

Planning Regulatory Committee

Date: **Friday 6 June 2014**

Time: **10am**

Venue: **Edwards Room, County Hall, Norwich**

Persons attending the meeting are requested to turn off mobile phones.

Membership

Mr S Agnew
Mr S Askew
Mr M Baker
Mr B Bremner
Mr D Collis
Mr A Dearnley
Mr C Foulger
Mr A Grey
Mr J Law

Mr B Long
Mr W Northam
Mr M Sands
Mr E Seward
Mr M Storey
Mr J Ward
Mr B Watkins
Mr A White

**For further details and general enquiries about this Agenda
please contact the Committee Officer: Julie Mortimer**

on 01603 223055
or email committees@norfolk.gov.uk

Where the County Council have received letters of objection in respect of any application, these are summarised in the report. If you wish to read them in full, Members can do so either at the meeting itself or beforehand in the Department of Environment, Transport and Development on the 3rd Floor, County Hall, Martineau Lane, Norwich.

A g e n d a

1 Election of Chairman

2 Election of Vice-Chairman

3 To receive apologies and details of any substitute members attending.

4 Minutes:

(Page 5)

To receive and agree the Minutes of the meeting held on 25 April 2014.

5 Members to Declare any Interests

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

If that is the case then you must declare such an interest but can speak and vote on the matter.

6 To receive any items of business which the Chairman decides should be considered as a matter of urgency

7 Nominations to Serve on the Planning (Regulatory) Urgent Business Sub-Committee.

The Committee is asked to nominate five Members of the Committee to serve on the Planning (Regulatory) Urgent Business Sub-Committee (2 Conservative, 1 Labour, 1 UKIP, 1 Liberal Democrat).

The Terms of Reference for the Sub-Committee are “To exercise all the powers of the main Committee where a decision is required urgently (having been agreed as such by the Head of Democratic Services and relevant Chief Officer)”.

Applications referred to the Committee for Determination

Reports by the Interim Director of Environment, Transport and Development.

- 8 Great Yarmouth Borough Council. Y/6/2013/6006. Construction of a new Link Road from A143 Beccles Road, Bradwell, to a proposed roundabout to be constructed to serve retail development at Beaufort Way, Gorleston, and to link with A12. Proposed Link Road to comprise of a single carriageway highway, including grass verges, shared cycleway and footway and other associated works; including highway improvements on the A143 in the vicinity of the junctions with Browston Lane and New Road** (Page 11)

Chris Walton
Head of Democratic Services
County Hall
Martineau Lane
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NR1 2DH

Date Agenda Published: 29 May 2014



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STANDING DUTIES

In assessing the merits of the proposals and reaching the recommendation made for each application, due regard has been given to the following duties and in determining the applications the members of the committee will also have due regard to these duties.

Equality Act 2010

It is unlawful to discriminate against, harass or victimise a person when providing a service or when exercising a public function. Prohibited conduct includes direct discrimination, indirect discrimination, harassment and victimisation and discrimination arising from a disability (treating a person unfavourably as a result of their disability, not because of the disability itself).

Direct discrimination occurs where the reason for a person being treated less favourably than another is because of a protected characteristic.

The act notes the protected characteristics of: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The introduction of the general equality duties under this Act in April 2011 requires that the Council must in the exercise of its functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by this Act.
- Advance equality of opportunity between people who share a relevant protected characteristic and those who do not.
- Foster good relations between people who share a relevant protected characteristic and those who do not.

The relevant protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

Crime and Disorder Act, 1998 (S17)

Without prejudice to any other obligation imposed on it, it shall be the duty of the County Council to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.

Human Rights Act 1998

The requirements of the Human Rights Act 1998 must be considered.

The human rights of the adjoining residents under Article 8, the right to respect for private and family life, and Article 1 of the First Protocol, the right of enjoyment of property are engaged. A grant of planning permission may infringe those rights but they are qualified rights, that is that they can be balanced against the economic interests of the community as a whole and the human rights of other individuals. In making that balance it may also be taken into account that the amenity of local residents could be adequately safeguarded by conditions albeit with the exception of visual amenity.

