

Appendix A - Statutory and Internal Consultees

Local Highways Authority (Norfolk County Council)

Original comments 27.10.2021

1. No detailed plan of the site access is provided demonstrating the applicant can provide a junction with 6.0m radii and 2.4 x 59m visibility splays, likely to require significantly more removal of the frontage trees and hedges that indicated;
2. Is public access to land on the north side of Norwich Road to be provided, as this would require provision of a footway/crossing point from the proposed development?
3. The drainage strategy will result in an increased need for access by maintenance vehicles to the land to the north. The applicant should therefore demonstrate the required visibility splays can be provided and that sufficient turning space is available so vehicles can exit/enter Norwich Road in a forward gear;
4. There is no assessment in the transport statement of the walking routes to village services, which would use Adams Lane, Norwich Road and Station Road. The applicant would appear to be reliant on the use of Adams Lane, despite the most direct route to the village shop (unmarked bus stops) and primary school being via Norwich Road. However, no details have been provided showing how Adams Lane or the public footpath will be improved. Additionally, no details have been provided for any improvements due to the lack of footway provision on Norwich Road / Station Road.
5. The applicant will need to determine the defined route and width of the existing Restricted by-way and public footpath and provide details of appropriate improvements, which in the case of the restricted byway will also need to extend beyond the red application boundary.
6. The proposed layout results in numerous properties with their rear gardens facing Adams Lane and it therefore being enclosed by boundary fences, to the detriment of the personal safety of users of this route and the security of adjacent properties.
7. The proposed access would be subject to a 20mph zone, which should be indicated on the layout plan.
8. The proposed layout will need to be tracked by a large refuse vehicle.
9. On street parking adjacent to plots 2 and 3 caused by the reliance on rear parking in close proximity to the junction with Norwich Road would be detrimental to highway safety.
10. The junction adjacent to plot 35 should be provided with 6.0m radii and visibility splays in both directions measuring 2.4 x 25 metres. The adjacent footway will need to be widened to the full extent of the required visibility splays.
11. Access to the public open space / and or public footpath should not result in the public use of a private drive/footpath.
12. The access road should not be narrowed where it is crossed by the restricted byway.
13. With the exception of the two parking spaces serving the 1 bedroom dwellings (plots 30-32) there is no provision for visitor parking in the form of roadside laybys resulting in on-street parking.
14. The occupants of plots 14,23 and 27 will have no natural surveillance of their allocated parking spaces, resulting in an increased risk of these spaces not being fully utilised leading to further on-street parking.

Further comments 21.02.2022

Required visibility splays have been added to the drawing and do not appear to impact on the front trees and hedges.

An assessment of walking routes has still not been provided. It is not sufficient to rely on the use of Adams Lane or Norwich Road without significant improvements to these routes. Norwich Road provides the most direct route to the village and is likely to be used by a significant number of residents. Whilst a continuous facility cannot be provided, there is an opportunity to provide a footway across the site frontage from the existing footway to the southeast to the northern boundary of Chapel End. Improvements to Adams Lane should not be restricted to the site boundary as indicated.

Remain of the view that designing a layout that results in continuous rear boundary fences adjacent to Adams Lane will result in a perceived increase in personal safety and should be avoided. For it to become an attractive route as an alternative to Norwich Road, the development should open onto it, not enclose it.

Parking requirements have been met in terms of spaces per dwelling. If provided in remote locations from dwelling with poor surveillance, they are unlikely to be used. In addition to plots 2 and 3, this also remains an issue adjacent to plots 14, 23 and 37, and to a lesser extent to plots 24 and 5.

Addition of two visitor spaces is welcome, particularly the lay-by adjacent to plot 29. However, who will own/have access to the visitor space adjacent to plot 21. Neither space will mitigate likelihood of on-street parking.

The access road must not narrow across the restricted by-way. This is a layout issue for the adopted road.

Lead Local Flood Authority (Norfolk County Council)

Original comments 03.09.2021

A Flood Risk Assessment and Drainage Strategy is submitted in support of this application to account for local flood risk issues and surface water drainage. Welcome SUDs in the proposed development. Private and shared access roads and parking bays in the south of the site are proposed to be drained via shallow free draining (infiltrating) permeable paving system. Remainder of the site, including the man estate carriageway, together with roofed areas to plots 24-29, will be conveyed to a wetland area prior to being discharged, at a reduced rate of 1.7 l/sec (Qbar) to the River Bure, located adjacent to the site.

