildings and the landscaping will be provided at the reserved matters stage.
- 9.9 The layout has taken account of the topography of the site and in particular is oriented to respect the line of sight of the former gun battery located in the NW of the site. The layout provides for a central avenue and grid pattern of streets.
- 9.10 **Impact on character of the area**
- The site runs parallel to an existing built-up part of Caister that is largely post 20th century. The western and southern boundaries to the site have an established tree screen which will soften the impact of the development on distant views. Houses will be oriented onto Jack Chase Way, with existing trees and new planting used to soften the street scene along that road and helping to maintain the green aspect.
- 9.11 700m of hedge G5 alongside Jack Chase Way will need to be removed to accommodate the signalised access and required visibility splays opposite Prince of Wales Road. A further 170m of hedge G7 will be required to be removed to accommodate the roundabout with visibility splays at the northern access. The hedge along Jack Chase Way is approximately 1,800m in length of which 1,500m is within

the site. The removal of 870m of the 1.5km hedge within the site and the resultant urban development will change the character from semi-rural to urban appearance.

9.12 **Impact on landscape and appearance of the area**

The site is generally level falling to the southwest and as noted above, the western and southern boundaries to the site have an established tree screen which will soften the impact of the development on distant views and setting. The heritage impact assessment submitted with the application confirms that the development will not have a significant adverse impact on the views from Caister Castle to the southwest. Historic England sets out in its consultation response that impact would be at the lower end of 'less than substantial harm' in terms of the National Planning Policy Framework. On balance the impact will be mitigated with additional and existing maturing landscaping and the proposed development is in a sustainable location.

- 9.13 Excepting the boundaries of the site, the land consists of 3 large rectangular arable fields which have been farmed with modern machinery. The development will introduce a built environment with landscaped open spaces and a central avenue.

9.14 **Residential amenity**

As a greenfield site with Jack Chase Way intervening to the east, there will be no adverse impact on the amenity of the occupants of existing dwellings by way of sunlight and daylight impacts nor any overbearing impact. The Environmental Statement sets out there would be a minor adverse impact from the operation of the local centre and new school, and a negligible one from development associated traffic on Jack Chase Way. The indicative layout shows the sites capacity to provide properties with gardens and parking with access to a local centre, on site walking trails and strategic open spaces, served by a network of roads, footways and cycleway with easy access to public transport routes. As an extension of Caister, connections are shown that would facilitate access to the adjoining community and its facilities including schools, high street, open spaces and the coast.

9.15 **Access, traffic and highway impacts**

The National Planning Policy Framework encourages development which supports sustainable transport modes development, concentrated with access to employment and services.

- 9.16 Core Strategy Policy CS16 "Improving accessibility and Transport" seeks to achieve goals of sustainability b) directing new development towards the most sustainable locations in accordance with Policy CS2, thereby reducing the need to travel and maximising the use of sustainable transport modes; and c) ensuring that new development does not have an adverse impact on the safety and efficiency of the local road network and users.

- 9.17 The impact of the proposed development on traffic congestion is one of the main concerns expressed by objectors and by Caister, Ormesby with Scratby and Hemsby Parish Councils. The Transport Assessment submitted with application which included a review of all injury accident data for the locality and a Stage 1 Road Safety Audit concludes that the development can be accommodated within existing highways network. The applicant's highways consulting engineers have worked with NCC Highways to devise and amend the proposals to provide appropriate access and facilities to service the development. While not all details have been resolved these

will be the subject of detailed design submissions as conditions of any planning approval and as part of the separate requirements of the Highways Act.

- 9.18 In response to public concerns at the loss of vegetation to provide a shared bicycle and pedestrian facility on the eastern side of Jack Chase Way this has been modified connecting to existing off-road facilities; on the western side of Jack Chase Way the new footway/cycleway will require that the existing hedgerow is trimmed back up to Prince of Wales Road and will be on the eastern side of the internal loop road north of the local centre. The removal of sections of the hedge on the western side of Jack Chase Way to allow access is considered under the following section on ecology and biodiversity.
- 9.19 Based on NCC review of the proposals other enhancements include additional capacity to be provided at the A149 / Jack Chase Way / Norwich Road roundabout with revised geometry; an increase in the frequency of the proposed bus service to Norwich to an hourly service, and a traffic-controlled crossing on Ormesby Road to access existing schools.
- 9.20 Traffic modelling included in Traffic Assessment indicates that during both a neutral weekday and during the summer holiday period, the journey time along Jack Chase Way rather than through the centre of Caister-on-Sea will remain quicker (due to the proposed mitigation on the JCW / Norwich Rd / A149 roundabout) by at least 20% in both the neutral weekday and the weekend peak hour in the summer holiday.
- 9.21 The modelling does not take account of the travel plan benefits designed to reduce single occupancy vehicle trips by 10%. Analysis submitted by Richard Jackson Engineering Consultants in support of the application advises that:
- “The proposed traffic signal junction will include MOVA control (Microprocessor Optimised Vehicle Actuation) which provides more efficient and effective control of traffic signal staging and times. This can provide around a 10% betterment of capacity than that presented in the TA. The journey time analysis on JCW robustly assumes that the car driver would stop at both proposed toucan crossings on JCW and have to stop / give way at both access locations. The likelihood that every car journey on JCW would actually have this delay on each journey is small.
- Journey time delays that would occur on Ormesby Road / High St / Yarmouth Road as a result of any natural traffic growth or further delays created through proposed controlled crossings have not been included. The October 2019 TA included a potential journey time on JCW with all infrastructure in place, traffic growth to 2030 and committed / proposed developments in operation against the journey time experienced in May 2019 through the centre of Caister-on-Sea. It is more likely that the journey time through the centre of Caister-on-Sea would also increase gradually too but to be robust this has not been considered.
- No consideration of the impacts that the Covid-19 pandemic may have had or will have on future car movements and therefore journey times along JCW has been made. The worst-case scenario is that it returns to that presented in the October 2019 TA, therefore our conclusions remain valid. The best-case scenario is that car movements associated with the development and those travelling in the local area will reduce too. Therefore, delays experienced on JCW and presented in the TA reduce further.”
- 9.22 To address the potential of traffic diverting through Caister, traffic management measures are proposed to be provided along Ormesby Road, including pedestrian

refuge islands, a mini roundabout at Webster Way and at Covent Garden Road, kerb build out south of Braddock Road, a new zebra crossing south of Hilda Road and a new controlled crossing opposite the holiday park. The precise details of these works would be the subject to agreement through planning conditions and a separate process of needing to secure a traffic regulation order which is subject to public consultation.

9.23 **Public open space**

LPP2 Policy H4 (Open space provision for new housing development) – requires new residential development to make provision for publicly accessible recreational open space where there is an identified deficit in local provision (defined by ward). The policy requires the provision for publicly accessible recreation open space of 103 square metres per dwelling comprising approximately: 24% for outdoor sport; 18% for informal amenity green space; 6% for suitably equipped children's play space; 2% for allotments; 10% for parks and gardens; and 40% for accessible natural green space. For 665 dwellings 6.9 ha of open space would be expected to be provided on site.

- 9.24 The master plan layout includes 10.57ha of open space including existing woodland but excluding water attenuation features. The largest space is at the north of the site including a circular trail, space is provided around the former gun batter to the west of the site and space in the southwest corner of the site. There are other areas of space throughout the layout that will provide opportunity for landscape planting to support biodiversity.

9.25 **Agricultural land classification (ALC)**

Core Strategy Policy CS6 seeks to minimise the loss of the best and most versatile agricultural land by ensuring development is only permitted if it can be demonstrated there is an overriding sustainability benefit and there are no realistic opportunities for accommodating the development elsewhere. This is restated in Policy CS12 in respect of protecting natural resources.

- 9.26a Provisional ALC maps published in the late 1970s and early 1980s (based on data from the 1960s) show an area of Grade 1 and undifferentiated Grade 3 agricultural land. ALC guidelines for grading were revised by the Ministry of Agriculture Fisheries and Food in 1988. Except the northern most parcel the site was surveyed in 2016. The survey was carried out by a Chartered Scientist, who is a Member of the Institute of Professional Soil Scientists (IPSS). The survey identified 2ha as Grade 1 located in an area to the east of the farmyard, 26.5 ha as Grade 2 and 2.5ha as non-agricultural (farm track/yard).
- 9.26b In this case the proposal is a strategic housing allocation identified in the adopted local development plan and there are no other allocated sites of this size in more sustainable locations able to be delivered during the plan period; the principle of the loss of valuable agricultural land has therefore already been examined and accepted.

9.27 **Ecology and biodiversity**

Core Strategy Policy CS11 “Enhancing the natural environment” seeks to improve the Borough’s natural environment and avoid harmful impacts on its biodiversity. Paragraph 180(d), of the National Planning Policy Framework encourages biodiversity net gain in new development.

- 9.28a A comprehensive Environmental Impact Assessment was submitted as part of the application, assessing the development for significant ecological impacts. The provisional overall value of the site to wildlife is considered to be “Lower” at the Parish scale. The following features were all ranked lower: habitats, hedgerows, breeding birds, wintering birds, brown hare, hedgehog, bats foraging, the following were negligible: veteran trees, plants, great crested newts, reptiles, water vole and otter.
- 9.28b A main concern from the Parish Council and objectors is the removal of the hedge on Jack Chase Way to facilitate access with visibility splays. Approximately 900m would be removed. It should be noted that the hedge was planted after the construction of the by-pass in the 1980s. The Council’s arboriculturalist notes: “the trees and hedges are of fair to good condition – with long retention span. They have been largely unmanaged from their planting with the inherent arboriculture structural problems that this lack of management leads too – with their proximity to the highway this may lead to obstruction and other dangers in future. Overall, they provide a large publicly visible ‘green’ screen along both sides of JCW.
- 9.29 There is an objection from the Campaign for Rural England to the removal of a section of the east west hedge east of the farmyard. That would be required to accommodate the central boulevard, the strategic distributor road giving access to the development areas within the layout. The ecological assessment within the environmental impact assessment submitted with the application identifies that, with the exception of a small section of the east west hedge to the east of the farm, the hedges forming field boundaries are dominated by hawthorn and presumed to be all of a mid-20th century date. They would therefore not meet the criteria “important” hedges as defined in the Hedgerow Regulations 1997. The EIA paragraph 10.135 states: *“The east-west hedge adjacent to Nova Scotia Farm, within the site boundary, is shown with the same alignment on the tithe map of 1842 and on present-day mapping, but on a different alignment on the enclosure map of 1815. This would suggest that the current hedge is post-enclosure, replacing the previous hedge which lay on an alignment less favourable to efficient cultivation. The hedge is also hawthorn-dominated, which was a common choice for such replacements, and without a diverse hedge-base flora. Accordingly, the hedge is not considered likely to form an ‘Important’ hedge under the regulations.”*
- 9.30 The EIA ecology section sets out standard principles for enhancement measures including the provision of bat and bird boxes and recommends a Construction Ecological Management Plan (CEMP) is prepared and secured by planning condition to ensure the safeguard of wildlife interest during the construction period; further that an Ecological Management Plan (EMP) is prepared and secured by planning condition setting out details of the proposed native planting and seeding, including to SuDS wetlands and the proposed aftercare and long-term management of new and retained habitats. This recommendation has been reflected in the NCC Natural Environment Team (Neti) consultation response and conditions are recommended accordingly.
- 9.31 The applicant has advised that during the last 30 years over 1,847m of hedge have been planted at the farm and 6.69ha of woodland. The proposal will require the removal of approximately 870m of the hedge on the west side of Jack Chase Way. The green infrastructure plan shows the provision of about 500m of hedge planting on the west side of the existing farm track to the western boundary and to the boundary of the open space adjoining the farmyard, additionally it shows tree planting either side of the central boulevard in excess of 1000m, as well as tree planting in and around the strategic open spaces. In total 1548m of native hedgerow and including 170m of native

hedgerow with trees will be made as replacement. On balance while the removal of lengths of hedgerow is regrettable, the overall landscaping scheme intends to ensure the development at least mitigates and possibly even enhances the biodiversity of the land through creation of natural and semi natural green spaces with tree planting in the overall 10.57ha of strategic open spaces.

9.32 **Heritage and cultural impacts**

The EIA includes an evaluation of the archaeological and cultural heritage impacts of the development supported by desk-based analysis, a geophysical survey and a built heritage statement. Scoping for assessment was carried out with Historic England and the NCC Historic Environment Service. Particular attention has been paid to safeguard the setting of Caister Castle to the south-west and the layout amended to provide a setting for the WWII coastal gun battery sited to the east of the farmyard. The masterplan layout is oriented to reflect the line of sight of the former guns and open space has been provided around the location as one of the strategic open spaces on the development to which the proposed circular walk will give access. The overall conclusion is that there would be minor adverse or negligible effect from the proposed development on above ground receptors. For below ground assets, which are assessed as less than national significance including Bronze Age, prehistoric and roman activity, a programme of pre-construction investigation and recording is recommended. This is reflected by the archaeologic condition recommended by NCC Historic Environment Service. A condition for heritage interpretation measures to be provided within the site will ensure awareness, appreciation and understanding of the sites historic value to mitigate the impact.

9.33 **Flood risk**

9.34 Policy CS13 "Protecting areas at risk of flooding or coastal change" (a) directs new development proposals away from areas of highest risk of flooding unless the requirements of the Sequential Test and Exception Test (where applicable) are met, and a satisfactory Flood Response Plan has been prepared. The EIA assessed flood risk drainage and water resources providing an accompanying flood risk assessment referencing among other items NCC Lead Local Flood Authority guidance document 2019 and Anglian Water records and pre planning reports. Potential risks assessed included existing ground contamination, tidal/fluviial flooding potential, surface water flooding potential, potential flooding as a result of drainage infrastructure without capacity, reservoir flooding potential, groundwater flooding and pollution potential; water quality from surface water run-off from the site; maintenance and management of proposed drainage infrastructure; appropriate design life and future proofing of proposed drainage infrastructure; and management of surface water run off throughout the construction period.

9.35 The assessment confirms that site location is not at risk from and does not impact on existing ground contamination of the sites' current use; fluviial / tidal flooding from watercourses and the sea; reservoir flooding; or groundwater flooding. There is some minor surface water flooding at the southwest corner of the site where the surface water drainage system should be designed to address. NB the proposed layout includes a water detention area in the strategic open space to the SW of the site. Essex and Suffolk Water have confirmed that the development can be provided with potable water with the development designed to maintain the existing water main.

9.36 **Foul drainage**

Local Plan Part 2 Policy I3 states that all new development will be expected to demonstrate that adequate foul water treatment and disposal infrastructure already exists, or that the necessary infrastructure can be provided to serve the proposed development. In this case the site is proximate to the Caister Water Recycling Centre at Pump Lane. Anglian Water confirm that the sewerage system at present has available capacity provided the development connects at the recommended point, there being a 300mm sewer in West Road. The flows from the entire development site can be accommodated in this part of the network without the need for mitigation. The existing foul water raising main will be diverted to facilitate development of the site.

9.37 **Surface water drainage**

Core Strategy Policy CS13 Protecting areas at risk of flooding or coastal change seeks the use of Sustainable Drainage Systems (SuDS) in all new developments. In this case the use of (SuDS) is proposed. The Lead Local Flood Authority have reviewed these documents and recommended a condition of an outline permission is that for considering reserved matters application detailed designs of sustainable drainage (SuDS) features be submitted and agreed with the Local Planning Authority and implemented in accordance with approved designs. The green infrastructure parameter plan submitted with the application indicates 4 strategic SuDS features.

9.38 **Coastal erosion**

The site is more than 1000m from the nearest point of the defined Coastal Change Management Area as identified by the Kelling to Lowestoft Shoreline Management Plan (2012). The existing settlement lies to the east in between. The site is not therefore to be considered at risk of coastal change over the next 100 years.

9.39 **Social and economic impacts**

The EIA includes an assessment of the socio- economic impacts of the development taking baseline conditions of 2019 and projecting based on with or without development scenarios. The assessment looked among other things at population and employment, housing supply and tenure, education and skills, access to services, community assets, health and wellbeing. It is estimated that on completion the development will have a population of approximately 1,530 with total annual household expenditure generated to the area of £21million based on an average weekly household spend of £603. The development will house a population of working age of 1,099. It estimates the value to the economy during construction would be £93M. Over an estimated 7 to 10 year build program this is equivalent to the 191 Full Time Equivalent (FTE) jobs during the construction phase.

- 9.40 For school services it projects 93 pre-school children, 134 primary school children, 84 secondary school children and 35 sixth form children. NB the Education Authority has made its own assessment. In respect of healthcare the assessment acknowledges the impact on local doctor service and the provision of land with the proposed local centre for a facility plus financial contribution. The assessment also accounts for the proposed provision of open space, green infrastructure, pedestrian and bicycle facilities providing improved connectivity. This assessment has not identified any

significant environmental effects for which mitigation is necessary. Overall minor to moderate beneficial effects has been identified in relation to economic growth, employment, housing supply and provision of public services (education). A negligible minor adverse effect has been identified in relation to provision of public health care services.

9.41 **Local Plan Part 2 (LPP2) Policy CA1 Land west of Jack Chase Way Housing Allocation**

The following is an assessment of proposal against the site-specific criteria of the above strategic policy in the local development plan. LPP2 was adopted by Great Yarmouth Borough Council in December 2021 following examination by an Independent Planning Inspector. The policy states:

Land to the west of Jack Chase Way, Caister-on-Sea (28.37 hectares), as identified on the Policies Map, is allocated for residential development of approximately 665 dwellings, approximately 60 retirement/care units, a site for a primary school, a site for healthcare uses and a Local Centre. This should be developed in accordance with the following site- specific criteria:

a. Provide for approximately 665 dwellings offering a mix of house types and sizes.

Assessment –

Whilst the site is currently allocated for this number of dwellings, the specific mix of houses and sizes will be determined at a subsequent ‘reserved matters’ stage, after the determination of the current outline planning application. The mix and sizes will be the subject of discussions with the Borough Council’s Housing Officer and market demand, but it is envisaged that this site will provide a range of family sized dwellings ranging from 2-bed to 5-bed that could consist of terraced, semi-detached and detached houses, as well as bungalow accommodation. The proposal complies with criteria a of the policy. Conditions will limit the development of C3 dwellings to a maximum of 665 given the parameters of the supporting information, ES and plans.

b. The site must deliver 20% affordable housing on site, with the tenure mix reflecting the needs and demands of the local area.

Assessment –

Outline planning permission would be subject to a S106 legal agreement obligating the landowner and successors in title with the provision that 20% affordable housing is made on site as part of approved development. The Council’s Housing Service has provided initial advice regarding the anticipated tenure split and the type of accommodation needed which would be refined as part of applications for approval of reserved. The proposal complies with criteria b of the policy.

c. Set out a phasing strategy that maximises the delivery of housing within the Plan period.

Assessment –

The applicant currently envisages that if construction could start on site in 2023 the site could provide in the order of approximately 80 dwellings per annum and deliver the whole development during before 2030 which is the end of the plan period. Progress will be related to obtaining the traffic regulation order to reduce the speed limit on Jack Chase Way and providing satisfactory access to enable construction. Whilst the applicant's suggested delivery rates and commencement timescales are considered optimistic, the proposal would deliver a large part of the housing required to ensure the proposal complies with criteria c of the policy.

An indicative / preliminary phasing plan has been submitted with the application. This Phasing plan is largely dictated by highway network traffic capacity, and the need to avoid works on the strategic highway at peak holiday periods. A final phasing plan will be required by conditions, but should ensure the delivery of the bulk of the development within the anticipated plan period.