The human rights of the owners of the application site may be engaged under the First Protocol Article 1, that is the right to make use of their land. A refusal of planning permission may infringe that right but the right is a qualified right and may be balanced against the need to protect the environment and the amenity of adjoining residents.

**Planning Regulatory Committee
Minutes of the Meeting Held on Friday 25 April 2014
at 10am in the Edwards Room, County Hall**

Present:

Mr B Bremner, Chairman

Mr S Agnew
Mr A Dearnley
Mr N Dixon
Mr C Foulger
Mr A Grey
Mr A Gunson
Mr B Hannah

Mr B Iles
Ms A Kemp
Mr B Long
Mr W Richmond
Mrs M Somerville
Mr M Storey

1 Apologies and Substitution

Apologies for absence were received from Mr S Askew (Mr W Richmond substituted); Mrs J Brociek-Coulton and Mr J Joyce.

2 Minutes from the meeting held on 21 March 2014.

The minutes from the Planning (Regulatory) Committee meeting held on 21 March 2014 were agreed as a correct record by the Committee and signed by the Chairman, subject to the list of names included at paragraph 5.4 of the minutes being amended to read Mr N **Dixon**.

3 Declarations of Interest

There were no declarations of interest.

4 Urgent Business

There were no items of urgent business.

Applications referred to the Committee for Determination

Reports by the Director of Environment, Transport and Development

5 North Norfolk: C/1/2013/1012: Holt Road, East Beckham, Sheringham, Norfolk. Excavation, processing, bagging and sale of sand and gravel: Gresham Gravel Ltd.

5.1 During the presentation of the report, the following points were noted:

- The Highways Authority had raised no objection to the application. The applicant had consulted the Highways Authority about developing a ghost island traffic management scheme to enable traffic turning right from King's Lynn into the site to move to the centre of the road, allowing other traffic using the A148 to flow freely.
- The Highways Authority had confirmed that the proposed traffic management arrangements which had been developed with the applicant were a satisfactory solution to traffic management issues.
- Objections to the application had been received from three Parish Councils, with a further three objections from neighbouring residents. Those objections had been made on the grounds of the harm that could be caused to their amenity from noise and dust as well as on ecological grounds.
- Following consultation with the Environmental Health Officer, North Norfolk District Council, it had been confirmed that there would be no material harm from noise or dust provided the relevant conditions and control arrangements were put in place.
- The landscape and visual impact had been considered acceptable in that no harm would be caused to Sheringham Park or other nearby areas of outstanding beauty.
- The application complied with the policies within the development framework and had been recommended for approval.

5.2 In response to questions by the Committee, the following key points were noted:

- The Highways Engineer confirmed that the authority had fully considered the surrounding area and the proposed ghost island to provide a right turn into the site would allow the free flow of traffic along the A148, which was a corridor of movement and was deemed a satisfactory scheme from the highways point of view. It was estimated the ghost island right-turn lane scheme would indicatively cost in the region of £300k.
- Members expressed considerable concern about the obstruction caused by HGV vehicles waiting to turn right into the site and felt that these vehicles would obstruct the view of traffic turning from the Upper Sheringham road onto the A148. The Highway Engineer explained that the proposed access was in the optimum location between the two existing junctions to the east and west of the site. The Highway Engineer outlined that the proposed access and ghost island had been approved by Norfolk County Council Safety Audit Team.