If not, we would request the following information prior to determination. The following condition is suggested:

Prior to commencement of development, in accordance with the submitted Flood Risk Assessment / Drainage Strategy (Rossi Long Consulting, Document Ref. 191238, Revision 00, dated 5th February 2021) detailed design measures shall be submitted to and agreed in writing with the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development hereby permitted [and maintained as such thereafter]. The scheme shall address the following matters:

- i. Finished ground floor levels of all properties are a minimum of 300mm above expected flood levels of all sources of flooding (including any rivers or ordinary watercourses, SuDs features and within any proposed drainage scheme) and at least 150mm above ground level;
- ii. Details of how all surface water management features including the proposed wetland area are to be designed in accordance with the SUDs Manual (CIRIA C753, 2015) including appropriate treatment stages for water quality prior to discharge.

Further comments 09.02.2022

The LLFA welcomes the additional information. The additional information supplied by the applicant consists of a wetland design schematic, a general pipe layout cross section of the proposed wetland area and wetland feasibility assessment and design report (Corpusty Wetland Feasibility Assessment and Design Report, Norfolk Rivers Ecology, V3, dated 10 January 2022).

The documents listed above illustrate the creation of a wetland area is feasible at this location. The LLFA does not disagree with the findings. The generalised pipe layout cross section Plan provides a general demonstration of the workings of the feature from a water design Perspective. To enhance the performance of this feature, from a water quality perspective the applicant could introduce a sediment forebay area, which would act as a pre-treatment stage removing coarse sediments from the surface water run-off. As the wetland receives surface water run-off from the estate carriageway, this may warrant consideration by the applicant.

Notwithstanding the above, we have no objections, subject to conditions being attached to any consent if this application is approved and the applicant is in agreement with pre-commencement conditions. If not, we would request the following information prior to determination.

NNDC Conservation and Design

Original comments 27.10.2021

Heritage Assets

It cannot be argued that the proposed development would enhance the setting of the adjacent Grade II Listed Manor House. Indeed, by virtue of extending the built form out towards the listed building, C&D are of the opinion that it would result in some harm being caused to this important heritage asset. This is because historically the listed building has derived part of its significance from its outlying position away from the main body of the village. Clearly, however, the development would see it affectively being merging it into the built envelope.

Under para 199 of the NPPF, it is clear that great weight must be given to the conservation of the heritage asset. It is also understood that where a loss of significance is identified, it requires a clear and convincing justification under para 200 of the same document. In this case, however, there a number of material factors that lead us to the conclusion that an objection cannot be sustained on heritage grounds; namely: -

- Over time, the setting of the listed building has already been compromised to some extent. This is thanks to a combination of;
 - i) the late 20th century highway improvements which now see the house standing on an engineered crossroads and alongside a relatively wide bypass,
 - ii) the recent barn conversions to the North West, whilst although done reasonably well, have nonetheless introduced domestication and residential character where it previously did not exist, and
 - iii) the immediate setting of the house has already been compromised on its South Western side by the functional close-boarded fencing which frames the adjacent footpath.
- The curtilage of the listed building has a discrete, self-contained quality and is framed by existing mature planting on its South Western boundary. Whilst this will inevitably

vary through the seasons, it nonetheless would create meaningful separation distance between the existing and proposed buildings.

- A combination of the changing levels and the respective siting and orientation would prevent any direct competition between the existing and proposed buildings. The new build would also not impinge upon or block any important views of the heritage asset.

For these reasons, the level of harm is considered to be towards the lower end of the 'less than substantial' spectrum for the purposes of the NPPF. As such, it is recognised that the public benefits accruing from the proposals would outweigh the modest harm identified.

Layout and Design

Layout-wise, it is considered that: -

- the sinuous access road should create an evolving and layered street scene within the development.
- the lack of regimentation in the siting of the buildings should produce a relatively informal scheme which would be broadly compatible with the edge-of-village, rural location.
- the development appears to have been slotted in around the established planting on site – this will help to bed it into the wider landscape whilst also creating several enclaves within the scheme. No doubt my Landscape colleagues will comment separately on some of the close relationships between the buildings and the trees which frames much of the site.
- there is variety in parking provision which should prevent the scheme being unduly dominated by residents' vehicles (although it is perhaps less clear where visitors might end up parking).