In discussion with the applicant about their delivery programme, there are grounds to be confident that the first stages of development will be able to be delivered promptly. The first phase has been suggested as some 275 dwellings, and the applicant considers it realistic for this to be submitted as a reserved matter application(s) within the first 12 months of receipt of outline planning permission. Accordingly, it is proposed to deliver development promptly, in a co-ordinated fashion, and in line with the policy expectation by using the following measures:

- Condition requiring submission of first phase reserved matters application within 12 months, with commencement within 12 months of those RM approvals;
- The reserved matters application(s) for the phase of development which includes the local centre shall be submitted within 3 years;
- Reserved matters application(s) for other phases to be submitted within 5 yrs;
- Development to commence within 2 years for 2nd – later phases.
- Phasing plan to be agreed, for dwellings, infrastructure, landscaping and POS.

Although a Phasing and Delivery Plan will be agreed by conditions, it is useful to understand the suggested initial development timescales. By way of illustration, the preliminary phasing plan as submitted comprises:

Phase 1 – 275 dwellings, traffic signal junction, southern crossing point provision;

Phase 2 – 90 dwellings, roundabout junction, northern drainage basin and POS area;

Phase 3 – 215 dwellings, central crossing point, 'opening of local centre and school';

Phase 4 – 85 dwellings, northern public open space.

It is not considered appropriate to rely on the above preliminary phasing scheme, due to the risk of so many dwellings being built before the local centre and school are provided. Section 106 obligations can determine delivery, and Grampian style conditions can restrict development until the necessary provisions are in place, which should be determined as part of a Phasing and Delivery Plan scheme (this may be agreed prior to the issuing of permission whilst negotiating the precise terms to the section 106 delivery mechanisms) by condition.

For example officers would seek to secure:

- No development beyond Phase 1 shall be commenced until mechanism for school provision has been secured;
- No development beyond Phase 1 until the local centre details are agreed.
- No occupation of Phase 3 dwellings until the local centre is provided and ready for use, or at least implemented to foundation levels.
- No commencement beyond Phase 3 until the local centre shops etc are provided.

d. Open space should be provided on-site where feasible, comprising informal open/recreational space, children's play space and a walking trail in accordance with Policy H4. If necessary to supplement on-site provision, the delivery of new off-site open space in close proximity to the site should be secured by planning obligation and/or financial contributions should be made towards improvements to the quality and accessibility of existing off-site open spaces to serve the development in accordance with Policy H4.

Assessment –

In accordance with the requirements of this criteria and moreover Policy H4 (Open space provision for new housing development) the scheme will provide open space on site where feasible, comprising open/recreational space, children's play space and a walking trail, the specific details of which will be secured at the reserved matters stage (i.e. after the current outline planning application is determined). The masterplan layout identifies 10.57ha of open space including 3 strategic spaces and includes an on-site circular walk more than 2.9km. The provision of and future maintenance for the open space can be secured by planning obligation and/or financial contributions in the required S106 legal agreement. The proposal complies with criteria d of the policy.

e. Land must be safeguarded for a two-hectare site for a primary school, to accommodate up to two forms of entry, as well as appropriate financial contributions for education. This should be towards the middle of the allocation site. At least 0.8 ha of the open space within the school site shall be the subject of a community use agreement for joint recreational use by the public.

Assessment –

This mixed-use outline planning application specifically seeks outline planning permission for land for a primary school (two hectares) as required, and this is subject to on-going correspondence with Norfolk County Council Education concerning its delivery, the necessary associated financial contribution is set out in the NCC planning obligations consultation response and in the planning obligations section of this assessment. Provision will be part of the required S106 legal agreement.

The Local Planning Authority's preferred scenario is that the primary school is built on site to support the sustainability of the development reducing the need for travel. The education authority is supporting a community use agreement in principle in respect of the open space to be provided. This can be included in the S106 legal agreement. The agreement would require that the school site is provided unless or until the education authority deem it is not required. The proposal complies with criteria e of the policy.

f. Land must be safeguarded for a Local Centre of approximately 1.75 hectares, comprising a small top-up/convenience foodstore, healthcare facility, retirement/care units and potentially small-scale employment uses and a community facility. It should be located towards the middle of the allocation site

Assessment –

This application is supported by Development Framework plans that indicate how the site could be developed. This indicates that the School site and Local Centre will be located towards the middle of the site adjacent to a vehicular / cyclist / pedestrian access on to Jack Chase Way. Given that the current planning application is in outline form, the detailed aspects (appearance, landscaping, layout and scale) in relation to the constituent parts of the Local Centre will be subject to a reserved matters application in due course. Indicative plans not the subject of this application show how the development could include 4 commercial units, a nursery, an elderly care facility and a health care facility show that a local centre can include these uses and can be achieved on less than 1.75 hectares. The proposal complies with criteria f of the policy.

Precise quantum of development within the local centre have not been established at this stage, but can be agreed by planning conditions. It is suggested that details of floorspace proposals and uses should be submitted before Phase 2, in order to accommodate any consequential changes as may be necessary.

As discussed above, of the 1.75ha for the local centre, some 0.33ha should be safeguarded for a care home / sheltered/retirement housing facility.

g. Financial contributions will be required towards the healthcare facility together with contributions towards acute, intermediate and mental healthcare to serve the development.

Assessment –

The applicant and local planning authority has engaged with the NHS (Norfolk and Waveney Health and Care Partnership, NWHCP) during the preparation of this proposal and as part of its consideration. The Health Authority's requirements are set out in the consultation response which are for a financial contribution towards local primary, intermediate and mental health care services arising from the development itself. 0.75ha of land would be safeguarded within the local centre for a local provider to locate there. NWHCP advise that the 2 current practices that serve Caister have no capacity to serve additional growth at existing premises. The financial contribution and safeguarded land would be included as provisions of the required S106 legal agreement. The proposal complies with criteria g of the policy.

h. Financial contributions will be required towards a new community facility and enhanced library provision to serve the development.

Assessment –

Given that the new dwellings will place additional pressure on the existing library service in Caister, Norfolk County Council have requested financial contributions to extend / expand, or increase capacity at the existing library. This contribution will be secured via a S.106 legal agreement. A financial contribution to help deliver a new community centre will also be secured via Section 106 agreement. The proposal complies with criteria h of the policy.

i. Development should exhibit exceptional urban design and include a series of locally distinctive, walkable neighbourhoods set in an overall framework of a thoughtful and high-quality design ethos, with the non-residential elements integrating effectively and efficiently with residential areas. A variety of materials and finishes/treatments across the development should be applied with innovation and local distinctiveness clearly evidenced.

Assessment –

This outline planning application is supported by a range of parameter plans (Development Framework Plan, Land Use and Access Plan, Density and Building Heights Plan, Green Infrastructure Plan, Circulation Plan, together with Landscape Masterplan / Strategy Plans) that indicate the vision for the site, and demonstrate how it could be developed, acting as a proving layout. It is the intention that these concepts will be incorporated into the subsequent reserved matters application(s) when the specific details will be subject to consideration and compliance with the more specific design policies of Local Plan Part 2 including policies A1, A2, H4, E7 and I1. The indicative layout is shaped around a central boulevard with grid pattern providing permeability for pedestrians and cyclists with a local centre and school site at the centre of the site. The proposal complies with criteria i of the policy.

j. Key major internal roads should be designed to be accessible by buses.

Assessment –

The main spine road is designed to accommodate a bus route and be clear of parked cars. Bus stops will be provided at locations to be determined in the reserved matters stage. By having buses stopping within the site rather than on Jack Chase Way this will reduce delays to traffic on the main route. The proposal complies with criteria j of the policy.

k. Parking spaces should have regard to Norfolk County Council standards for provision, with a mix of parking solutions applied to ensure a well-designed and safe environment for all users.

Assessment –

Details of parking will be considered at the reserved matters stage of obtaining planning permission. The submitted parameter plans indicate that this should be achievable. At reserved matters stage the highways authority will assess the size and location of car and bicycle parking including internal garage spaces to ensure it is sufficient for car parking and adequate provision will be provided for all uses on the site. Parking will be prohibited along Jack Chase Way. The proposal complies with criteria k of the policy.

l. There must be at least two safe and appropriate vehicle access junctions from Jack Chase Way provided in accordance with current highway standards. No vehicular access shall be taken from the A149.

Assessment –

In accordance with the Highway Authority policy, no new access is to be taken from the A149. There are to be two vehicular access points to the development, with a spine road connecting the main junctions.

The southern access, which will be mainly used, is a traffic signal-controlled junction designed to the current highway standards and with input from the adopting Highway Authority. This junction will include the most up-to-date hardware and software to provide the most efficient and safe control of the junction to reduce delays to all users.

The northern access will be in the format of a 3-arm roundabout, designed in accordance with the current highway standards and in consultation with the Highway Authority.

Prior to the construction of the roundabout it is likely there will be an interim access in this location to facilitate preliminary groundworks including the construction of the spine road. The interim access would need to be approved as part of a construction traffic management plan to the satisfaction of the Highway Authority. This would be after a traffic regulation order was made to reduce the speed limit from 60mph to 40mph.

No vehicular access will be taken off the dual section of the A149 at any time during construction or as part of the approved development in the interests of highway safety on the principal network. The proposed highway conditions will regulate the design details and timing for provision of access from Jack Chase Way. The proposal complies with criteria I of the policy.

m. There must be the provision of safe and appropriate crossing points of Jack Chase Way for walking and cycling to encourage the movement of people from the site to the existing Caister-on-Sea village and vice versa.

Assessment –

The applicant has worked with the highway authority to design appropriate measures to facilitate walking and cycling movements from the site. At early stages of the development design the applicants consulting engineers determined the key desire lines for pedestrians and cyclists from the site to key amenities in Caister-on-Sea as well as to the proposed school and local centre on the site. This determined the best locations for the crossing of Jack Chase Way to enable pedestrians / cyclists to access existing footways / cycleways and roads in Caister-on-Sea. The applicants review traffic data during neutral times (as well as peak times in the summer) plus likely numbers of pedestrian / cyclists crossing the road; to determine the form of crossing.

The northern roundabout access will be provided with refuge islands. The junction with Prince of Wales Road; the crossing on the north side of the proposed local centre and primary school connecting with the existing footway/cycleway north of Diana Way and the crossing towards the southern end of Jack Chase Way proximate with Dover Court are proposed as signal-controlled crossings.

It is agreed with the applicant that the provision of the controlled crossings will help to make a semi-urban character along the road and help in maintaining the proposed reduced speed limit. By reducing the speed limit to 40mph and providing the best and

current signal control equipment that can analyse pedestrian / cyclist movement as well as car movements this can reduce delays to all users as well as improve safety.

Proposed facilities to support walking by new and existing residents include a controlled zebra crossing on Norwich Road and on Ormesby Road. These facilities will be funded by the developer and secured by legal agreement with the highway authority.

Consideration has been given to a pedestrian / cyclist bridge; however, with the required height and ramped sections needed (for access by cyclists and mobility impaired people) the only location would be at the central point of the site opposite the existing recreation area on the eastern side of Jack Chase way to allow for the required space on both sides of Jack Chase Way.

In this case it is agreed with the applicant's engineer's assessment that pedestrians / cyclists need to be provided with the most efficient and direct form of crossing a road, if not they are likely to find an alternative or cross at an inappropriate location that may be unsafe. There are also safety concerns raised with overbridges during dark conditions which can put pedestrians / cyclists off from using them unless absolutely necessary. The height and design of the bridge would also have a large local visual and light impact and significant maintenance cost.

It is agreed that a traffic signal-controlled crossing at this location, is an appropriate solution, the bridge option has been disregarded and this solution is supported by the Highway Authority. Finally, it is noted that the use of overbridges is typically a last resort based on highway design guidance and so is reserved for high-speed dual carriageways such as the A149, locally. The Department for Transport's Manual for Streets states footbridges and subways should be avoided due to the level changes, and increased distances for pedestrians and cyclists. The proposal complies with criteria m of the policy.

n. A single 3 metre wide shared use cycle path should be provided along Jack Chase Way providing connections to Norwich Road, Prince of Wales Road and the residential areas to the north-east of the site. Where feasible, a connection should be made to the recreation area east of Jack Chase Way.

Assessment –

A 3m wide shared use cycleway is included on the submitted plan of highway works provided along the development eastern boundary as well as on both sides of the main spine road within the site. Through the provision of signal-controlled crossings on Jack Chase Way this will enable pedestrians / cyclists to connect with Norwich Road, Prince of Wales Road and the existing recreation area on the eastern side of Jack Chase Way.

A shared use cycleway is included to connect with existing infrastructure on Norwich Road, which is a key desire line for pedestrians / cyclists to the town centre and Gt Yarmouth. This is to be provided on the northern side of Norwich Road and will be funded by the developer.

To access residential areas to the north, a footway is to be provided from the northern access roundabout to existing infrastructure just south of the Scratby Rd / Ormesby Rd / Jack Chase Way roundabout due to land availability.

The provisions will be subject of an agreement with the highway authority. Agreement of detail and timing of provision is included in the conditions recommended by the highway authority. The proposal complies with criteria n of the policy.

o. There must be good connections to the wider countryside through the provision/extension of footpaths/ bridleways where possible.

Assessment –

There are no public footpaths / bridleways on or abutting the site that can be directly extended / created. Footpath 1 West Caister is located on the southern side of the A149 and crosses a field to Caister Castle. The dual carriage way section of the A149 intervenes and it is not proposed to form a direct connection between the site and Footpath 1; access can be made indirectly using existing footways in Caister and the footbridge to the south.

The development has been designed to include a circular route more than 2.9km around the periphery of the site and into the public open space at the northern end of the site. With the crossing on Jack Chase Way the site will be connected to existing footways. In addition, it is proposed to create a local and signed cycle route from the Haven Holiday Park, through the existing recreation area, through the site (for access to the gun batteries), to Norwich Rd (and the Roman Fort) to the village centre and back to the Holiday Park. From here local residents and tourists can walk / cycle around the town and development accessing key areas. This will be funded by the developer.

The NCC green infrastructure response includes a requirement for a financial contribution for works to upgrade and sign existing public rights of way that would be connected to the site including a route connecting to the Norfolk Coastal Path. The contribution will also facilitate works for a circular path to the south at Mautby marsh. The proposal complies with criteria o of the policy.

p. Development proposals should minimise impacts on and provide net gains for biodiversity, including maintaining the existing hedgerow along Jack Chase Way where practically possible, and ensure that where appropriate, mitigation measures are undertaken.

Assessment –

The development involves the removal of large part of the hedgerow (870m) immediately west of Jack Chase Way as little as feasibly possible. A lot of engagement was had between the applicant the Borough council as the Local Planning Authority and NCC as the Highway Authority throughout the development of the design to determine what extent of retention of the hedge would be possible. After a great deal of consideration, it was determined by the Highway Authority that areas of the hedge will need to be removed to allow the necessary highway improvement works to take place whilst ensuring compliance with statutory visibility splay requirements. As a result, it is deemed not practically possible to retain the areas of hedge highlighted for removal in the submitted Arboricultural Impact Assessment.

The loss is proposed to be compensated with 1,548m of new native species of hedging and associated landscaping to be planted to both mitigate the removal of areas of the existing hedge and enhance the natural appearance and biodiversity of the site. This is identified on the indicative Landscape Plans submitted as part of the outline application and is to be developed further at the reserved matters stage. A condition is recommended requiring details of landscaping to be submitted as part of applications for reserved matters.

Conditions are recommended requiring the agreement of a construction environmental management plan (CEMP), a landscape and ecologic management plan (LEMP) and a Lighting Design Strategy for light sensitive biodiversity. The proposal complies with criteria p of the policy.

q. Development proposals need to be accompanied by a Landscape Visual Impact Assessment which will inform an appropriate landscaping scheme for the treatment to the site's southern and western boundary which must be enhanced to limit the impacts on the wider landscape, including the nearby Broads area and the setting of Caister Castle.

Assessment –

This outline planning application is supported by a Landscape Visual Impact Assessment (LVIA) that assesses the developments impacts on the wider landscape, nearby Broads area and the setting of Caister Castle. It should be noted there is an existing field boundary hedge screen views from the south and west; the vegetation is described in the arboricultural impact assessment as young to semi mature. The EIA assessed 16 viewpoints with and concludes that the development will reduce in impact and landscape benefits will increase as new planting establishes and the existing tree belt becomes more established. The report recommends landscape mitigation via a comprehensive landscape and ecological plan. The green infrastructure parameter plan indicates additional hedgerow planting to the west of the existing farm track which forms the western boundary of the site. A condition is recommended for a landscape scheme to be submitted as part of any application for reserved matters. The proposal complies with criteria q of the policy.

r. Street lighting and any other lighting that forms part of the scheme should be designed to limit the visual and light pollution impact of the proposed development including on the setting of the Broads.

Assessment –

At this outline stage the applicant proposes that street lighting be extended along the southern part of Jack Chase Way as well as on the main spine road of the development (to account for the non-residential uses, promotion of sustainable travel and the bus route through the site), otherwise there will not be street lighting on the development. The lighting will be to the current highway standards and utilise LED's. The type of lighting column will be determined at the reserved matters stage and will consider relevant light pollution matters. The Highway Authority has recommended a condition requiring the approval of details of street lighting as part of any reserved matters application. The Norfolk Environment Team has recommended a condition to agree a

Lighting Design Strategy for light sensitive biodiversity The proposal complies with criteria r of the policy.

s. Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately

Assessment –

The Applicant has liaised with Anglian Water about local foul water drainage capacity and the proposed foul water drainage strategy. As confirmed in the consultation response from Anglian Water, it has identified that the local water recycling centre has capacity for the foul water flows from the development but the local sewers in Caister-on-Sea (north of Norwich Road) do not have capacity for additional foul water. Anglian Water has identified a connection point in West Road to allow foul water to enter the existing infrastructure network where capacity is available. This will be done through the provision of at least two on-site foul water pumping stations (providing appropriate emergency storage), directing flows to West Road. A detailed strategy and further liaison with Anglian Water will occur at the reserved matters stage.

No surface water run-off from rainfall events will enter the sewerage system, but will be held in attenuation ponds, lagoons and swales within the site to conform with the best SuDS practices in 't' below. The proposal complies with criteria s of the policy.

t. Submission of a site-specific Flood Risk Assessment and submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system could contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the sustainable drainage measures should be included with the submission.

Assessment –

A Flood Risk Assessment has been prepared and submitted as part of this planning application. This identifies no flood risk to the site from external sources that needs to be considered. The sites' geology has shown that in lower parts of the site topography that infiltration and natural site drainage is possible. A Sustainable Drainage System (SuDS) that slows, attenuates and mitigates pollution in surface water run-off has been developed that meets current policy and guidance for a development of the proposed uses and size. This has been accepted by the Lead Local Flood Authority (LLFA) that the principal strategy is appropriate to minimise flood risk to the development users, external infrastructure and groundwater. This is confirmed by the consultee response provided by the LLFA.