- A request was made for a roundabout junction to be installed as part of the application process, and the Committee was advised by the Planning Services Manager that the Highways Authority had been consulted and advised that the proposal for including a right turn lane would be sufficient to resolve any highways issues arising from the proposal.
- Extraction works at the site would be carried out in a phased manner, with each phase being restored when the next phase commenced.
- The applicant had opted to restore the site to provide biodiversity gain by screening and covering the restored land with native woodland in keeping with the local environment. As the Norfolk County Council Core Strategy strongly encouraged conservation, it had welcomed the proposed restoration. Members were advised that the site was relatively small, and was not the highest grade agricultural land, although it was also noted that grade 3 or grade 4 agricultural land could be productive by planting appropriate crops and should not be discounted from consideration.
- The section of the A148 included within the application was subject to a 50mph speed limit and the ghost island proposal had been approved by the Highways Authority. The traffic island would require a marginal width increase to the road, with an extension to the ladder hatch. The possibility of vehicles using the hatched turning area to overtake other vehicles was discussed and it was noted that it would not be possible to prevent traffic manoeuvres of this nature.
- The Highway Engineer outlined that the proposed site entrance had been designed to ensure 215m visibility splays, from a 4.5m set back, could be achieved in line with design standards.
- There had been two recorded accidents on the A148 at its junction with the A1082 in the past five years, therefore the road was not considered to be a cluster accident site. It was reiterated that the application had been assessed by the Highways Authority safety audit team which had deemed the proposed ghost island scheme satisfactory.
- A specific lane to allow traffic turning left onto the highway from the site entrance to allow it to reach speed before joining the road was not considered necessary, as the 215m visibility stipulation was considered sufficient to allow these vehicles to safely join the highway.
- Once the site became operational, there would be approximately 40 two-way HGV vehicle movements per day. To put this into perspective, a traffic count had been conducted along that stretch of road which had ascertained that there were approximately 5100 vehicle movements daily, in each direction.
- As outlined in the report, it had not been proposed to provide renewable energy features as part of this development. Part of the site was being used as a solar farm

to offset carbon emissions.

- Consideration had been given to locating the entrance to the site in Gibbett Lane, although this had been deemed unacceptable as significant highway improvements would be required. The Highway Engineer confirmed this had been abandoned due to the existing orientation of the junction, insufficient space to provide a right turn lane on the A148, insufficient visibility from Gibbet Lane and insufficient width on Gibbet Lane.

5.3 The Chairman welcomed Mr Mark Thompson, Small Fish Design Consultants, who addressed the Committee on behalf of the applicant, during which the following points were noted:

- Officers were thanked for their help and guidance through the application process.
- The applicant, Gresham Gravels Ltd, was a local business employing local staff and supporting local businesses. The company was keen to commence work at the site to supply the local construction industry with flint and cobbles to be used in the North Norfolk area for building works, including housing.
- Significant efforts had been included within the application to mitigate any adverse impacts on the local residents.
- The vehicle access to the site from the A148 had been assessed by the Highways Authority and been deemed suitable. When the application was initially drafted, Gibbett Lane had been the preferred site access option, although it had been ruled out following discussions with the Highways Authority.
- The reservoir near the application site was owned by Anglian Water.
- Any water used at the site to wash and separate the gravel from the sand and silt, would be mains water which would be recycled.
- Mr R Batt, Gresham Gravel was a keen advocate of the environment and was very keen to restore the site in an environmentally friendly manner.

Mr Thompson said he was pleased that the application had been recommended for approval and indicated he would be happy to answer questions from the Committee, during which the following points were noted:

- Gibbett Plantation was owned by Mr Batt. It was reiterated that when the application was first considered Gibbett Lane had been the preferred option for siting the entrance. After discussions with the Highway Authority, Gibbett Lane had been deemed unacceptable due to visibility and width issues and the significant highway improvements which would be required to allow for the provision of a staggered junction.

The Chairman thanked Mr Thompson for attending.

5.4 Cllr Michael Baker, Member for Holt Division which included the parish of East Beckham, addressed the Committee as the Local Member, in objection to the application, during which the following points were noted:

- The ghost island scheme did not provide a safe access along that route and other access options should be considered which would be more appropriate.
- There had been many more than two accidents along that stretch of the A148 during the last five years.
- Extraction of gravel at the site was not an issue, but the transportation of the gravel onto the highway was a very large concern as the A148 was a very well used route when travelling from King's Lynn to Cromer.
- Due to this road being extremely busy, a roundabout option should not be ignored and suggestions that a roundabout would cost five times more than the proposed ghost island and staggered junction were incorrect.
- Visibility along that stretch of road was poor at present and adding HGV lorries to the traffic levels would impede the visibility of traffic turning onto the A148 from the Cromer direction. Officers were asked to reconsider the safety issues along that road in order to solve the safety problems raised and that placing the staggered junction at the proposed location was a serious accident waiting to happen.