Elevationally, the individual dwelling types for the most part follow the developer's emergent house style which has been accepted elsewhere within the District. As such, there is little that requires a detailed critique hereunder with the houses generally considered to be appropriately proportioned and detailed.

The one notable exception is unfortunately at the entrance to the site where it is considered that the two terraces facing each other would not offer the best introduction to the site. Not only would both feature inline rectangular forms with only the porches to provide any kind of relief and modelling, but the simple handed fenestration, the plain roofscapes and the largely blank gables appear to offer little by way of genuine visual interest and innovation. If we also then factor in the proliferation of PV panels (particularly on the front elevation of Plots 36-38), and there is precious little to get enthused about here. Whilst this may well not be the difference between an approval and a refusal, any attempts to enliven these plots would most definitely be welcomed by C&D; e.g. introducing a roadside cross wing for contrast, adding a pair of chimneys on at least one of the terraces, having an active roadside frontage on one of the blocks, sitting one of the blocks on a contrasting/expressed plinth, and enlivening the rear elevations which border on the bland.

Materials

It is important that the materials palette is appropriate for the context. To this end, there are some concerns about the bricks and tiles proposed as follows: -

- In respect of Facing Brick A, the TBS Audley Antique has a rather washed out, anaemic colour mix which is not particularly characteristic of North Norfolk. It is therefore considered that a warmer orangery-red multi stock brick be chosen instead and the Audley reserved only as an accent material on the least visible plots. As an aside, the image supplied within the Materials Specification appears to be at variance with the

online images of this brick type. This may just be in the reproduction of the document but it perhaps does not give an accurate impression.

- As regards Facing Brick B, it is not entirely clear what is being proposed here. To the best of my understanding TBS does not produce a Ivanhoe Old Cottage brick. Neither does Ibstock who are associated with the Ivanhoe name. What they do produce, however, is a Ivanhoe Cottage Blend which can probably be considered acceptable on balance on the small number of the plots proposed. Again, however, it does not appear to tally with the image in the submitted document.
- C&D must reserve judgement on the proposed white brick in the absence of an actual name being chosen.
- Whilst having no objections in principle to the Sandtoft Neo pantile being used, the usual strong preference is expressed for the Natural Red colour to be replaced with the Tuscan or Flanders from the same range – this is to avoid the ‘raw’ and more one-dimensional appearance of the Natural Red.

Unless these matters are to be resolved prior to determination, an appropriate condition covering the prior agreement of the bricks and tiles is requested in the event of an approval being issued. All other materials shown are considered acceptable.

Further comments 18.02.2022

Whilst still having reservations about the plots at the entrance to the development, it is acknowledged that design amendments have been made to improve their modelling and overall appearance. There are no further substantive Conservation and Design objections to this scheme. This is notwithstanding the usual visual misgivings about the unsightly ‘retrofitted’ PV panels on prominent roofslopes.

In terms of materials, the Weinerberger Olde Heritage Antique brick is considered acceptable on balance. By contrast, the Ivanhoe Westminster most definitely is not – it is a patchy chequerboard of a brick with a colour mix which has no real place in our District. An alternative will therefore have to be found. As regards having a white brick, I cannot immediately find any reference to this on elevations. However, if this is still proposed, it may in practice be better just to pain/colour wash one of the two eventually approved bricks.

There is no objection to the use of Sandtoft Noepantiles. There would be a clear preference for the bright and relatively one-dimensional natural red to be replaced with either the Tuscan or Flanders. Elsewhere, the flintwork comprising proper flint cobbles and not pre-formed flint blocks, the rest of the materials raises no concerns.