By its very nature, subsequent replanting with wildflowers and shrubs, the scheme will also create a quality of place and enhance biodiversity within the development area. A detailed surface water drainage strategy will be required by condition to be submitted as part of the reserved matters stage and review by the LLFA. A management and maintenance plan has been set out in the Flood Risk Assessment and will be updated accordingly at the reserved matters stage identifying who will maintain the sewers and SuDS features. In addition, during the construction period a separate SuDS strategy will be provided to set out how groundwater will be protected and flood risk minimised

whilst the development is under construction. The provision of and longterm management of SuDS will be a provision of the required S106 legal agreement. The proposal complies with criteria t of the policy.

u. Development proposals should take into account the results of the Council's Heritage Impact Assessment; and must demonstrate that any negative impacts on the significance of designated and non-designated heritage assets and their settings, have been avoided and if this is not possible, mitigated. In particular the development should acknowledge and respect the setting of the former WWII gun batteries on Nova Scotia Farm and include an area of open space to the south of these assets. A further Heritage Impact Assessment will be required at the planning application stage to inform the detailed design. This should be accompanied by an archaeological assessment. Any necessary mitigation should be included in the development proposals.

Assessment –

This outline planning application is supported by a Heritage Impact Assessment that considers the development proposal's impacts upon designated and non-designated heritage assets and their settings. Additional information was provided including assessment from viewpoints Caister Castle. As evidenced by the Heritage England consultation response

"We are satisfied that the additional information has addressed the concerns that we raised in our initial response letter (10 July 2020) about the impact of the proposed development on the setting of Caister Castle scheduled monument. Based on the available information; we agree with the conclusions of the Heritage Impact Assessment that any harm to the significance of Caister Castle scheduled monument arising from the proposed development would be at the lower end of 'less than substantial harm' in terms of the National Planning Policy Framework (NPPF)."

Amendment of the proposed layout has been made to provide open space around the WWII gun battery and orientated to reflect the line of fire from the battery. To secure public appreciation and awareness of the sites heritage asset value, conditions can be used to secure inclusion of heritage interpretation measures within the scheme, such as within public open spaces for example.

The scheme addresses the issues raised in both the submitted Heritage Impact Assessment, and the Council's Heritage Assessment, by ensuring that the masterplan ensures that the current open aspect of the WWII gun batteries is protected and maintained. A desktop archaeological assessment has been undertaken with impacts as outlined in the Environmental Statement. A condition is recommended for site investigation and recording prior to any phase of development. The proposal complies with criteria u of the policy.

v. A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.

Assessment –

Norfolk County Council's Mineral Safeguarding Area (Sand and Gravel) map indicates that almost all of the application site falls outside the Mineral Safeguarding Area. Furthermore, site Ground Investigation undertaken demonstrates that the deposits of sand and gravel across the site are limited, and not considered viable to extraction. The consultation responses from NCC as the Minerals Planning Authority confirms this assessment and encourages reuse on site where possible of any usable aggregate as good sustainable practice. The applicant has confirmed it will endeavour to extract and reuse resources on site. The proposal complies with criteria v of the policy.

w. Submission of a Transport Assessment and Travel Plan and provision of measures necessary to mitigate impacts and encourage sustainable travel.

Assessment –

A Transport Assessment and Travel Plan have been submitted as part of the planning application. In summary, with the proposed mitigation measures and highway infrastructure, the development can meet the requirements of planning and transport policy / guidance providing a sustainably located development.

Traffic movement and journey times within the agreed Study Area was monitored pre-Covid-19 pandemic and also included a weekend within the summer holiday period. With the proposed junctions, crossings, speed limit reduction, and capacity improvements it has identified journey times on Jack Chase Way for through movements to Hemsby / Ormesby will still be quicker than travelling through Caister-on-Sea.

The Highway Authority has reviewed the documentation and, after some additional measures and alterations that have been resolved, does not object to the planning application subject to planning conditions and Section 106 agreement.

The proposed highway works are to mitigate identified capacity issues, minimise delays to through traffic on Jack Chase Way whilst enabling both vehicular and non-vehicular access to the highway and the town centre for users of the development. In addition, the developer will fund a new bus service from Caister-on-Sea to Norwich that will benefit the users of the development and existing residents to make the most of the sustainable travel options available.

The provision of an on-site school, local centre and public open space will also assist new residents to choose to travel sustainably and so minimise car use.

The proposed set of highway measures include:

- A new Caister-on-Sea to Norwich bus service.
- Traffic calming measures along Ormesby Road, consisting of:
 - Pedestrian refuge islands;
 - Controlled pedestrian crossings;
 - Adjustments to bus stops; New pedestrian links.
- New zebra crossing on Norwich Road.
- New off-road cycleway along the north side of Norwich Road.
- New cycle parking stands in the centre of Caister-on-Sea.

- Cycle way-marking signs across Caister-on-Sea to provide a leisure / tourist cycle route.
- New bus shelters on Norwich Road and Prince of Wales Road.
- Widening of Jack Chase Way and Norwich Rd approaches to the A149 roundabout junction with Norwich Road.
- A new cycleway along the western side of Jack Chase Way.
- Controlled crossings on Jack Chase Way to link the site with the village.
- Reduction of the speed limit on Jack Chase Way to 40mph.

The developer will also be obligated to promote, monitor, and manage travel habits of the development's residents through the Travel Plan (secured in the Section 106 agreement) with an objective to reduce single occupancy vehicle usage and instead use sustainable travel options. The proposal complies with criteria w of the policy.

x. Submission of a shadow habitats regulations assessment and provision of necessary mitigation measures including a contribution to the Council's Habitats Mitigation and Monitoring Strategy in line with Policy GSP5.

Assessment –

This outline planning application is supported by a shadow Habitats Regulations Assessment (HRA) to consider the potential for the development to impact upon nearby European designated wildlife sites, as contained within the Environmental Statement (ES) that accompanied the planning application. This was discussed in section 8 of this report. Amongst various mitigation measures, the scheme proposes a range of public open spaces(10.57ha), delivers green corridors through the site which adjoin the wider open countryside to the west, a circular walk on site available for dog-walkers, including a dedicated 'dogs off leads' area. The applicant will also provide a contribution to the Council's Habitats Mitigation and Monitoring Strategy in accordance with Policy GSP5. The HRA concludes that including the on-site recreational provision, the proposed new homes would not give rise to any adverse impact upon any European site from the development alone or in combination with any other development. Natural England raise no objection to the application and have been consulted on the Appropriate Assessment that concluded that the HRA is fit for purpose.

9.41 **Planning obligations**

The following on-site facilities and contributions as per LPP2 Policy CA1 have been committed to and would be included as provisions with the required S106 legal agreement:

Habitats Mitigation £185.93 per dwelling – Total **£123,643.45**

Healthcare 0.75ha land allocation within the local centre with financial contribution for primary and community, intermediate, mental health and acute health care services **£1,604,506.**

Community centre contribution £692 per dwelling- Total **£460,180**

Education 2.0ha site at no charge with a pro-rata contribution for 2 class entry primary school (187 places / 420 place school x £9 million) = **£4,007,142.**

Community use agreement (school land)
 Library service expansion scenario £244 per dwelling -Total **£162,260-** or no expansion required scenario £75 per dwelling – Total **£49,875**
 Green infrastructure (works to public rights of way) £150 per dwelling – Total **£99,750**
 Open space provision 10.57ha and longterm management
 SuDS provision and longterm management
 Affordable Housing 20% provision – Total 133 dwellings
 Local centre and healthcare facility - A site of up to 1.75 hectares, to include the Health Centre Site (0.75 hectares) and 0.33ha for care home / retirement housing / sheltered housing.
 Marketing scheme to be agreed and implemented to advertise site for care home / retirement / sheltered housing.
 Prevent use and development of the 0.33ha land other than for safeguarded care home / retirement / sheltered housing use, in order to avoid it being unavailable or incapable of delivering that part of the policy.
 Monitoring Fee: Levied at a rate of £500 per obligation.

9.42 **Local Finance Considerations**

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. There do not appear to be any planning-related local finance considerations linked to this development.

9.43 **The Planning Balance**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the number of third-party representations received, remains the extent to which planning proposals comply with the Development Plan.

- 9.44 In this case the positives are that the application is assessed to be broadly in accordance with the development plan and in particular Policy CA1. Potential negatives can be mitigated with appropriate planning conditions and planning obligations where necessary.
- 9.45 If the local planning authority is minded to approve this application for outline planning permission it would be a significant step towards development of this strategic housing allocation during the development plan period to 2030. The site was allocated in the development plan because of its sustainable location with access to a range of services and public transport and because its development

would help to take the pressure off the development in less sustainable locations in the countryside. The borough has a responsibility to address its housing need. The Local Plan Part 2 adopted in December 2021 sets out in policy USC3 Policy UCS3: Adjustment to Core Strategy Housing Target to "Make provision for at least 5,303 new homes over the plan period..." The development of the land west of Jack Chase Way can deliver up to 665 of the required dwellings. The development can support the provision of 20% affordable housing and so make a significant contribution to the provision of affordable housing in the borough.

- 9.46 Local residents and the Parish Councils have raised objection to the traffic impact of the development considering it will change the function of Jack Chase Way from a bypass because of the additional junctions, traffic-controlled crossings and reduction in speed and divert traffic to other roads. As detailed above the Transport Assessment submitted with application demonstrates that significant impacts on traffic movement can be mitigated and the proposal includes significant improvements to the highway including traffic calming measures on Ormesby Road and improvements to cycle infrastructure and bus services. The Transport Assessment robustly demonstrates it will not be quicker for traffic to divert through Caister. Paragraph 111 of the NPPF states: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 9.47 The Environmental Impact Assessment (EIA) demonstrates that while acknowledging the loss of Grade 2 agricultural land, there would not be major adverse impacts on existing natural environment. It is considered that there are overriding sustainability benefits of allowing development in this location. The EIA also concludes that impacts on landscape and the setting of heritage assets can be safeguarded and mitigated.
- 9.48 There will be a major adverse impact on the landscape from the removal of hedgerow along Jack Chase Way 700m for the access opposite Prince of Wales Road and 170m for the northern access roundabout. The Environmental Impact Assessment acknowledges the change that will occur in the local character from semi-rural to urban. However, the hedgerow is less than 40 years old; its' removal is needed to provide forward visibility of the junctions. It will allow the new neighbourhood, local centre and school to integrate with the existing built-up area of Caister connecting visually and physically. The loss of the hedgerow is to be compensated in accordance with Policy CA1 and the development presents an opportunity to secure net gains for biodiversity.
- 9.50 The Environmental Assessment accompanying the application identifies measures to mitigate any significant adverse impacts from the proposed development. These can be addressed with the recommended conditions and through the commitment of the applicant to provide significant community infrastructure.

10. Conclusion and Recommendation

- 10.1 This is an application for outline planning for a new neighbourhood consisting of 665 dwellings with a local centre having space for local shops and services including a health centre and primary school. The application includes details of the proposed access. Details of layout and appearance including landscaping would be the subject of future application for approval of those reserved matters. The proposal has provided parameter plans that help to prove that the land can be developed in line with the conclusions of the EIA and to meet the requirements of the development plan. The

detail of which can be confirmed when those details are considered as part of applications for reserved matters.

- 10.2 Having considered the details provided, the application is considered to comply with Policies CS1, CS2, CS3 (as amended by Policy UCS3 in the Local Plan Part 2), CS4 (as amended by Policy UCS4 in the Local Plan Part 2), CS6, CS7 (as amended by Policy UCS7 in the Local Plan Part 2), CS9, CS10, CS11, CS12, CS13, CS14, CS15 and CS16; Local Plan Part 2 : Policies UCS3, UCS4, UCS7, GSP1, GSP5, GSP6, GSP8, A1, A2, H1, H2, H3, H4, H13, R1, R5, R7, E1, E4, E5, E6, E7, C1, I1, I2, I3 and Policy CA1. It is considered that there are no other material considerations to suggest the application should not be recommended for approval.
- 10.3 Prior to issuing a permission delegated authority should be given to the Head of Planning to make any adjustments to the recommended conditions in order that they are clear, precise, reasonable, necessary and enforceable.
- 10.4 At the time of writing this report confirmation is awaited from Natural England regarding the Local Planning Authority's Appropriate Assessment of the Habitats Regulation Assessment.

RECOMMENDATION:

It is recommended that application 06/19/0676/O should be APPROVED, subject to:

(i) Completion of a Section 106 Agreement to secure the following:

Habitats Mitigation £185.93 per dwelling – Total **£123,643.45**

Healthcare 0.75ha land allocation within the local centre with financial contribution for primary and community, intermediate, mental health and acute health care services **£1,604,506.**

Community centre contribution £692 per dwelling- Total **£460,180**

Education 2.0ha site at no charge with a pro-rata contribution for 2 class entry primary school (187 places / 420 place school x £9 million) = **£4,007,142.**

Community use agreement (school land)

Library service expansion scenario £244 per dwelling -Total **£162,260-** or no expansion required scenario £75 per dwelling – Total **£49,875**

Green infrastructure (works to public rights of way) £150 per dwelling – Total **£99,750**

Open space provision 10.57ha and longterm management

SuDS provision and longterm management

Affordable Housing 20% provision – Total 133 dwellings

Affordable Housing delivery plan and housing mix schedule to be agreed

Local centre and healthcare facility - A site of up to 1.75 hectares, to include the Health Centre Site (0.75 hectares).

Norfolk County Council s106 Monitoring Fee: Levied at a rate of £500 per obligation for Norfolk County Council.

Marketing scheme to be agreed and implemented to advertise site for care home / retirement / sheltered housing.

Marketing site for the local centre availability.

Prevent use and development of the 0.33ha land other than for safeguarded care home / retirement / sheltered housing use, in order to avoid it being unavailable or incapable of delivering that part of the policy.
Delivery timescales and mechanisms for infrastructure / trigger points.

And;

- (ii) If the Section 106 Agreement is not completed within three months of the date of this decision, to delegate authority to the Head of Planning to (at their discretion) refer the application back to the Development Control Committee at the earliest opportunity, for re-consideration of the application, or to refuse the application directly, on the grounds of failing to secure planning obligations as outlined within this report (or the Committee's decision if the recommended content is varied);**

And;

- (iii) Satisfactory completion of an Appropriate Assessment in order to satisfy the requirements of the Habitat Regulations Assessment, and suitable confirmation from Natural England of the LPA's assessment;**

And;

- (iv) Delegated authority is sought for officers to agree the final terms of the proposed conditions, as listed below, and which would be subject to any amendments and additions deemed necessary by the Head of Planning:**

Proposed Conditions

1. Time Limit

Application for approval of reserved matters must be made not later than within the following timescales:

- Submission of first phase reserved matters application within 12 months, with commencement within 12 months of those RM approvals;
- The reserved matters application(s) for the phase of development which includes the local centre shall be submitted within 3 years;
- Reserved matters application(s) for other phases to be submitted within 5 yrs;
- Development to commence within 2 years for 2nd and later phases of approved reserved matters, the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Submission of reserved matters for the Local Centre area shall include plans which demonstrate how the local centre can include the range of uses anticipated by policy CA1 including an area of approximately 0.33ha sufficient to deliver a care home facility, retirement housing, or sheltered housing able to provide approximately 60 bedspaces.

Reason: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Phasing and Delivery Plan

(If not agreed before the completion of the section 106 agreement and readiness to issue permission)

No development whatsoever shall take place until a phasing plan has first been agreed, and the development shall thereafter take place only in accordance with those details.

3. Local Centre proposals

Prior to submission of reserved matters for Phase 2, provide details of proposed schedule of floorspaces and uses within the local centre.

The local centre shall amount to no less than 1.75ha unless otherwise agreed in writing, and within that area at least 0.33ha is to be shown to be available for care home / retirement housing / sheltered housing.

4. Local Centre uses

The uses to be provided within the local centre shall be restricted to the uses listed within Classes A1, A2, A3, A4 and A5, B1 and D1 as defined in the Use Class Order 1987 definition before September 2020. For the avoidance of doubt these shall be listed and shall include public houses, wine bars, drinking establishments with or without food (former A4 use) and hot food takeaways (former A5 use).

5. Care / later living housing

There shall be no commencement of any more than 500 dwellings until the care home / sheltered housing / retirement housing has been provided and made available for use within the site.

6. Dwelling design space standards

Applications for reserved matters containing residential elements of the development hereby permitted shall pay regard to the need to achieve nationally described space standards wherever feasible and practicable, and shall include a schedule of proposed sizes and an appraisal of their consistency with the nationally described space standards.

7. Approved Plans

No development whatsoever shall take place until full details of the siting, design, external appearance, and landscaping of the development (herein after referred to as the reserved matters) have been submitted to and approved by the Local Planning Authority, taking full account of the details contained in the following documents relating to the development of the site:-

09941-FPCR-ZZ-XX-DR-L-0002 Application Site Location Plan

09941-FPCR-ZZ-XX-DR-L-0004 Development Framework
09941-FPCR-ZZ-XX-DR-L-0004.1 Development Framework Land Use and Access
09941-FPCR-ZZ-XX-DR-L-0004.2 Development Framework Density and Building Heights
09941-FPCR-ZZ-XX-DR-L-0004.3 Development Framework Green Infrastructure
09941-FPCR-ZZ-XX-DR-L-0004.4 Development Framework Circulation
Planning Statement (First Review);
Design and Access Statement (Addendum);
Environmental Statement - Vol 1 - Main Report (Addendum);
Environmental Statement - Vol 2 - Technical Appendices (Addendum);
Environmental Statement - Vol 3 - Non-Technical Summary (Addendum);
Arboricultural Impact Assessment (OAS-19-065-AR01) (incorporating Tree Constraint Plans, and Tree Removal Plans);
JAC25452.03 Additional Heritage Impact Assessment 1 January 2021

and the development shall be carried out in accordance with the details be approved within the reserved matters.

Reason: Such details, excepting the plans referred to above, have not been submitted as part of this application.

General operating conditions

8. Use limits

The outline development shall be limited to 665 dwellings.

The Local Centre foodstore (A1 retail use) shall be limited to 600sq.m. gross internal floorspace area, unless first otherwise agreed in writing by the LPA.

Reason: To ensure that the highway network is adequate to cater for the development proposed and to ensure the local centre functions to serve local need consistent with the scale of local centres within the local plan, and to ensure that the impacts of the development can be addressed through the mitigation measures proposed.

9. Hours of Work

Construction work shall not take place outside the following hours:-

0730 hours to 1830 hours Monday to Friday

0830 hours to 1330 hours Saturdays

No work on Sundays or Bank Holidays.

(These hours shall only apply to work generating noise that is audible at the boundary of the nearest noise sensitive property)

Reason: In the interests of the residential amenities of the occupiers of nearby dwellings.

10. CL/CC Contaminated land during construction

In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. All development shall cease and shall not recommence until:

- 1) a report shall be submitted and agreed in writing by the Local Planning Authority which includes results of an investigation and risk assessment together with proposed remediation scheme to deal with the risk identified and
- 2) the agreed remediation scheme has been carried out and a validation report demonstrating its effectiveness has been approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological

11. Fire Hydrants

The following provision shall be made during the course of construction to the written satisfaction of the Local Planning Authority in consultation with Norfolk Fire Service.

Residential:

One fire hydrant per 50 dwellings rounded up to the nearest 50th dwelling served by the mains supply (min 90mm main)

School and local centre:

Shall have fire hydrant provision capable of delivering a minimum of 20 litres per second through any hydrant serving the development and within a vehicular distance of no more than 90 metres from the complex.

The developer will incur the full cost of the hydrant/s and its installation by the Water company.

Reason: In the interest of public safety.

Pre-commencement:

12. Landscape Scheme:

No development except for site Investigations, archaeological investigations and preliminary groundworks shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.

Reason: In the interests of the visual amenities of the locality.