The Chairman thanked Mr Baker for attending.

5.5 The Planning Services Manager reiterated that the application needed to be considered as it had been submitted and the issue to be addressed was whether the HGV traffic impacts arising from the development was acceptable or not. It was not appropriate to require the development to resolve wider highways issues along this route.

As part of the application process, the Highways Authority had been consulted and had asked for a right turn lane to be installed which would allow the significant volumes of traffic to move freely. The Planning Services Manager added that the Committee needed to consider this application alone and that the access had been deemed safe by safety specialists and that there were no adverse highways implications resulting from this application.

The Planning Services Manager added that it was the Committee's decision to ensure that the planning application was concordant with the development plan and if there were any other material considerations which would direct them to refuse the application. He added that Officers advice was in the report and that there were no material considerations to suggest the Committee should refuse the application. He also added

that the application had been through the extensive site allocations process.

The Planning Services Manager also reiterated that extensive discussions about the optimum access to the site had taken place, with the resultant Highways Engineers advice being that the application included the best solution available.

- 5.6 Members requested some information and training about the Highways Authority policy relating to highways issues within planning applications and how officers reached decisions relating to highways issues. The Planning Services Manager agreed to feed back the comments from the meeting and added that training was on the training programme for the future.
- 5.6 Mr Dixon proposed, seconded by Mr Long that the Committee **DEFER** a decision on this application to allow further discussions to take place to try to resolve the highways issues. With 12 votes for, 2 votes against and 0 abstentions the motion was **CARRIED**.

The meeting ended at 11.20am

CHAIRMAN



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Applications Referred to Committee for Determination:

Great Yarmouth Borough Council

Y/6/2013/6006

Construction of a new Link Road from A143 Beccles Road, Bradwell, to a proposed roundabout to be constructed to serve retail development at Beaufort Way, Gorleston, and to link with A12.

Proposed Link Road to comprise of a single carriageway highway, including grass verges, shared cycleway and footway and other associated works; including highway improvements on the A143 in the vicinity of the junctions with Browston Lane and New Road

Report by the Director of Environment, Transport and Development

Summary

Planning application for the construction of the A12 - A143 Link Road comprising of a new 1.8km road from the western end of Beaufort Way through the Beacon Business Park, north westwards to connect with the A143 Beccles Road at a new roundabout junction to be located at the existing junction of the A143 with C620 New Road.

The Link Road is required to facilitate new development that is proposed in the South Gorleston area.

The County Council has successfully bid for Department for Transport (DfT) 'Local Pinch Point' funding for highway schemes which provide congestion relief and aid development. The proposed Link Road will facilitate new development and resolve the congestion on the local road network, and provide an important link connecting the A143 via a new road through the Beacon Business Park Enterprise Zone to the A12 Trunk road.

It is considered that the proposed development is in accordance with the development plan and national planning policy. The proposal is therefore considered to be acceptable and there are no other material considerations why it should not be permitted.

It is recommended that the Director of Environment, Transport and Development be authorised to:

- (i) Grant planning permission subject to the conditions outlined in section 12.
- (ii) To discharge conditions where those detailed above require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted.
- (iii) Delegate powers to officers to deal with any non-material amendments to the application that may be submitted.