NNDC Landscape Officer

Landscape Scheme and Schedule

- Majority of vegetation and proposed planting is retained within public areas of the site and ownership/management responsibilities would be retained by Broadland Housing Associated / Management Company. Details are to be secured by condition and s106 Legal Agreement;
- Retention of Adams Lane byway as an informal path is welcome and retained as a wildlife and local landscape corridor. External lighting should be avoided (including security lighting on housing) and controlled by way of condition. Comments of the PROW Team are noted that may require re-surfacing of the PROW. Any new surfacing should be informal and maintain the rural character;

- Hedges bordering Adams Lane (G39, G40, G48 and G49) and some other boundaries 9G48) are reduced in height and spread/depth to accommodate housing. A condition can be attached to ensure that works are completed to BS3998;
- Trees will need to be removed or pollarded along the western former railway embankment and new planting is proposed to reinforce the tree belt – species proposed are in the form of small trees/understorey planting *(hazel, field maple) although 3 Hornbeam are proposed. It is considered that additional of Oak and Evergreen species would be beneficial for screening and biodiversity enhancements.

AIA/Trees

- The development has sought to retain most of the valued trees /hedges on site and impact on retained trees is negligible. 10 trees are to be removed and 6 groups of hedging or scrub to be partly removed or removed entirely out of 89 individual trees and groups. Additional work may be required to the retained vegetation to reduce in size (9 groups of trees);
- Some plots affected by shade of retained trees are mainly along the railway line; however, the AIA concludes this is minor to negligible;
- An Arboriculture Method Statement and Tree Protection Plan have been provided which will need to be conditioned.

Open Space

- Unclear how the open space will function and what each area will provide;
- Documents suggest that the former railway embankment and western boundary is for informal access, but there is no circular walking route and green space behind rear gardens is uninviting;
- Other than Orchard Area to the north, there is a lack of useable open space. Function of the western boundary as natural green space and biodiversity corridor is welcome, but additional green space should be provided elsewhere or a contribution sought to provide this offsite;
- Welcome the retention of the area to the north as amenity green space, but this needs to be better defined. Will informal paths be mown within the area or interpretation boards provided? Space could be abandoned or underutilised.

Recreational Avoidance Mitigation Strategy

- NE advise of no objection or significant impact on statutory designated sites. The EN Team has probably not had sight of the GIRAMS (2021) that has been prepared by the combined Local Authorities in Norfolk in preparation for emerging Local Plan which has determined standardised zones of influence (ZOIs) for European sites in Norfolk and indicated where project level HRAs are required for planning purposes;
- The development site is within the Zones of Influence of the Norfolk Valley Fens (15km), the Broads site (25km) the North Coast sites (42km) and the Wash sites (61km).
- The GIRAMS developer contribution towards implementation of strategic mitigation is secured as part of the S106 Agreement - £185.93 per dwelling, index linked.

Issues to address:

- No detail on function of north-eastern parcel of land – how this will be planted or managed;
- Disappointing that trees T32 and T33 are being removed because of proximity to plots 36 and 38 – these are natural barrier to the site and do not need to be removed because of visibility splays/highway reasons. Removal of these trees will open up site (site is intended to be enclosed and intimate);
- Replacement planting of 3no. specimen trees is proposed but question whether sufficient space to flourish and grow to mature specimens to replace those removed;
- Confirmation required that only 2 trees (T34, T35) and part of hedging (G31) to the front of the site are to be removed for visibility splays to Norwich Road following comments from Highways Authority;
- Landscape Section would like space behind gardens 17, 18 and 19 (within red line) to be incorporated into the landscape management proposals with a clear function vision of its function.

NNDC Ecology Officer

Ecology Assessment and Reptile Survey

- An accurate assessment of the impacts on ecology has yet to be provided, owing to limitations to accessing the northernmost site areas and existing building on the site;
- No details provided on SUDs and drainage scheme, and the required highway access improvements. Potential ecological impacts from drainage strategy have not been properly assessed.
- Unclear what the significance of the impact on priority habitats is without a detailed site survey (hedgerows and mature trees).
- External lighting will need to be limited along Adams Lane owing to the foraging habitat of bats. Additional detailing is required to determine bats roosts on the village periphery.
- Bisection of Adams Lane will serve the wildlife corridor and impact bats. Character of Adams Lane should be retained and loss of vegetation restricted along Adams Lane.
- Potential that trees with bat roost potential could be removed. Report is unclear as to the significance of the impact of the development on bats and/or required mitigation and compensation measures, and the licensing requirement is unclear. An internal inspection of the building on the north of the site is recommended to confirm findings;
- Report is unclear as to the required mitigation and/or compensation features for GCN, and states a license is not required but provides no justification.
- Reptile survey – no specific mitigation for reptiles has been recommended;
- Grassland adjacent to River Bure held potential foraging habitat for grass snake, but has not been subject to a full reptile survey.
- Ecology report does not quantify the amount of scrub clearance on site or quantified the impact to breeding birds as a result of the loss of habitat or enhancement measures.
- Ecology Report states that drainage discharge from the development (foul and surface water) should protect the nearby (and hydrologically connected) River Bure. No detail as to how this will be achieved.
- Key wildlife features on site are: The old railway line; The green lane (Adams Lane) with its twin hedgerows and unsealed track; and existing hedge boundary patterns and mature trees. These features are to be retained within open spaces or highways boundaries, and are within the wider ownership/control of Broadland