13 .Estate Roads

No works shall commence on a phase of the site until such time as detailed plans of the roads, footways, cycleways, street lighting, foul and surface water drainage have been

submitted to and approved in writing by the Local Planning Authority. All construction works shall be carried out in accordance with the approved plans.

Reason: This needs to be a pre-commencement condition to ensure fundamental elements of the development that cannot be retrospectively designed and built are planned for at the earliest possible stage in the development and therefore will not lead to expensive remedial action and adversely impact on the viability of the development.

14. Surfacing footways and cycleways

All footways and cycleways shall be fully surfaced in accordance with a plan for each phase of the development. The plan shall be approved in writing prior to the commencement of development by the Local Planning Authority.

Reason: To ensure satisfactory development of the site.

15. Construction Parking

Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety. This needs to be a pre-commencement condition as it deals with the construction period of the development.

16. Construction Traffic Management Plan

Prior to the commencement of any works a Construction Traffic Management Plan including wheel cleaning facilities shall be submitted to and approved in writing by the Local Planning Authority and shall also include proposals to control and manage construction traffic to ensure no local roads other than Jack Chase Way are used.

Reason: In the interests of maintaining highway efficiency and safety. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.

17. Construction Traffic Management Plan Part 2

For the duration of the construction period all traffic associated with (the construction of) the development will comply with the Construction Traffic Management Plan unless approved in writing with the Local Planning Authority.

Reason: In the interests of maintaining highway efficiency and safety.

18. Off Site Highway Works Ormesby Rd Part A

Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvements including traffic calming measures at Ormesby Road, as indicated on drawing no. 47932/PP/SK14 Rev B have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor. This needs to be a pre-commencement condition as it helps reduce impact to the existing community during the construction period of the development.

19. Off Site Highway Works Ormesby Rd Part B

Prior to construction of any new access, permanent, or otherwise at Jack Chase Way the off-site highway improvement works (including Public Rights of Way works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

20. Traffic Regulation Order

No works shall commence on the site until a Traffic Regulation Order for a 40mph speed limit at Jack Chase Way has been secured by the Local Highway Authority and implemented. For the avoidance of doubt, a Temporary Traffic Regulation Order will be acceptable with traffic management, during the initial construction phase, but the permanent Traffic Regulation Order shall be secured prior to construction above slab level.

Reason: In the interests of highway safety. This needs to be a pre-commencement condition as the impact applies to traffic associated with both the construction phase and also daily running of the site.

21. Interim Travel Plan Part A

Upon commencement of construction of the development hereby permitted an Interim Travel Plan shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

22. Surface Water Drainage

Prior to commencement of development, in accordance with the submitted FRA/Drainage Strategy contained within The Environmental Statement Vol 1 - Main Report, Bidwells, November 2019 (Appendix 11.2A and Appendix 11.4A Richard Jackson, Site Specific Flood Risk Assessment, Nova Scotia Farm, Land West of Jack Chase Way, Caister ('Magnolia Gardens'), Persimmon Homes (Anglia) Ltd, dated June 2021, Rev B, Project No: 47932)

detailed designs of a surface water drainage scheme incorporating the following measures shall be submitted to and agreed with the Local Planning Authority.

The scheme shall address the following matters:

- I. The design of the infiltration basins will include appropriate freeboard allowances.
- II. Plans to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1% annual probability rainfall event.
- III. Finished ground floor levels of properties are a minimum of 300mm above expected flood levels of all sources of flooding (including the SuDS features within any proposed drainage scheme) or 150mm above ground level, whichever is the more precautionary.
- IV. An appropriate detailed phasing plan should be submitted which considers how sustainable drainage relates to the whole site. In particular, highlighting where different future phases rely on each another for connection to the final discharge locations and how this will be implemented, during construction and operation of the development.
- V. A maintenance and management plan detailing the activities required, the frequency of the activities and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development shall be provided.

Reason: To prevent flooding in accordance with National Planning Policy Framework paragraph 169 by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.

23. Foul Water Drainage

No development shall commence on any phase of development until details of foul drainage have been submitted and approved in writing by the Local Planning Authority details to be based on a foul water strategy covering the whole of the site identified in this application. No dwellings shall be occupied on the respective phase until the works have been carried out in accordance with the details unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems.

24. Construction Environmental Management Plan (CEMP): Biodiversity

No development shall take place (including demolition ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP will include mitigations as found in 10.217-10.235 of the Environment Statement. The CEMP shall include the following:

- Risk assessment of potentially damaging construction activities;
- Identification of 'biodiversity protection zones';

- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction;
- The location and timing of sensitive works to avoid harm to biodiversity features;
- The times during construction when specialist ecologists need to be present on site to oversee works;
- Responsible persons and lines of communication;
- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- Use of protective fences, exclusion barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented through the construction phases strictly in accordance with the approved details, unless agreed in writing by the local planning authority."

Reason: To ensure habitat is safeguarded during construction and to maintain and enhance biodiversity

25. Landscape and Ecological Management Plan (LEMP)

Prior to the commencement of the development a landscape and ecological management plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority. The LEMP will include such enhancements that are outlined in the Environmental Statement 10.238-10.242.

These should also encompass Natural England's Comments about Biodiversity and Priority Habitat Delivery.

The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/ or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: To ensure satisfactory development and to maintain and enhance biodiversity

26. Archaeological Site Investigation Part A and B

A) No development within a phase, sub-phase or group of phases or sub phases shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

And,

B) No development within a phase, sub-phase or group of phases or sub phases shall take place other than in accordance with the written scheme of investigation approved under condition (A) and any addenda to that WSI covering subsequent phases of mitigation.

Reason: To enable investigation and recording of this site of archaeological interest to take place before development and in accordance with paragraphs 194 and 195 of the NPPF(2021)

Prior to foundations / slab levels:

27. Off Site Highway Works Traffic Signal Jack Chase Way Part A

Notwithstanding the details indicated on the submitted drawings no works shall commence above slab level unless otherwise agreed in writing until detailed drawings for the off-site highway improvements to provide a traffic signal-controlled junction at Jack Chase Way, as indicated in Inset A (Southern Development Access) of drawing no. 47932/PP/SK05/1 Rev P, have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, waiting restrictions are required to prevent parking at the junction.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor. This needs to be a pre-commencement condition to ensure a suitable and safe access is available for the construction of the development.

28. Off Site Highway Works Traffic Signal Jack Chase Way Part B

Prior to works above slab level the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

29. Off-Site Highway Works Toucan Jack Chase Way Part A

Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvements including works to provide a toucan crossing at Jack Chase Way, as indicated in Inset A (Ped/Cycle Crossing) of drawing no. 47932/PP/SK05/2 Rev P, have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the scheme shall provide a continuous walking and cycling route between the development south (traffic signal controlled) access and Norwich Road.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

30. Off Site Highway Works Jack Chase Way, Norwich Road and High Street Part A

Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvements to include capacity improvements at the A149 / Norwich roundabout, along with walking and cycling improvements at Jack Chase Way, Norwich Road and High Street, as indicated on drawing nos. 47932-PP-SK06 Rev C and 47932-PP-SK07 Rev B have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

31. Off Site Highway works Bus Shelters Prince of Wales Rd and Norwich Rd Part A

Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for off-site highway improvement works to provide bus shelters equipped with real time passenger information displays, located two each at Prince of Wales Road and Norwich Road have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

32. Lighting Design Strategy for light sensitive biodiversity:

Prior to any works above slab level damp proof course a 'lighting design strategy for biodiversity' shall be submitted to and approved in writing by the local planning authority. Section 10.232 in the Environment statement makes recommendations to this effect.

The strategy shall:

(a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example foraging; and

(b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to breeding sites, resting places or feeding areas.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure satisfactory development and to maintain and enhance biodiversity

Prior to first occupation:

33. Estate Roads

Prior to the occupation of the final dwelling all works shall be carried out on roads/footways/cycleways/street lighting/foul and surface water sewers in accordance with the approved specification to the satisfaction of the Local Planning Authority.

Reason: To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway.

34. Estate Roads

Before any dwelling / unit is first occupied the roads/footways/cycleways shall be constructed to binder course surfacing level from the dwelling/unit to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory development of the site.

35. Off Site Highway Works Toucan Jack Chase Way Part B

Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

36. Off Site Highway Works Jack Chase Way, Norwich Road and High Street Part B

Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed

37. Off Site Highway Works Bus Shelters Prince of Wales Rd and Norwich Rd Part B

Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

38. Off Site Highway Works Northern Access Part A

Notwithstanding the details indicated on the submitted drawings no more than 275 dwellings shall be occupied unless otherwise agreed in writing until detailed drawings for the off-site highway improvements including all highway works north of Prince of Wales Road including north access roundabout, all remaining pedestrian and cycle facilities including a toucan crossing and links to existing and proposed development areas and the recreation area east of Jack Chase Way and footway extending north from the roundabout, to connect with the existing pedestrian route that crosses Jack Chase Way, south of the Yarmouth Road/Scratby Road roundabout, as indicated on drawing number 47932/PP/SK05/3 Rev P Inset A - Northern Development Access and Inset B - Toucan Crossing Area, have been submitted to and approved in writing by the Local Planning Authority for the avoidance of doubt, the scheme shall provide a continuous walking and cycling route between the development south (traffic signal controlled) access and the development north (roundabout) access.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

39. Off Site works Northern Access Part B

Prior to the 276th occupation of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed

40. Cycleway wayfinding signs Part A

Notwithstanding the details indicated on the submitted drawings no more than 275 dwellings shall be occupied unless otherwise agreed in writing until detailed drawings for the off-site highway improvement works to provide cycle wayfinding signs at locations shown on Figure 2 of the Transport Assessment Addendum have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

41. Cycleway wayfinding signs Part B

Prior to the 276th occupation of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

42. Interim Travel Plan Part B

No part of the development hereby permitted shall be occupied prior to implementation of the Interim Travel Plan referred to in Part A of this condition. During the first year of occupation an approved Full Travel Plan based on the Interim Travel Plan referred to in Part A of this condition shall be submitted to and approved in writing by the Local Planning Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority as part of the annual review.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

43. Surface Water Drainage

The approved Surface Water Drainage scheme will be implemented prior to the first occupation of the development.

Reason:

To prevent flooding in accordance with National Planning Policy Framework paragraph 169 by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.

44. Heritage interpretation

No part of the development hereby permitted shall be occupied until a scheme for providing heritage interpretation measures (relating to archaeological assets) within the development has first been installed and made available for public appreciation in accordance with a scheme to be first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development ensures public awareness and understanding of the value of the sites below-ground heritage assets and environmental value.

45. Archaeological Investigation Part C

Development within a phase, sub-phase or group of phases or sub phases shall not be occupied or put into first use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written

scheme of investigation approved under condition (A) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To enable investigation and recording of this site of archaeological interest to take place before development and in accordance with paragraphs 194 and 195 of the NPPF(2021)

And any other conditions considered appropriate by the Development Manager.

STATEMENT OF POSITIVE ENGAGEMENT: In dealing with this application Great Yarmouth Borough Council has actively sought to work with the applicant in a positive and proactive manner.

It is confirmed that this 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.

In this instance the Borough Council has considered there is no likely significant effect on protected habitats arising solely from the development itself; and the development would contribute to the overall in-combination significant adverse effect identified by the Habitats Regulations Assessment Report for the Local Plan Core Strategy, but this effect can be adequately mitigated by the Habitats Monitoring and Mitigation Strategy; and that Strategy requires a payment of £185.93 per each additional dwelling towards the monitoring and mitigation provided through that Strategy.

REASON FOR APPROVAL OF THE APPLICATION:-

The proposal meets the requirements of Policies CS1, CS2, CS3 (as amended by Policy UCS3 in the Local Plan Part 2), CS4 (as amended by Policy UCS4 in the Local Plan Part 2), CS6, CS7 (as amended by Policy UCS7 in the Local Plan Part 2), CS9, CS10, CS11, CS12, CS13, CS14, CS15 and CS16; Local Plan Part 2 : Policies UCS3, UCS4, UCS7, GSP1, GSP5, GSP6, GSP8, A1, A2, H1, H2, H3, H4, H13, R1, R5, R7, E1, E4, E5, E6, E7, C1, I1, I2, I3 and Policy CA1.

In reaching this planning decision due regard has been had by the Local Planning Authority to the Town and Country Planning (Environment Impact Assessment) Regulations 2011.

Informative Notes:

1. S106

This application is the subject of a legal agreement under S.106 of the Town and Country Planning Act 1990.

2. Regarding the provision of the CEMP and a LEMP

If several years have passed since surveys were undertaken then update surveys may be required at the reserved matters stage and any additional mitigation measures that need incorporating into the site's design agreed with the local planning authority. The validity of the ecological surveys will be informed by CIEEM guidelines (2019) see <https://cieem.net/resource/advice-note-on-the-lifespan-of-ecological-reports-and-surveys/>

3. Environmental Health:

The applicant is strongly recommended to advise neighbouring businesses and residential occupiers of the proposals, including any periods of potentially significant disturbance e.g. demolition or piling, together with contact details in the event of problems.

Disclaimer re contamination

NOTE: The responsibility for the safe development and secure occupancy of the site rests with the developer. The local planning authority has determined the application on the basis of the information available to it, but this does not mean that the land is free from contamination, or that the land could not be declared Contaminated Land in future.

Local Air Quality:

The site will potentially generate a significant amount of dust during the conversion process; therefore, the following measures should be employed: -

- An adequate supply of water shall be available for suppressing dust;
- Mechanical cutting equipment with integral dust suppression should be used;
- There shall be no burning of any materials on site.

4. NCC Highways Informatives:

It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

If required, street furniture will need to be repositioned at the Applicants own expense.

The off-site works will be delivered by a Section 278 Agreement and the precise delivery mechanism will be determined as the works are brought forward. The applicant should be aware that there may be additional costs relating to the off-site works which will include a commuted maintenance amount as well as various fees including administration and supervision. The completed works will be subject to a Safety Audit and additional works may be required.

Further information on the delivery of highway works can be found under Highways and Transport: Post-planning processes at the following link:

<https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/highway-guidance-for-development/publications>

Travel Plan

This development involves a Travel Plan to be implemented within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Town and Country Planning Act 1990 or Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact the writer of this letter.

Commuted Sum for Travel Plans

The Highways Authority levies a charge to cover the on-going costs of reviewing and monitoring a Travel Plan annually. The Highways Authority also requires a Bond to ensure that the Travel Plan targets are met. Both the Bond and the monitoring charge are secured by a Section 106 Legal Agreement. This is in addition to the sum payable for Planning Obligations covering infrastructure, services and amenities requirements.

Developers are expected to enter into a Section 106 Agreement to secure the necessary funding before planning permission is granted.

Street lighting is a concurrent power of the County, District and Parish Councils. However, it is the County Council after consultation with the Local Lighting Authority (District or Parish Council) who decides whether street lighting is required on proposed public highways. Norfolk County Council will challenge any automatic assumption that street lighting needs to be provided on part or all of the new development.

The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149.)

Please be aware it is the applicant's responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land. The highway boundary may not match the applicants title plan. Please contact the highway research team at highway.boundaries@norfolk.gov.uk for further details

5. Archaeology:

Briefs for the archaeological work can be obtained from Norfolk County Council Environment Service historic environment strategy and advice team. The service charge applicants for the elements of its involvement in planning cases not covered by our service level agreements with local planning authorities.

And any other informatives considered appropriate by the Development Manager.

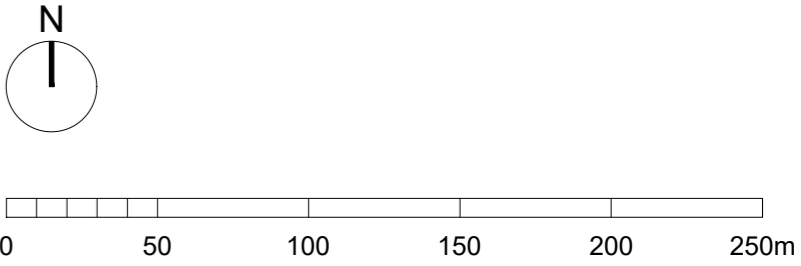
Appendices:

1. Site Location Plan
2. Parameter plan - Development framework
3. Parameter plan - Land use and access
4. Parameter plan - Density and building heights
5. Parameter plan - Green infrastructure
6. Parameter plan – Circulation
7. Preliminary Phasing Plan (indicative only)
8. Highway drawings
9. Policy CA1 Land west of Jack Chase Way Housing Allocation

NOTES

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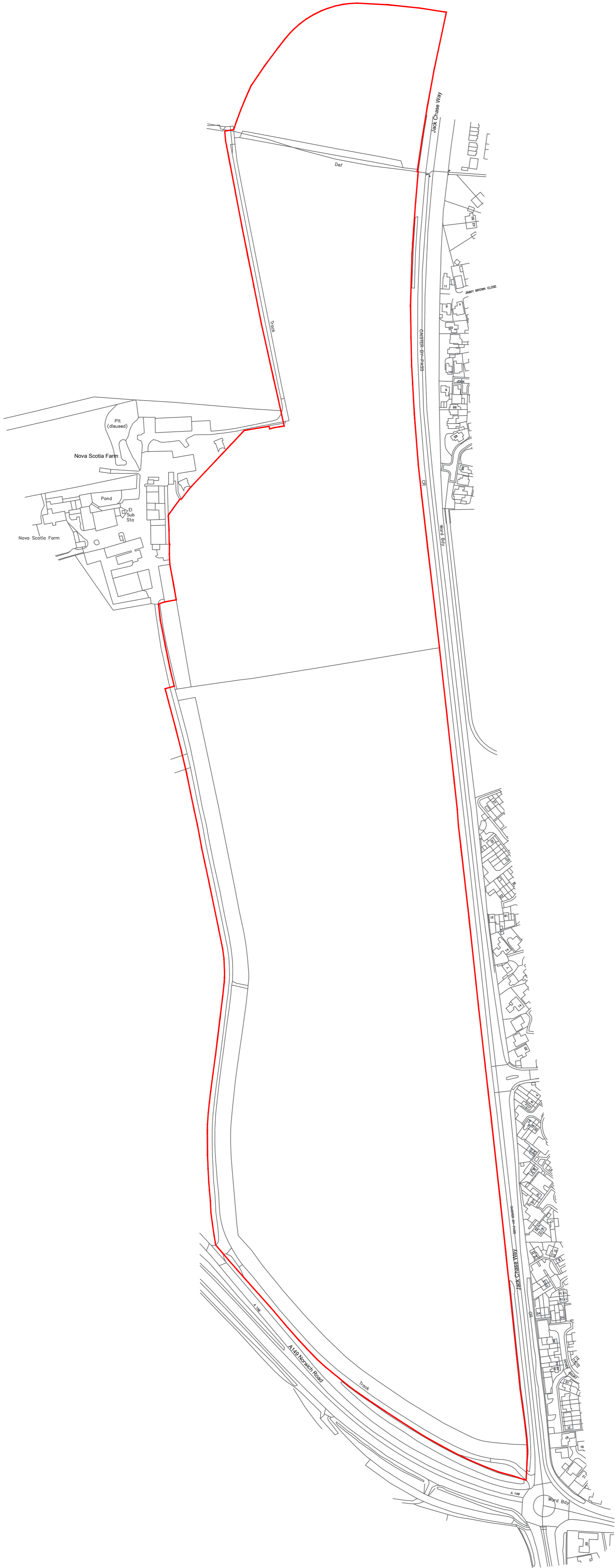
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KEY