1. The Proposal

- 1.1 The Link Road is required to facilitate new development that is proposed in the South Gorleston area, see Great Yarmouth Borough Council Draft Core Strategy (September 2013) Policy CS18. A planning application (06/13/0652/O) for residential development in the South Gorleston area is currently with Great Yarmouth Borough Council for determination.
- 1.2 The proposed Link Road will facilitate new development, but also resolve the congestion on the local road network, and provide an important link connecting the A143 via a new road through the Beacon Business Park Enterprise Zone to the A12 Trunk road. Accordingly, it has been the subject of a successful bid for DfT 'Local Pinch Point' funding which will provide some 70% of the cost of the scheme and this funding must be spent by the end of March 2015.
- 1.3 The Link Road application for the A12-A143 Link Road scheme comprises a new 1.8km road routeing from the western end of Beaufort Way (the existing access road from the A12 trunk road at South Gorleston) through the Beacon Business Park, north westwards to connect with the A143 Beccles Road at a new roundabout junction (roundabout A) to be located at the existing junction of the A143 with the C620 Belton New Road.
- 1.4 The proposed Link Road will cross two existing minor roads, Gorleston Lane and C602 Browston Lane, and Clay Lane, a public bridleway (Bradwell BR10). Gorleston Lane, is a private road providing access from Oriel Avenue to Wheatcroft Farm, C602 Browston Lane links from the A143 to Browston Green to the south, and Clay Lane is a public bridleway linking the urban area in the north to countryside to the south.
- 1.5 Two roundabout junctions are proposed to provide access to the South Bradwell residential and employment development to the north and south of the Link Road. The first of these roundabouts, (roundabout C) will be located at the point where the Link Road meets Gorleston Lane and a new access to Wheatcroft Farm will be provided from this roundabout. A second roundabout (roundabout B) will be located approximately 0.4km to the west of Gorleston Lane and 0.4km south east of the A143 Beccles Road.
- 1.6 An uncontrolled left in/out junction with a central median is proposed at the point where the Link Road meets Browston Lane. The existing section of Browston Lane to the north of the Link Road will be closed to vehicular traffic, with access to existing residential properties maintained via a new ghost island T junction. Browston Lane to the north of the Link Road will remain accessible by pedestrians and cyclists providing access between the A143 and the Link Road.

2. Constraints

- 2.1 The proposed Link Road is located within Great Yarmouth Borough, and Bradwell Parish Council area.

The site is not within the Broads Authority area and there are no Scheduled Ancient Monuments, Conservation Areas, Sites of National or International

Importance for Nature Conservation, Local Nature Reserves or County Wildlife Sites in the vicinity of the application site and none of the buildings on or adjacent to the application site are identified as listed buildings.

The application site area is underlain by a Mineral Safeguarding Area, safeguarding sand and gravel, as defined by the County Council as the Mineral Planning Authority.

The site is identified in the Great Yarmouth Borough Wide Local Plan (2001) Saved Policies as a Landscape Important to the Setting of Settlements and the agricultural land classification on which the Link Road will be built is identified as grades 1 and 2.

3. Planning History

- 3.1 There is no relevant County Planning application history to this application:

4. Planning Policy

- 4.1 The publication of the National Planning Policy Framework in March 2012 has significant implications for 'saved' planning policies within local plans adopted since 2004. Annex 1 of the National Planning Policy Framework states that subsequent to March 2013, saved policies adopted from 2004 onwards should be given due weight according to their degree of consistency with the Framework (paragraph 215, p48).

- 4.2 It is considered that the following 'saved' policies of the Great Yarmouth Borough Wide Local Plan (2001) are relevant to the proposal and consistent with the NPPF:

Great Yarmouth Borough Wide Local Plan (2001) Saved Policies	TCM2	Protection of road alignments
	NNV5	Landscape Important to the Setting of Settlements
	NNV16	Protection of Agricultural Land

- 4.3 The Great Yarmouth Borough Council Draft Core Strategy is currently in course of adoption and will replace the saved policies contained within the Great Yarmouth Borough Wide Local Plan (2001). The Draft Core Strategy will establish the spatial vision and objectives of how the Borough will grow in the future setting out a series of strategic policies and site allocations.

Consultation on the Draft Core Strategy, for the period 2014 – 2029. ended in November 2013 and was subsequently submitted to the Secretary of State for examination in April 2014. The policies of the Core Strategy are therefore a significant material consideration in this application.