- Housing Association or Management Company. Function of these spaces is unclear.
- A Construction and Environmental Management Plan (incorporating ecological constraints) is a key part of the mitigation component of the Ecology Report, to be clear under the advice of an Ecologist. This should be conditioned;

Preliminary Ecological Appraisal (Parcel B)

- States that Parcel B contains significant ecological features and constraints, notably: hedgerows, the River Bure, Water voles, Otters, Brook Lamprey(River Bure) and Bats.
- Additional surveys are necessary and include a survey of the River Bure, and marginal vegetation, fisheries, reptiles, water voles and otters.

Other Comments

- Use of uplighters for the Ansell specification is not acceptable and would result in light pollution and adversely affect the nocturnal character of the site.
- Further clarification is required as to how or if Adams Lane will be improved/widened.

Further comments 10.03.2021 Advice

Questions remain over certain elements of the development and the resultant impact/effect on biodiversity.

Should the application be approved, the Landscape Section reiterates the importance of ensuring the specific details as to the eventual ownership and management responsibilities, together with maintenance schedule of open space areas, old railway line and Adams Lane will need to be secured by planning condition and as part of the Legal obligation 9S106 Agreement).

Environment Agency

Original comments 05.11.2021

Flood Risk

The applicant has sequentially sited all proposed development within Flood Zone 1. Our maps show the site boundary lies within Fluvial Flood Zone 3a defined by the PPG: Flood Risk and Coastal Change as having a high probability of flooding. The proposal is for the construction of 38 dwellings with associated infrastructure and landscaping, which is classified as more vulnerable development of the PPG. We are satisfied that the flood risk assessment, referenced 191238 and dated February 2021, provides you with the information necessary to make an informed decision.

In particular:

Drawing CRPSTY-IW-SA-XX-DR-A-1505 shows all proposed development lies within Flood Zone 1

The access and egress routes travels through Flood Zone 3 and therefore does not have a safe route of access

Flood depths on the and within the building remain unknown because the flood zones are derived from JFLOW modelling

Flood Storage compensation is not required

Flood Evacuation Plan has not yet been proposed

As the applicant has sequentially sited their proposed development to be sequentially sited within Flood Zone 1, we feel it is unnecessary to request the applicant to re-model the River Bure designated main river in order to incorporate the climate change allowances. This is because the majority of the new climate change allowances have not exceeded the current extent of the existing flood zone 2.

JFlow

The Flood Zone maps in this area are formed of national generalised modelling, which was used in 2004 to create fluvial floodplain maps on a national scale. This modelling was improved recently using a more detailed terrain model for the area. This modelling is not a detailed local assessment, it is used to give an indication of areas at risk from flooding.

JFlow outputs are not suitable for detailed decision making. Normally, in these circumstances, an FRA will need to undertake a modelling exercise in order to derive flood levels and extents, both with and without allowances for climate change, for the watercourse, in order to inform the design for the site.

However, as the applicant has sequentially sited their proposed development to be wholly within Flood Zone 1, we feel it unnecessary to request the applicant to model the River Bure designated river with regards to the safety of the proposed development because the proposed development should remain dry and provide refuse throughout the 0.1% (1 in 1000) annual probability event.

If you feel you do not have sufficient information with regards to flood levels on the access/egress routes, we advise that modelling be undertaken to accurately establish the risk to the access/egress routes in terms of potential depths and locations of flooding. The watercourse should be modelled for the 1 in 20 (5%), 1 in 100 (1%) and 1 in 1000 (0.1%) year events both with and without the addition of climate change.

Further comments 02.02.2022

We have been made aware of errors in our previous letter.