Application Site Boundary

33.63ha



A	17.08.2021	Submission issue.	OWB	JDD
-	11.06.2021	First issue.	LMF	KMN

rev	date	description	dm	chkd
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masterplanning

environmental assessment

landscape design

urban design

ecology

architecture

arboriculture

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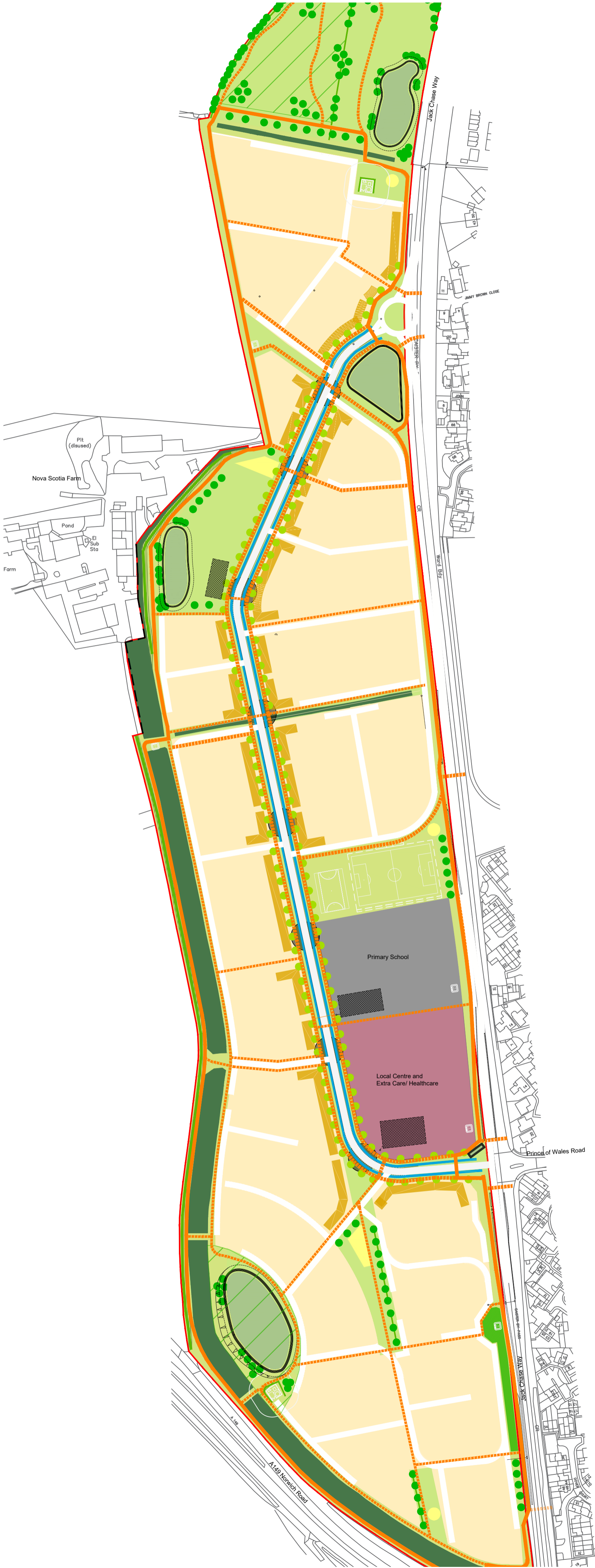
client:
Persimmon Homes

project
Nova Scotia Farm
Caister on Sea

drawing title
Location Plan

scale	drawn	checked	date created
1:2500 @ A1	OWB	JDD	17 August 2021
project number	status	revision	
09941	PLANNING	A	

document number
09941-FPCR-ZZ-XX-DR-L-0002
Project Code - Originator - Zone - Level - Type - Role - Drawing Number
CAD file: K:\9900\9941\ARCH\Drawings\09941-FPCR-ZZ-XX-DR-L-0002 Location Plan A.dwg

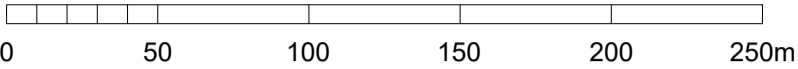
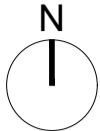


NOTES

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KEY

- Application Site Boundary 33.63ha
- Residential 17.50ha
- Boulevard (Including swales) 2.14ha
- Primary School (Including Sports Pitches) 1.20ha
- Local Centre and Healthcare 1.42ha
- Green Infrastructure (Including Existing Woodland) 10.57ha
- Proposed Attenuation Features 0.80ha
- Proposed Footway Links (3.3km circular route)
- Existing Hedgerow and Trees to be Retained
- Proposed Boulevard Tree Planting
- Proposed Informal Tree Planting
- Proposed Hedgerow Planting
- Proposed Swales
- Proposed LEAP/ LAP
- Dogs off Leads Areas (1.98ha)
- Proposed Community Orchard

NOTE: Locations of Substations and Gas Governor are approximate and are to be confirmed.

C	17.08.2021	Submission issue	OWB	JDD
B	15.06.2021	Updated Attenuation	LMF	KMN
A	28.05.2021	Updated Redline	LMF	KMN
-	24.05.2021	First issue.	LMF	KMN

rev	date	description	dm	chkd
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masterplanning
environmental assessment
landscape design
urban design
ecology
architecture
arboriculture

FPCR Environment and Design Ltd
Lockington Hall
Lockington
Derby DE74 2RH

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w: www.fpcr.co.uk

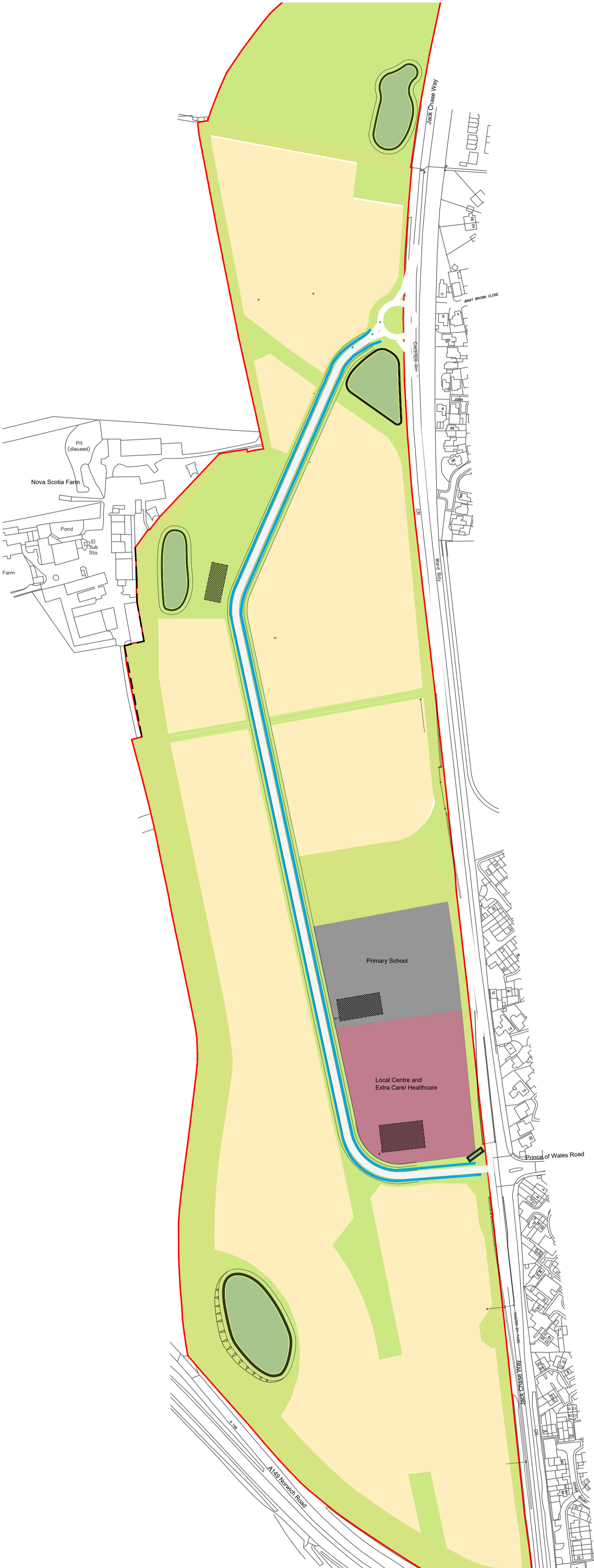
client
Persimmon Homes

project
Nova Scotia Farm
Caister on Sea

drawing title
Development Framework

scale	drawn	checked	date created
1:2500 @ A2	OWB	JDD	17th August 2021
project number	status	revision	
09941	PLANNING	C	

document number
09941-FPCR-ZZ-XX-DR-L-0004
Project Code - Originator - Zone - Level - Type - Role - Drawing Number

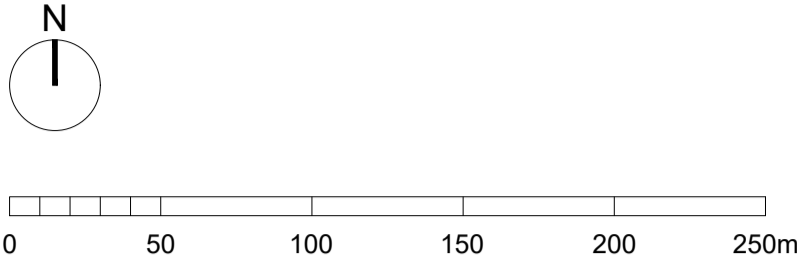


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KEY		
	Application Site Boundary	33.63ha
	Residential	17.50ha
	Boulevard (Including swales)	2.14ha
	Primary School (Including Sports Pitches)	1.20ha
	Local Centre and Healthcare	1.42ha
	Green Infrastructure (Including Existing Woodland)	10.57ha
	Proposed Attenuation Features	0.80ha

C	17.08.2021	Submission issue	OWB	JDD
B	15.06.2021	Updated Attenuation	LMF	KMN
A	28.05.2021	Updated Redline	LMF	KMN
-	24.05.2021	First issue.	LMF	KMN

rev	date	description	dm	chkd
-----	------	-------------	----	------

- masterplanning
- environmental assessment
- landscape design
- urban design
- ecology
- architecture
- arboriculture

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Lockington Hall
Lockington
Derby DE74 2RH

t: 01509 672772
e: mail@fpcr.co.uk
w: www.fpcr.co.uk

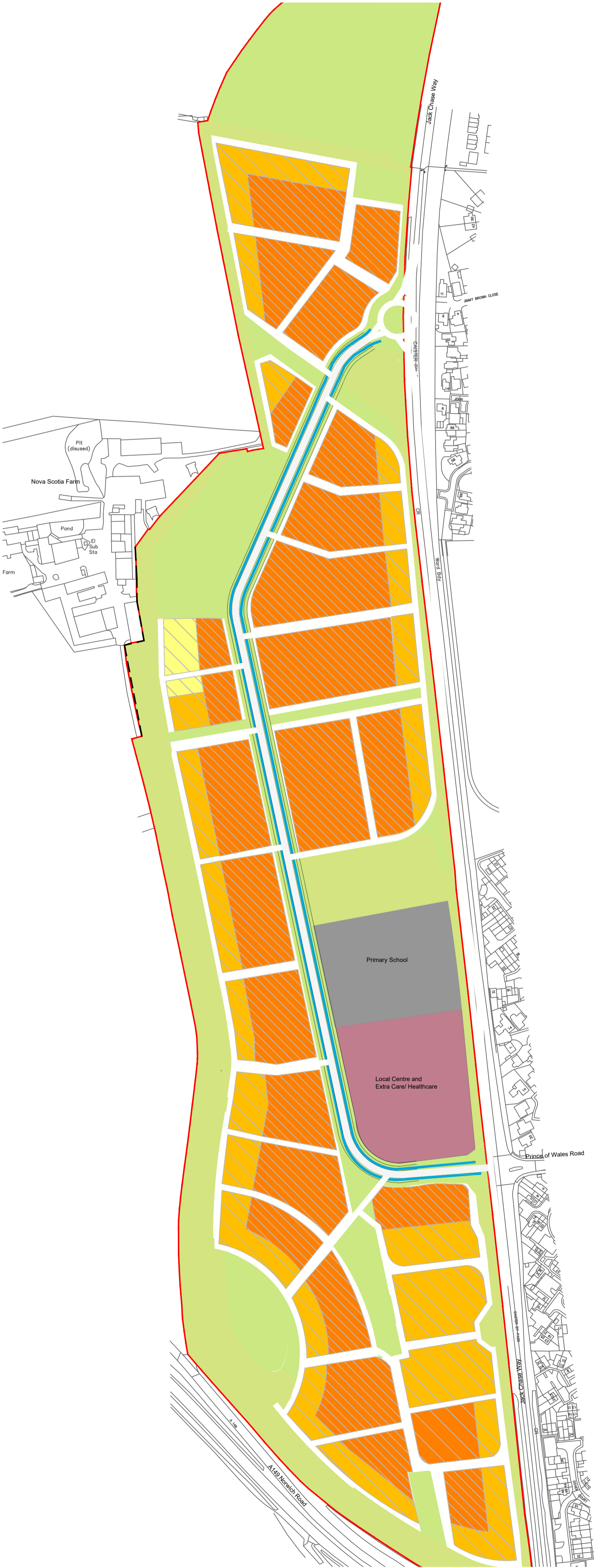
client
Persimmon Homes

project
**Nova Scotia Farm
Caister on Sea**

drawing title
**Development Framework
Land use and Access**

scale	drawn	checked	date created
1:2500 @ A2	OWB	JDD	17th August 2021
project number	status	revision	
09941	PLANNING	C	

document number
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Project Code - Originator - Zone - Level - Type - Role - Drawing Number

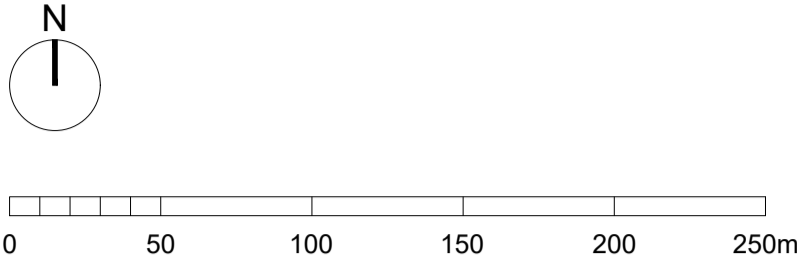


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KEY

Application Site Boundary33.63ha

Residential Densities
17.5ha, 665 dwellings at an average density of 38dph - Density ranges from 33dph - 43dph.

Higher Density

Lower Density

Building Heights
Building heights range across the Site from single to 3 storey to respond to the Site constraints

Single Storey

Up to 2 Storeys (9m max)

Up to 3 Storeys (12.5m max)

Primary School - Up to 2 Storeys

Local Centre and Healthcare - Up to 3 Storeys

C	17.08.2021	Submission issue	OWB	JDD
B	15.06.2021	Updated Attenuation	LMF	KMN
A	28.05.2021	Updated Redline	LMF	KMN
-	24.05.2021	First issue.	LMF	KMN

rev	date	description	dm	chkd
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masterplanning
environmental assessment
landscape design
urban design
ecology
architecture
arboriculture

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Lockington
Derby DE74 2RH

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e: mail@fpcr.co.uk
w: www.fpcr.co.uk

client
Persimmon Homes

project
Nova Scotia Farm
Caister on Sea

drawing title
Development Framework
Density and Building Heights

scale	drawn	checked	date created
1:2500 @ A2	OWB	JDD	17th August 2021
project number	status	revision	
09941	PLANNING	C	

document number
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Project Code - Originator - Zone - Level - Type - Role - Drawing Number

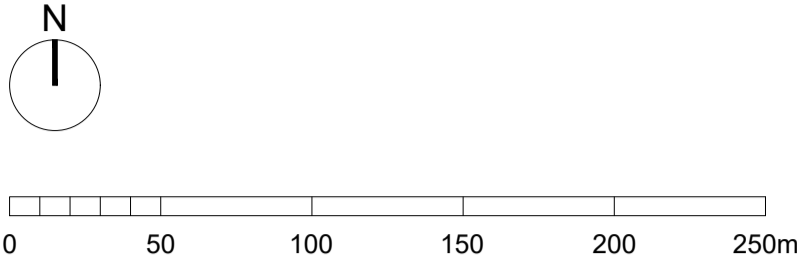


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- KEY**
- Application Site Boundary 33.63ha
 - Natural and Semi Natural Green Space (Includes Amenity Space, Outdoor Sport, Natural Green Space, Parks and Gardens and Community Orchard)
 - Existing Hedgerow and Trees to be Retained
 - Proposed Boulevard Tree Planting
 - Proposed Informal Tree Planting
 - Proposed Hedgerow Planting
 - Proposed Attenuation Features
 - Proposed Swales
 - Proposed LEAP/ LAP

C	17.08.2021	Submission issue	OWB	JDD
B	15.06.2021	Updated Attenuation	LMF	KMN
A	28.05.2021	Updated Redline	LMF	KMN
-	24.05.2021	First issue.	LMF	KMN

rev	date	description	dm	chkd
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masterplanning
environmental assessment
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architecture
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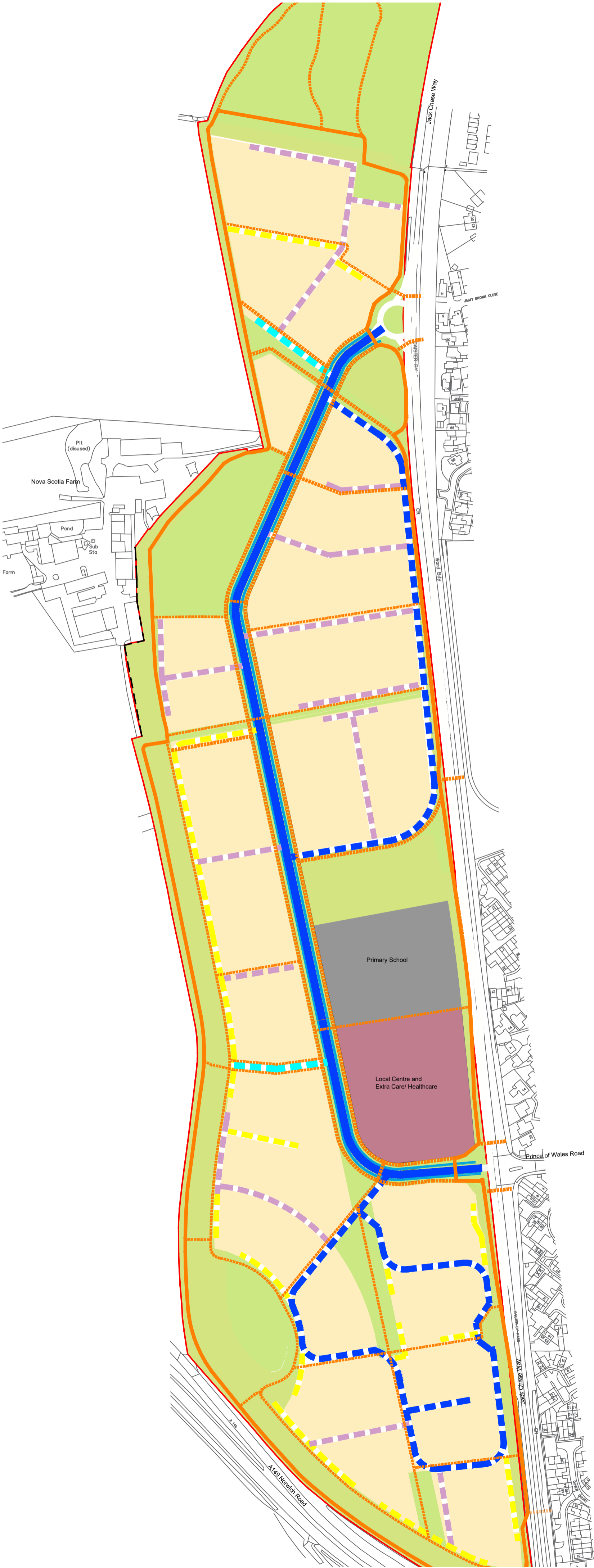
client
Persimmon Homes

project
**Nova Scotia Farm
Caister on Sea**

drawing title
**Development Framework
Green Infrastructure**

scale 1:2500 @ A2	drawn OWB	checked JDD	date created 17th August 2021
project number 09941	status PLANNING	revision C	

document number
09941-FPCR-ZZ-XX-DR-L-0004.3
Project Code - Originator - Zone - Level - Type - Role - Drawing Number

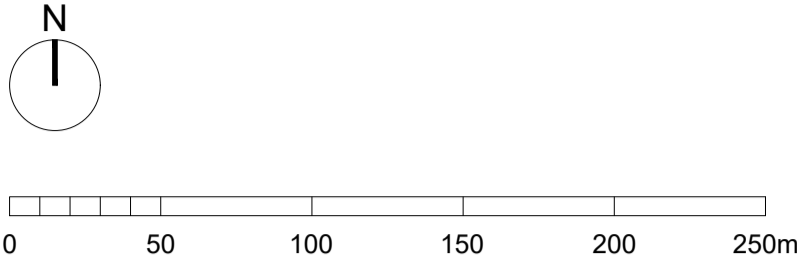


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KEY		
	Application Site Boundary	33.63ha
	Residential	17.50ha
	Boulevard	
	Road 1	
	Street 1	
	Street 2	
	Green Lanes	
	Circular Route - 3.2km (Not through Dogs Off Leads Area)	
	Additional Pedestrian Links	

C	17.08.2021	Submission issue	OWB	JDD
B	-	-	-	-
A	-	-	-	-
-	15.06.2021	First issue.	LMF	KMN

rev	date	description	dm	chkd
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- masterplanning
- environmental assessment
- landscape design
- urban design
- ecology
- architecture
- arboriculture

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Lockington Hall
Lockington
Derby DE74 2RH

t: 01509 672772
e: mail@fpcr.co.uk
w: www.fpcr.co.uk

client
Persimmon Homes

project
**Nova Scotia Farm
Caister on Sea**

drawing title
**Development Framework
Circulation**

scale	drawn	checked	date created
1:2500 @ A2	OWB	JDD	17th August 2021
project number	status	revision	
09941	PLANNING	C	

document number
09941-FPCR-ZZ-XX-DR-L-0004.4
Project Code - Originator - Zone - Level - Type - Role - Drawing Number

Nova Scotia Farm

Jack Chase Way

Primary School

Local Centre and
Extra Care/ Healthcare

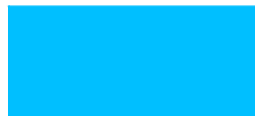
Jack Chase Way

A149 Newick Road

Key:



Phase 1 - 275 Dwellings, traffic signalised junction, southern crossing point and associated infrastructure. (Decision then made on type of primary school constructed)



Phase 2 - 90 dwellings, roundabout junction, northern basin & POS area and associated infrastructure



Phase 3 - 215 dwellings, central crossing area, opening of school, local centre and associated infrastructure.



Phase 4 - 85 dwellings, northern POS and associated infrastructure.

A	Amended to suit drainage and highway infrastructure	18.02.22	JP
REV		Date	By

**PERSIMMON**

Persimmon Homes Ltd.
Persimmon House
Bankside 100
Peachtree Way
Broadland Business Park
Norwich, NR7 2WJ
Tel: 01603 977200

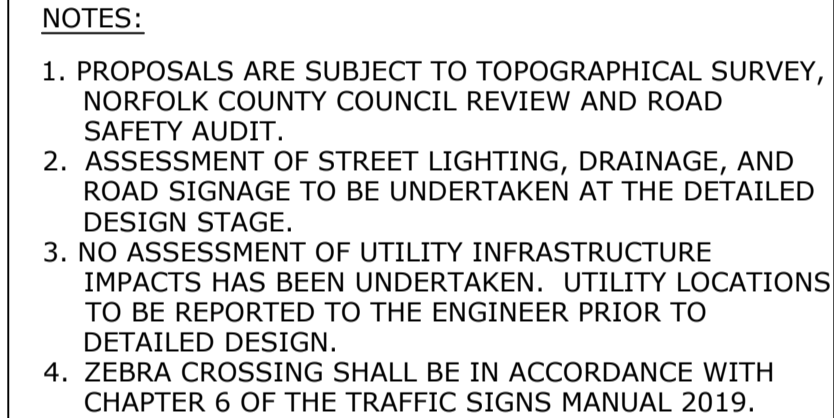
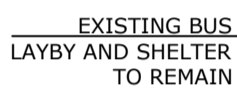
Site Name:
**Nova Scotia
Caister**

Drawing:
Preliminary Phasing Plan

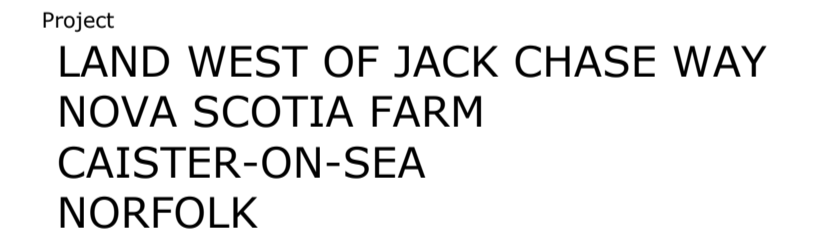
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Version:	Drawing No: NSC-PP01	Rev: A

APPENDIX 14.3A

OFF-SITE HIGHWAY IMPROVEMENT DRAWINGS



This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Title
ORMESBY ROAD TRAFFIC
CALMING PROPOSALS

Client
PERSIMMON HOMES (ANGLIA) LTD



Richard Jackson

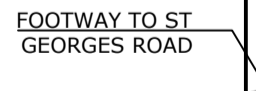
Engineering Consultants

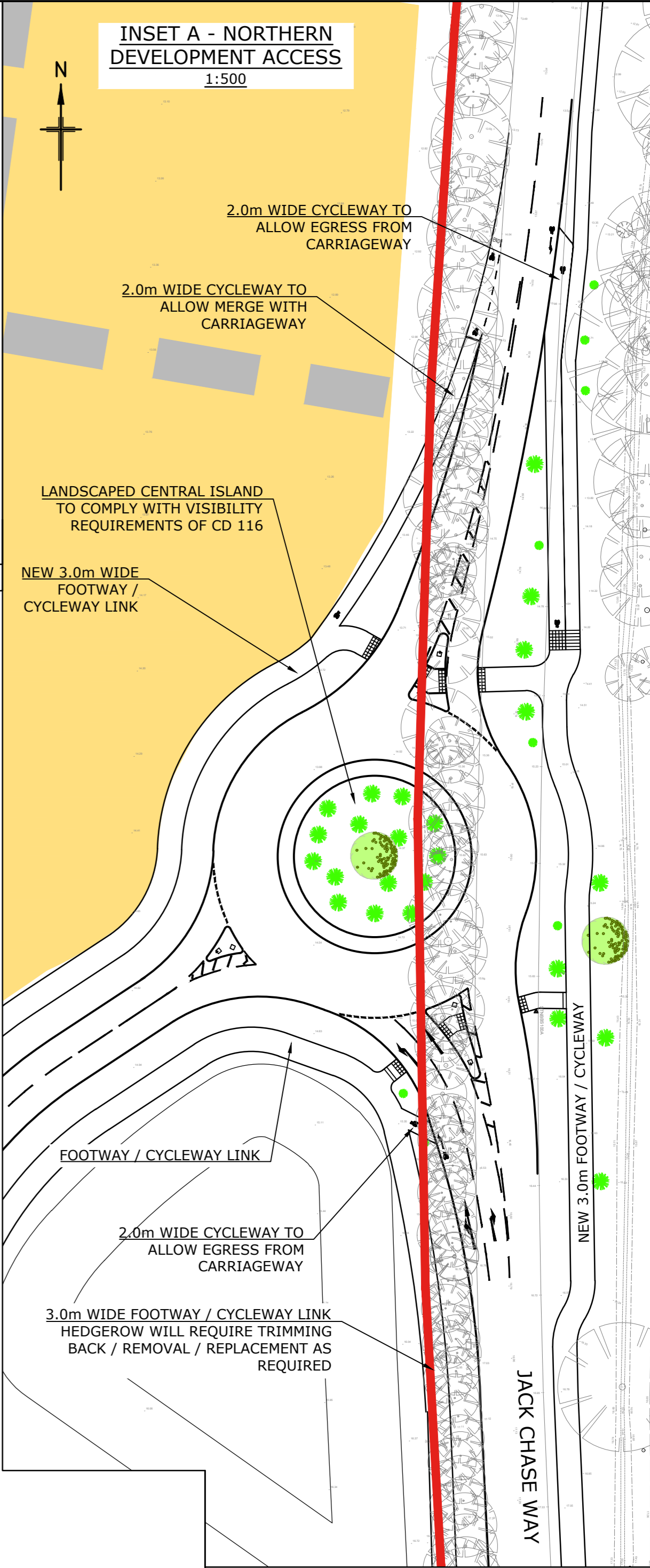
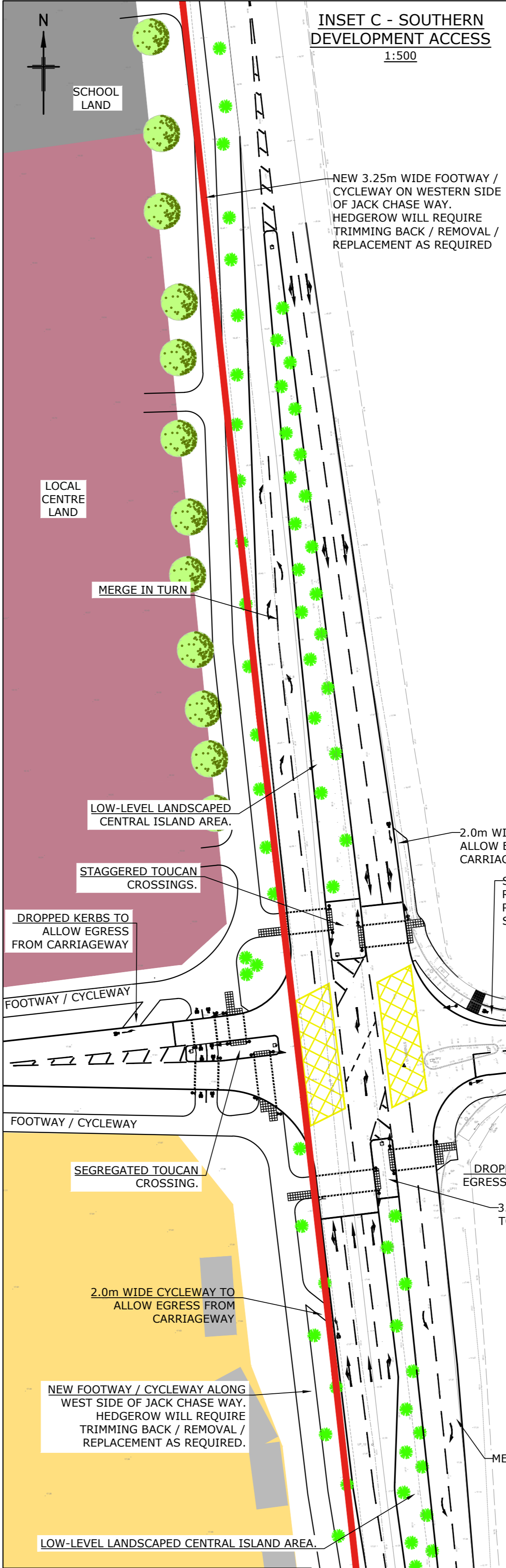
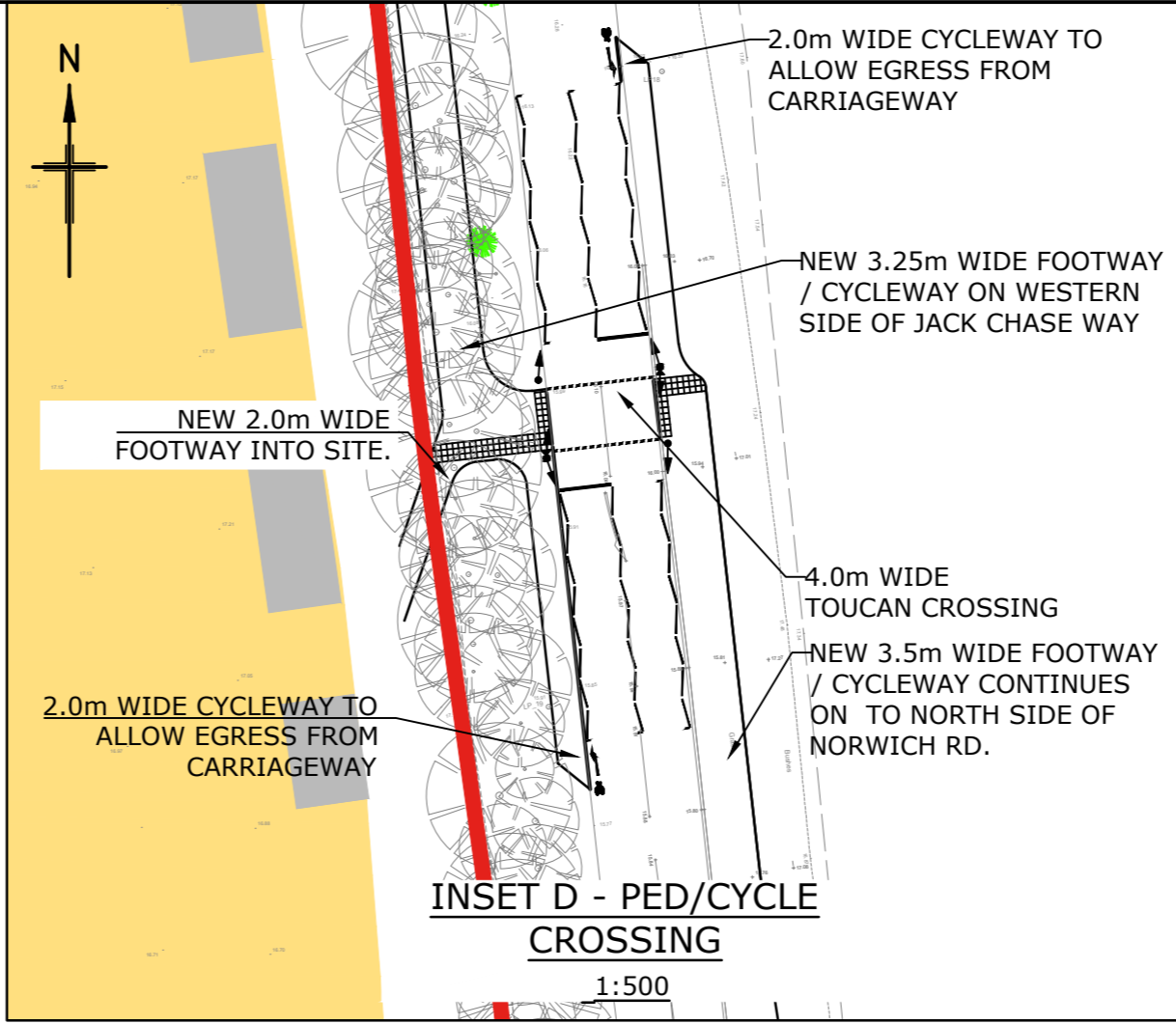
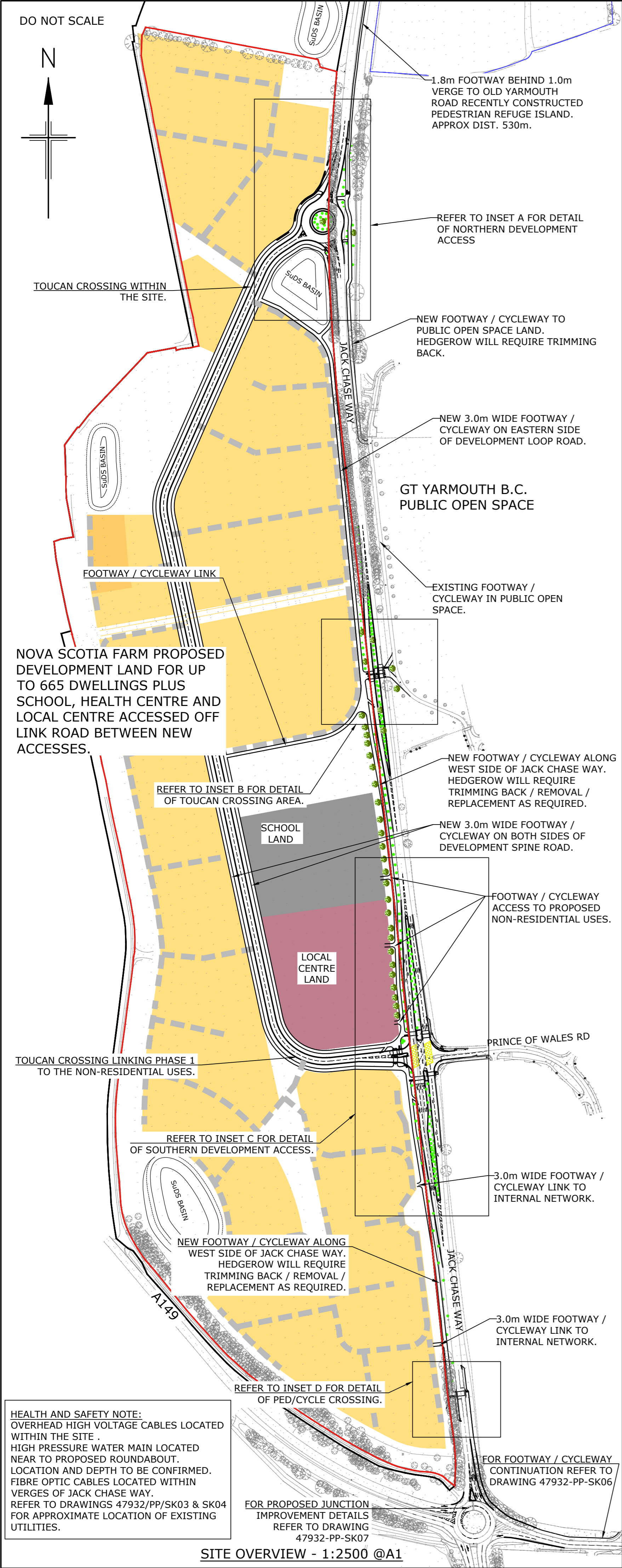
847 The Crescent, Colchester, Essex CO4 9YQ
 3rd floor, Rennie House, 57-60 Aldgate Hill, Street, London EC3N 1AL
 5 Queen House, Mill Court, Great Shefford, Cambs CB22 5LD
 4 The Old Church, St Matthews Road, Norwich, Norfolk NR1 1SP
 The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF

Tel: 01206 228800
 Tel: 020 7448 9911
 Tel: 01223 314794
 Tel: 01603 230240
 Tel: 01172 020070

Email Address: mail@rj.co.uk
 Website: <http://www.rj.co.uk>

Drawing No.		Revision
47932/PP/SK14		B
Drawing Status		
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<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS CONSTRUCTED





NOTES:

- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- ALL ACCESSES AND FOOTWAY / CYCLEWAY LOCATIONS ARE PRELIMINARY AND SUBJECT TO APPROVAL WITH THE HIGHWAY AUTHORITY AND STAGE 2 ROAD SAFETY AUDIT.
- PROPOSED DESIGN PARAMETERS ARE BASED ON A 40mph SPEED LIMIT IN PLACE ALONG JACK CHASE WAY.
- AGREEMENT FROM GT YARMOUTH BOROUGH COUNCIL FOR ACCESSING PUBLIC OPEN SPACE ON EASTERN SIDE OF JACK CHASE WAY IS REQUIRED.
- STREET LIGHTING COLUMNS AND OTHER UTILITY APPARATUS THAT MAY BE AFFECTED DURING THE WORKS WILL BE RELOCATED AT THE DETAILED DESIGN STAGE.
- ALL WORKS WITHIN THE PUBLIC HIGHWAY TO BE TO THE REQUIREMENTS AND FULL SPECIFICATION OF NORFOLK COUNTY COUNCIL.
- ALL PROPOSED TRAFFIC SIGNAL EQUIPMENT MUST BE TYPE APPROVED IN ACCORDANCE WITH THE REQUIREMENTS OF TNG 0600A AND CONFORM TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
- REFER TO TRANSPORT ASSESSMENT AND ASSOCIATED LINSIG MODELLING FOR PHASES, STAGES AND TIMINGS OF TRAFFIC SIGNAL JUNCTION.
- REFER TO LANDSCAPE ARCHITECTS PLANS FOR DETAILS ON PLANTING. REFER TO ARCHITECTS PLANS FOR DETAILS ON INTERNAL ROAD AND PEDESTRIAN LAYOUTS.
- HIGHWAY DRAINAGE REQUIREMENTS TO BE ASSESSED AT DETAILED DESIGN.