Incorrectly stated that flood depths on the site and within the building remain unknown because the Flood Zones are derived from JFlow modelling.

We previously stated that the access and egress route travels through Flood Zones 3 and therefore does not have a safe route of access. We can confirm that the access and egress routes travel through Flood Zone 1 and therefore does have a safe route of access.

When comparing the flood extent of the current 1 in 1000 (0.1%) AEP + 20% climate change allowance, the location of the proposed development, it is clear that the development still lies outside this extent and within Flood Zone 1.

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Appendix B

Figure 14 Corpusty and Saxthorpe Neighbourhood Plan (Adopted 1st April 2019)

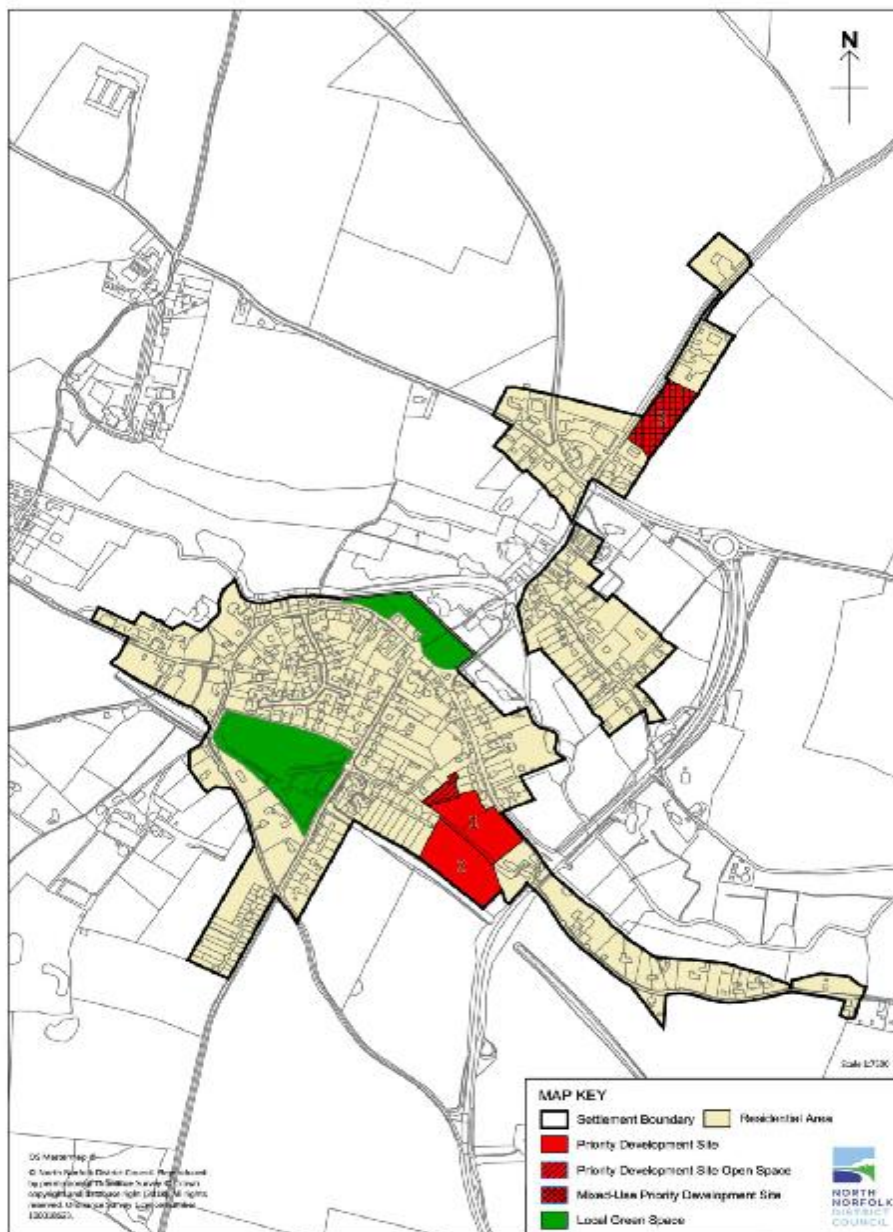


Figure 14 - Corpusty & Saxthorpe: Settlement Boundary

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Figure 16 Corpusty and Saxthorpe – The River Bure and Valley



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