N	08.06.21	AMENDED FOR MASTERPLAN CHANGES	RNL	RNL
M	02.12.20	AMENDED FOR CHANGES TO CYCLEWAY.	RNL	RNL
L	06.11.20	AMENDED FOR CHANGES TO CYCLEWAY.	RNL	RNL
K	08.07.20	AMENDED FOR CHANGES TO CYCLEWAY.	RNL	RNL
J	05.05.20	AMENDED FOR HIGHWAY COMMENTS AND WESTERN CYCLEWAY.	RNL	RNL
H	16.10.19	AMENDED FOR ALTERED PHASE 1 LAYOUT	RNL	DDP
G	29.07.19	STAGE 1 RSA COMMENTS	DDP	RNL
F	19.07.19	PROJ. TITLE, PRI. DRIVES, FTWY N OF RBT ACCESS	DDP	RNL
E	12.07.19	A149/J.C.W. JUNCT. IMPROVEMENTS ADDED	DDP	RNL
D	20.05.19	AMENDED DRAWING TO SUIT MODELLING AND AMEND NOTES.	RNL	DDP

REV	DATE	DESCRIPTION	DRAWN	CHKD

REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project
**NOVA SCOTIA FARM,
LAND WEST OF JACK CHASE WAY,
CAISTER ('MAGNOLIA GARDENS')**

Title
**PRELIMINARY ACCESS STRATEGY
FOR LAND AT NOVA SCOTIA FARM**

Client
PERSIMMON HOMES (ANGLIA) LTD

Scale	Drawn	Date
AS SHOWN @ A1	J. PITCHER	01/02/17
Job Manager	Checked	Approved
M. DOUGHTY	R. LONG	M. DOUGHTY

Richard Jackson
Engineering Consultants

847 The Crescent, Colchester, Essex CO4 9YQ
Unit 6040, 6th Floor, Aldgate Tower, 2 Leman Street, London E1 8FA
5 Quern House, Mill Court, Great Shefford, Cambs CB22 5LD
4 The Old Church, St. Andrews Road, Norwich, Norfolk NR1 1SP
The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF
Email Address: mail@rj.uk.com Website: http://www.rj.uk.com

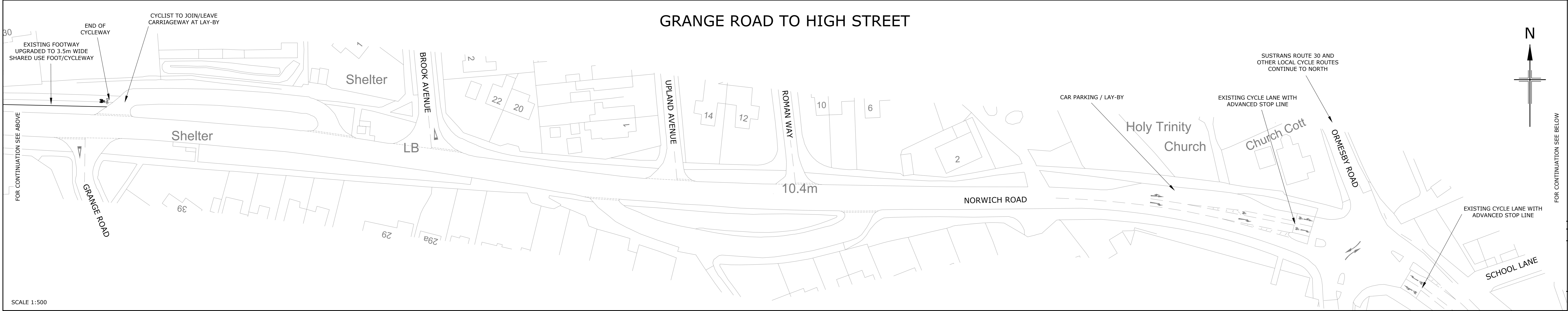
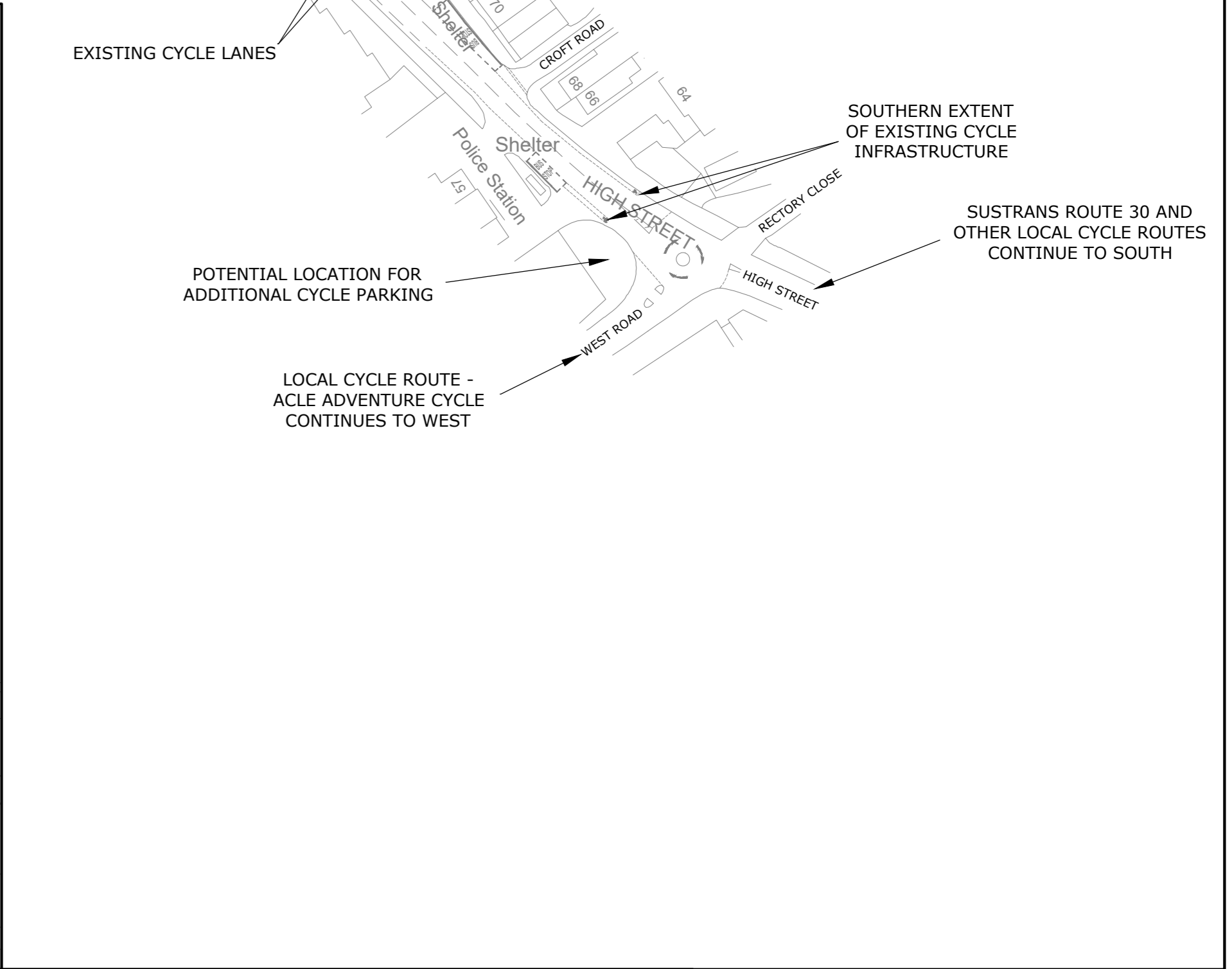
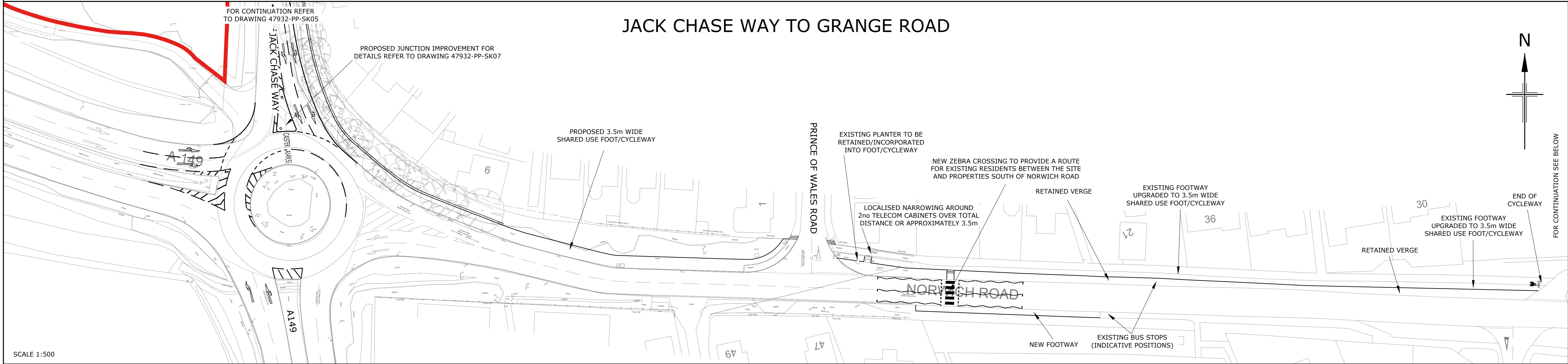
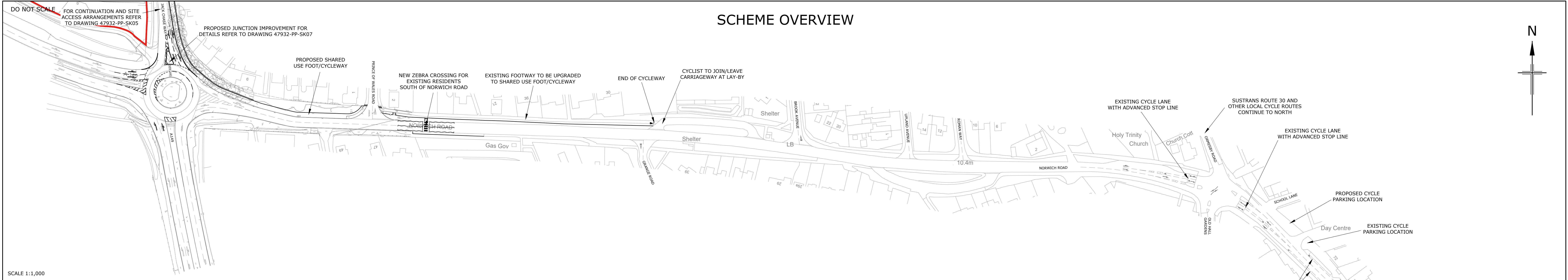
Tel: 01206 228800
Tel: 020 7448 9910
Tel: 01223 314794
Tel: 01463 230400
Tel: 01122 020270

Drawing No.	Revision
47932-PP-SK05	N

Drawing Status	APPROVAL	COSTING
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS CONSTRUCTED

- TRAFFIC SIGNAL KEY
- 3 ASPECT LED SIGNAL (RAG) ON 4.3m HIGH STRAIGHT POLE ERECTED TO MANUFACTURERS SPECIFICATIONS.
 - ON CROSSING LOW VOLTAGE MICROWAVE PEDESTRIAN DETECTOR
 - PEDESTRIAN SINGLE PUSH BUTTON UNIT WITH ILLUMINATED 'WAIT' INDICATION (PBU) / NEAR SIDE PEDESTRIAN TWO LIGHT LED DISPLAY UNIT (PDU) AS REQUIRED.
 - KEEP LEFT ILLUMINATED BOLLARD OR SIMILAR APPROVED.
 - BLANK ILLUMINATED BOLLARD OR SIMILAR APPROVED.

- LANDSCAPING KEY:
- APPROPRIATE SPECIES OF TREE OR LARGE PLANTING / HEDGING WITHIN HIGHWAY LAND.
 - LOW-LEVEL PLANTING
 - GRASSY VERGE



NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. LEVELS ARE IN METRES ABOVE ORDINANCE SURVEY DATUM.
2. SELECTED ROAD MARKINGS SHOWN INDICATIVELY.
3. DESIGN BASED ON ORDNANCE SURVEY MAPPING WITH TOPOGRAPHICAL SURVEY (WHERE AVAILABLE) AND IS SUBJECT TO DETAILED DESIGN AND ROAD SAFETY AUDIT.
4. ROAD MARKINGS, ROUTE SIGNAGE AND TACTILE PAVING REQUIREMENTS FOR NEW CYCLEWAY SECTIONS TO BE APPRAISED AT DETAILED DESIGN.
5. FOR CONTINUATION OF EXISTING CYCLE ROUTES USING ORMESBY ROAD, HIGH STREET AND WEST ROAD, REFER TO NORFOLK COUNTY COUNCIL AND GREAT YARMOUTH BOROUGH COUNCILS THE GREAT YARMOUTH CYCLE MAP.

REV	DATE	DESCRIPTION	DRAWN	CHECKED
B	30/07/19	TITLE BLOCK & RSA COMMENTS	DDP	RNL
A	12/07/19	A149 JUNC, IMP, & LOCALISED NARROWING	DDP	RNL

REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawing and other project information is to be reported to the Engineer immediately.

Project
NOVA SCOTIA FARM,
LAND WEST OF JACK CHASE WAY,
CAISTER ('MAGNOLIA GARDENS')

Title
NORWICH ROAD PEDESTRIAN AND
CYCLE IMPROVEMENTS PLAN

Client
PERSIMMON HOMES (ANGLIA) LTD

Scale	Drawn	Date
AS SHOWN @ A0	D. PALMER	02/04/19

Job Manager	Checked	Approved
R. LONG	R. LONG	R. LONG

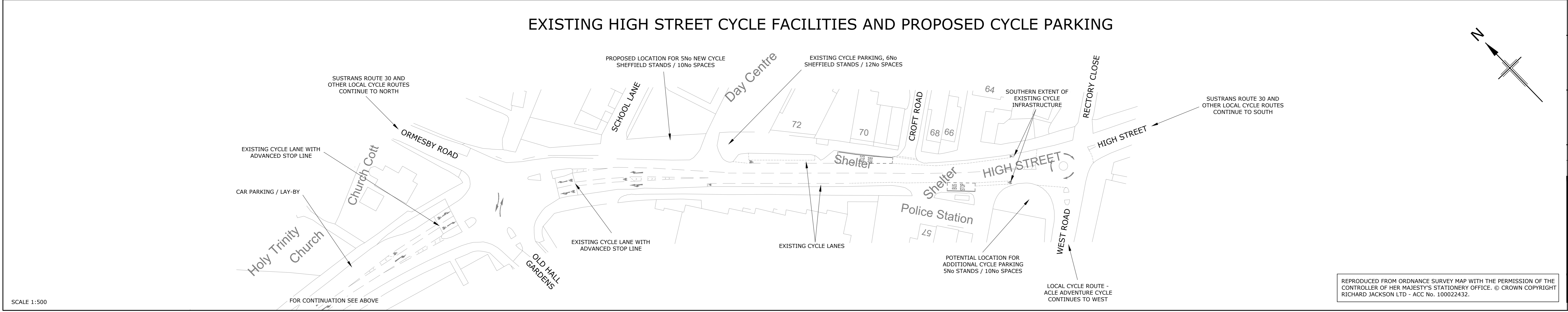
Richard Jackson
Engineering Consultants

847 The Crescent, Colchester, Essex CO4 9YQ Tel: 0206 228800
Unit 50/51, 50/51a, Anglia Tower, 21 Larkhall Street, London E1 8RA Tel: 020 7448 9933
5 Quern House, 184 Court, Great Shelford, Cambs CB2 5LP Tel: 0223 34 4794
1 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1DP Tel: 0883 232404
The Wheelhouse, South Hill, Stonehouse, Gloucestershire GL10 3PF Tel: 01752 020070
Email Address: mail@rj.co.uk Website: http://www.rj.co.uk

Drawing No.
47932-PP-SK06

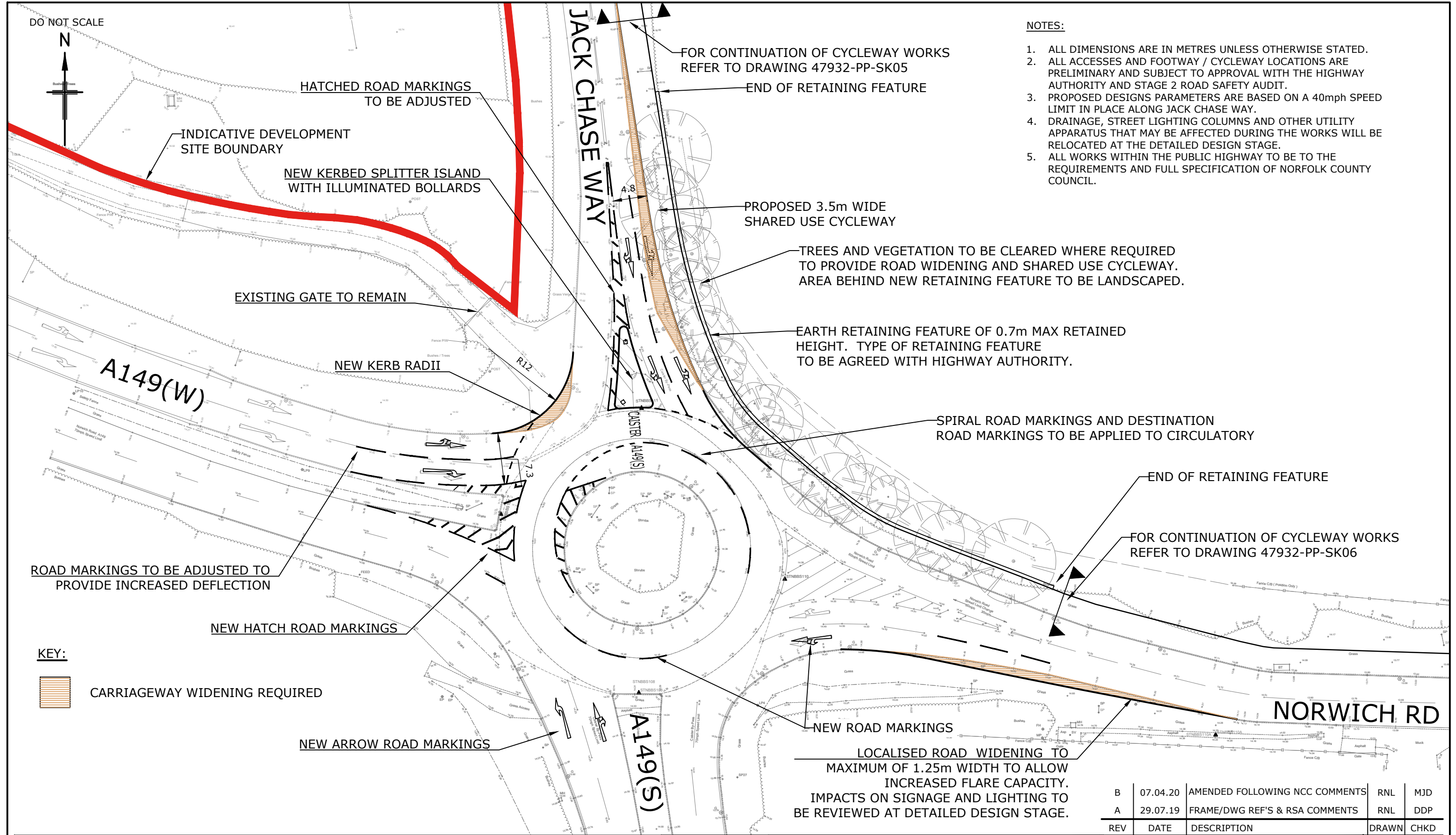
Revision
B

Drawing Status
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[X] TENDER [] CONSTRUCTION [] AS CONSTRUCTED






REPRODUCED FROM ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT RICHARD JACKSON LTD - ACC No. 100022432.

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- NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 2. ALL ACCESSES AND FOOTWAY / CYCLEWAY LOCATIONS ARE PRELIMINARY AND SUBJECT TO APPROVAL WITH THE HIGHWAY AUTHORITY AND STAGE 2 ROAD SAFETY AUDIT.
 3. PROPOSED DESIGNS PARAMETERS ARE BASED ON A 40mph SPEED LIMIT IN PLACE ALONG JACK CHASE WAY.
 4. DRAINAGE, STREET LIGHTING COLUMNS AND OTHER UTILITY APPARATUS THAT MAY BE AFFECTED DURING THE WORKS WILL BE RELOCATED AT THE DETAILED DESIGN STAGE.
 5. ALL WORKS WITHIN THE PUBLIC HIGHWAY TO BE TO THE REQUIREMENTS AND FULL SPECIFICATION OF NORFOLK COUNTY COUNCIL.

B	07.04.20	AMENDED FOLLOWING NCC COMMENTS	RNL	MJD
A	29.07.19	FRAME/DWG REF'S & RSA COMMENTS	RNL	DDP
REV	DATE	DESCRIPTION	DRAWN	CHKD

Project Title NOVA SCOTIA FARM, LAND WEST OF JACK CHASE WAY, CAISTER		Client Title PERSIMMON HOMES (ANGLIA) LTD		<div>This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.</div> <div></div>	<div> Richard Jackson Engineering Consultants</div> <div>847 The Crescent, Colchester, Essex CO4 9YQ Unit 6040, 6th Floor, Aldgate Tower, 2 Leman Street, London E1 8FA 5 Quern House, Mill Court, Great Shelford, Cambs CB22 5LD 4 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF Email Address: mail@rj.uk.com</div> <div>Tel: 01206 228800 Tel: 020 7448 9910 Tel: 01223 314794 Tel: 01603 230240 Tel: 01172 020070 Website: http://www.rj.uk.com</div>		Drawing No. 47932-PP-SK07		Revision B	
Drawing Title A149 / NORWICH RD / JACK CHASE WAY ROUNDABOUT IMPROVEMENTS		Scale 1:500	Drawn R. LONG		Date 11.07.19	Drawing Status <input checked="" type="checkbox"/> INFORMATION <input type="checkbox"/> APPROVAL <input type="checkbox"/> COSTING <input type="checkbox"/> TENDER <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/> AS CONSTRUCTED				
Job Manager R .LONG		Checked DDP	Approved R. LONG							



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Caister-on-Sea



3.141 Caister-on-Sea is one of the larger settlements in the Borough with a total population of approximately 9,000 people. It is located on the coast north of Great Yarmouth and separated from its built-up area by only a short stretch of open land. Caister-on-Sea was an important settlement for the Romans, and the remains of the historic shore fort are still evident, once overlooking what was then a vast estuary between Caister-on-Sea and Burgh Castle. The fort is now in the centre of the settlement which has grown around it as sea level has changed and taking advantage of land reclaimed during the medieval period.

3.142 Caister's recent history is intertwined with tourism: the UK's oldest holiday camp was established here in 1906. The opening here of a new halt on the coastal railway stimulated further tourism and housing development in the area. Following successive waves of housing development, by the end of the 20th century the extent of Caister-on-Sea had largely reached its current size and extent, owing in part to the constraint eventually imposed by the Caister bypass constructed in the 1980s.

3.143 Today, Caister-on-Sea is a bustling service centre with a vibrant high street, and has a nursery, primary and secondary schools, doctors surgery, dentist, pharmacy, post office, public houses, a large supermarket and a range of other local shops serving residents both locally and further afield.

3.144 Extending development north and south of the settlement risks potential coalescence with nearby settlements. This is a particular issue towards the settlements of Ormesby St Margaret and Great Yarmouth; the Local Plan Part 2 identifies 'strategic gaps' to address development proposals within these areas.

3.145 To the south and south-east, flood risk constrains expansion. Part of the coastal frontage of the settlement (particularly north) is within the Coastal Change Management Area which is also addressed Policy GSP4 of Local Plan Part 2.

Land West of Jack Chase Way Housing Allocation

Policy CA1: Land west of Jack Chase Way, Caister-on-Sea

Land to the west of Jack Chase Way, Caister-on-Sea (28.37 hectares), as identified on the Policies Map, is allocated for residential development of approximately 665 dwellings, approximately 60 retirement/care units, a site for a primary school, a site for healthcare uses and a Local Centre. This should be developed in accordance with the following site specific criteria:

- a. Provide for approximately 665 dwellings offering a mix of house types and sizes.
- b. The site must deliver 20% affordable housing on site, with the tenure mix reflecting the needs and demands of the local area.
- c. Set out a phasing strategy that maximises the delivery of housing within the Plan period.
- d. Open space should be provided on-site where feasible, comprising informal open/recreational space, children's play space and a walking trail in accordance with Policy H4. If necessary to supplement on-site provision, the delivery of new off-site open space in close proximity to the site should be secured by planning obligation and/or financial contributions should be made towards improvements to the quality and accessibility of existing off-site open spaces to serve the development in accordance with Policy H4.
- e. Land must be safeguarded for a two-hectare site for a primary school, to accommodate up to two forms of entry, as well as appropriate financial contributions for education. This should be towards the middle of the allocation site. At least 0.8 ha of the open space within the school site shall be the subject of a community use agreement for joint recreational use by the public.
- f. Land must be safeguarded for a Local Centre of approximately 1.75 hectares, comprising a small top-up/convenience foodstore, healthcare facility, retirement/care units and potentially small-scale employment uses and a community facility. It should be located towards the middle of the allocation site.
- g. Financial contributions will be required towards the healthcare facility together with contributions towards acute, intermediate and mental healthcare to serve the development.
- h. Financial contributions will be required towards a new community facility and enhanced library provision to serve the development.
- i. Development should exhibit exceptional urban design and include a series of locally distinctive, walkable neighbourhoods set in an overall framework of a thoughtful and high-quality design ethos, with the non-residential elements integrating effectively and efficiently with residential areas. A variety of materials and finishes/treatments across the development should be applied with innovation and local distinctiveness clearly evidenced.
- j. Key major internal roads should be designed to be accessible by buses.

- k. Parking spaces should have regard to Norfolk County Council standards for provision, with a mix of parking solutions applied to ensure a well-designed and safe environment for all users.
- l. There must be at least two safe and appropriate vehicle access junctions from Jack Chase Way provided in accordance with current highway standards. No vehicular access shall be taken from the A149.
- m. There must be the provision of safe and appropriate crossing points of Jack Chase Way for walking and cycling to encourage the movement of people from the site to the existing Caister-on-Sea village and vice versa.
- n. A single 3 metre wide shared use cycle path should be provided along Jack Chase Way providing connections to Norwich Road, Prince of Wales Road and the residential areas to the north-east of the site. Where feasible, a connection should be made to the recreation area east of Jack Chase Way.
- o. There must be good connections to the wider countryside through the provision/extension of footpaths/ bridleways where possible.
- p. Development proposals should minimise impacts on and provide net gains for biodiversity, including maintaining the existing hedgerow along Jack Chase Way where practically possible, and ensure that where appropriate, mitigation measures are undertaken.
- q. Development proposals need to be accompanied by a Landscape Visual Impact Assessment which will inform an appropriate landscaping scheme for the treatment to the site's southern and western boundary which must be enhanced to limit the impacts on the wider landscape, including the nearby Broads area and the setting of Caister Castle.
- r. Street lighting and any other lighting that forms part of the scheme should be designed to limit the visual and light pollution impact of the proposed development including on the setting of the Broads.
- s. Submission of a foul drainage strategy, demonstrating how the foul drainage generated by the development can be accommodated appropriately.
- t. Submission of a site specific Flood Risk Assessment and submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system could contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the sustainable drainage measures should be included with the submission.
- u. Development proposals should take into account the results of the Council's Heritage Impact Assessment; and must demonstrate that any negative impacts on the significance of designated and non-designated heritage assets and their settings, have been avoided and if this is not possible, mitigated. In particular the development should acknowledge and respect the setting of the former WWII gun batteries on Nova Scotia Farm and include an area of open space to the south of these assets. A further Heritage Impact Assessment will be required at the planning application stage to inform the detailed design. This should be

accompanied by an archaeological assessment. Any necessary mitigation should be included in the development proposals.

- v. A planning application should be supported by evidence which assesses the quantity and quality of mineral resource. Extraction of minerals prior to development of this site is encouraged where practical and environmentally feasible.
- w. Submission of a Transport Assessment and Travel Plan and provision of measures necessary to mitigate impacts and encourage sustainable travel.
- x. Submission of a shadow habitats regulations assessment and provision of necessary mitigation measures including a contribution to the Council's Habitats Mitigation and Monitoring Strategy in line with Policy GSP5.

Policy Justification and Supporting Text

3.146 The site is one of the largest residential developments to be provided in the Borough and will balance the major growth (already largely committed) at the other Key Service Centre of Bradwell as allocated in the Core Strategy.

3.147 The biggest challenge of the site is to provide a sustainable extension to Caister-on-Sea which would successfully integrate the new community with the existing settlement, when the two are divided by the current Caister bypass (Jack Chase Way). An appropriate solution will be required to ensure safe and easy pedestrian, cycle and vehicular access between the development site and existing settlement, without unduly impeding through traffic or encouraging it to divert through the centre of Caister-on-Sea. This solution may include the reduction of the Jack Chase Way speed limit to 40mph. It is therefore particularly important that there are "pull" factors on the site to encourage the existing residents of Caister-on-Sea to cross Jack Chase Way, such as a primary school, formal recreation facilities and community facilities.

3.148 Approximately 60 retirement/care units such as sheltered housing, very sheltered housing, extra care housing or a care home, should also be secured and provided to meet the needs of the Borough's ageing population. The site presents an ideal opportunity to accommodate this need when taking into consideration the level of development combined with the proposed provision of services on the site. The affordable housing requirement will not apply to the accommodation comprising retirement/extra-care, care housing, as this type of housing has less viability to cross-subsidise the delivery of affordable housing.

3.149 The design of the whole scheme is exceptionally important. The development should be designed so that it creates a locally distinctive neighbourhood which is sympathetic to the environment it lies within. There should be a good variety of house types and styles and a variety of different materials and treatments used, as well as thoughtful landscaping, green infrastructure and tree-planting to encourage healthy living. The density of the development will be over 40 dwellings per hectare. As such semi-detached and detached properties should be used sparingly to avoid a cramped form of development with little spacing between and in front of properties. Where detached and semi-detached properties are provided, they should be in lower density character areas with appropriate space and landscaping surrounding them. Buildings should effectively turn corners to avoid blank frontages and help create a sense of enclosure.

3.150 The layout and design of the main roads within the site must enable appropriate permeability by buses. The layout of all streets should have regard to desire lines for pedestrians to minimise the length of journeys. As such cul-de-sacs, private drives and roads with unnecessary bends which frustrate pedestrian and cycle movements should be avoided where possible.

3.151 Car parking provision within the site should have regard to Norfolk County Council Parking Standards both with regard to the number of spaces per dwelling and the width of parking spaces to accommodate modern cars (2.5m). Parking provision should include a mix of solutions including on-plot parking, well designed on-street parking and parking courts. Rear parking courts should only be used in limited circumstances where spaces are well surveilled, secure and close to the respective dwellings. Continuous front curtilage parking should be avoided as this creates a car-dominated environment as well as limiting the scope for on-street visitor parking. Where garages are provided, they must be a minimum of 3m wide (internal dimensions) to allow people to park within them and be able to open the car doors sufficiently wide to enter/leave the car with relative ease.

3.152 Design tools such as Building for Healthy Life criteria should be applied when designing the scheme and assessing the quality of the design. Proposals will need to be in accordance Policies CS9 and A2 on design and the National Design Guide.

3.153 A development of this size, at some distance from the main facilities in Caister-on-Sea, will require on-site provision of local services. Accordingly, a requirement is imposed for a Local Centre including suitable retail uses, healthcare centre, approximately 60 retirement/care units and potentially employment and community type uses. The policy requires this area to be approximately 1.75 hectares, however, a smaller area could be provided if it can be demonstrated that the above uses could be suitably accommodated on a smaller site.

3.154 In order to mitigate the impacts of the allocation on education, contributions will be required towards a new primary school on the site. These are likely to total £5,360 per dwelling. In addition, a two-hectare site for a new primary school needs to be safeguarded and provided on-site, at a central, accessible location. Typically, the provision of land for new educational requirements would be provided at no cost to Norfolk County Council Children's Services.

3.155 The development will put pressure on existing primary, acute, intermediate and mental healthcare facilities as evidenced in the Infrastructure Plan (2020). As such, a financial contribution will be required to improve these facilities to address the impact. Based on modelling using the Healthy Urban Development Unit Planning Contributions model, it is estimated that the contribution from this site will need to be in the region of £2,416 per dwelling. In addition, land within the Local Centre should be made available to the relevant health authorities, as there is very little capacity for physical growth of the local health surgeries.

3.156 Caister-on-Sea is in need of a new community centre and this development will increase demand for community facilities. Therefore, a financial contribution of £692 per dwelling is required to help deliver a new facility as evidenced in the Infrastructure Plan (2020). The development will put pressure on the existing Caister-on-Sea library, therefore it is necessary for the development to make a contribution of £319 per dwelling towards enhanced library provision in line with the Norfolk County Council's standards for provision.

3.157 There is a need for informal recreation space/children's play space and formal recreation space at appropriate locations in the development. The precise details (such as the mix of facilities) will need

to be discussed and agreed with the Council at appropriate stages of the scheme, but the level of provision must meet the Council's standards of 103sqm per dwelling as set out in Policy H4. It may not be possible to meet the entire requirement on-site. Therefore, off-site provision of open space in close proximity to the site may be necessary together financial contributions to the improvement of existing open space in the locality in line with Policy H4.

3.158 The site is an area with a rich and varied historic environment. It is situated in proximity to a number of designated and important non-designated heritage assets, including:

- Caister Castle (Scheduled Monument and Grade I listed building;
- WWII gun battery at Nova Scotia Farm (non-designated)

A Heritage Impact Assessment has been prepared by the Council, which has assessed the impact of the development of the site in principle on the settings of nearby heritage assets. A slight impact on the setting of Caister Castle was found. The assessment identified mitigation measures including maintaining the tree belt around the site and orientating the public buildings on the site and streets to respect views of the castle tower. With regard to the WWII gun batteries, a slight impact was found with mitigation. Recommended mitigation included the provision of an open space in front of the assets. Interpretation boards could also be of benefit. The orientation of streets and buildings to the south of the assets could also help in the interpretation of the historic setting by allowing for longer views towards Great Yarmouth harbour. A further Heritage Impact Assessment will be required at the planning application stage to inform the detailed design. This should be accompanied by an archaeological assessment. Any necessary mitigation should be included in the development proposals.

3.159 Significant landscaping will be required to limit the site's impact on the wider landscape, with particular emphasis on the setting of the Broads to the south west. The site is near to an intrinsically dark area of the Broads (see the Local Plan for the Broads). If there is lighting associated with the scheme it should be designed to not affect the intrinsic dark skies of the Broads.

3.160 The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. In accordance with current (and emerging) policies from the Minerals and Waste planning authority, Norfolk County Council, the above policy requires that on-site minerals should be considered for prior extraction where appropriate.

3.161 The scale of the development proposed will require a Transport Assessment. This should be underpinned by traffic surveys which have been conducted in both the peak summer holiday period as well as outside of the holiday season. Mitigation measures will need to be secured through the design of the scheme, planning conditions, Section 106 or Section 278 agreements. A Travel Plan should be submitted identifying measures to encourage sustainable modes of transport.

3.162 A Shadow Habitats Regulations Assessment must be prepared and submitted to the Council in accordance with Policy GSP5. This Assessment should set out the potential impacts of the development on nearby National Site Network habitat sites and identify necessary on-site and (if necessary) off-site mitigation measures. In addition, the in-combination effects of the development will necessitate the payment of a contribution per dwelling, in line with the Council's Habitats Monitoring and Mitigation Strategy.

Table 3.6 Summary of Expected Developer Contributions

Infrastructure	Land Requirements	Indicative Developer Contributions ¹¹
Education (new primary school with nursery provision)	2 hectares	£5,360 per dwelling
Health Centre	0.75 hectares	£949 per dwelling
Acute, Intermediate and Mental Healthcare	n/a	£1,466 per dwelling
Community Facility	Potential for use of land on Local Centre	£692 per dwelling
Library Improvements	n/a	£319 per dwelling
Public Open Space	7.47 hectares	n/a

¹¹ Developer contributions have been estimated based on the current required levels of service provision and published standards at the time of preparing the plan. It is likely that both the costs and the need for additional infrastructure could change by the time a planning application may be submitted and require a re-evaluation of developer contributions in line with the most up to date published standards.