Great Yarmouth Borough Council Draft Core Strategy (September 2013)	CS6	Supporting the Local Economy
	CS10	Safeguarding Local Heritage Assets
	CS11	Enhancing the Natural Environment
	CS16	Improving Accessibility & Transport
	CS18	Beacon Park Extension

- 4.4 Norfolk Minerals and CS16 Safeguarding mineral and waste

- 4.5 The National Planning Policy Framework (2012) : Chapter 4 Promoting sustainable transport
Chapter 7 Requiring good design
Chapter 8 Promoting healthy communities
Chapter 11 Conserving and enhancing the natural environment.
Chapter 12 Conserving and enhancing the historic environment.
Chapter 13 Facilitating the sustainable use of materials.

5. Consultations

- 5.1 Great Yarmouth Borough Council: Planning and Business Services. : The Council is fully supportive of the application and welcomes the social and economic benefits associated with its construction. Supports the revised landscape proposals.
- 5.2 Great Yarmouth Borough Council: Environmental Health. Comments received suggesting that the following measures to be employed during construction:
- An adequate supply of water that is protected from frost available at all times for the suppressing of dust that may be created by mineral extraction and on-site vehicle movements;
 - There should be no burning of any materials on-site.
 - All site works cease no later than 20:00 hrs each evening.
- 5.3 Environment Agency The additional information to the Flood Risk Assessment has enabled the Environment Agency to withdraw their previous holding objection subject to a condition regarding surface water drainage being attached to any permission. Note: The EA condition is attached to the decision notice.
- 5.4 Highways Agency No objection.
- 5.5 Natural England No objection.
- 5.6 Bradwell Parish Council : Bradwell Parish Council state they have no objections to the proposal for a new link road, but would make the following comments on some of the detail:-

		<ul style="list-style-type: none"> • Would object to the proposals to restrict access between the link road and Browston Lane, and would ask that a 'mini-roundabout' should replace the proposed new left-in left-out priority junction and new central median; • the cycle track should not cross the carriageway, as it is unsafe for cyclists at junctions – in fact, if cycle track users find that they are continually having to stop at 'junctions', they may well decide that it is safer for them to ride on the carriageway, as already happens at Gapton Hall Road; • pedestrians and cyclists should have separate 'tracks', and the cycle track should have an adequate 'falling area'; • there are no lay-bys to allow buses to safely pull off the carriageway at stops; • would question why the carriageway has to 'narrow'. <p>The agent has been informed of these comments and the response is detailed within this report.</p>
5.7	Adjoining Parish Councils Belton with Browston, Hopton,	No comments received.
5.8	Norfolk Historic Environment Service (NCC).	<p>: Norfolk Historic Environment Service (NHES) have approved the submitted 'Specification for Archaeological 'Strip, Map & Sample' Excavation'.</p> <p>NHES has requested a condition requiring compliance with the above specification. Note: The condition is attached to the decision notice.</p>
5.9	Highway Authority (NCC).	<p>No objection subject to conditions relating to:</p> <ul style="list-style-type: none"> • On site parking for construction workers. • Construction Traffic Management Plan. • On site wheel cleaning facilities. • Submission of detailed highway construction drawings. <p>Note: These conditions are attached to the decision notice.</p>
5.10	Mineral Planning Authority (NCC).	No objection.
5.11	Ecologist (NCC).	: No objection.
5.12	Arboricultural and	: No objection.

Woodland Officer (NCC).

- 5.13 Public Rights of Way Officer (NCC). Acknowledges that pedestrians and cyclists are well catered for, but requests that a new equestrian link be incorporated into the scheme.
- The agent has been informed of these comments and the response is detailed within this report.
- 5.14 British Horse Society. No comments received.
- 5.15 UK Power Networks. No objection.
- 5.16 Natural England. : No objection.
- 5.17 Local residents. : Two letters containing comments relating to:
- i) Request for additional landscaping
 - ii) Location of proposed footway/cycleway
 - iii) Proposed grassed areas in front of their property
- 5.18 County Councillors: Cllr M Smith.
Cllr C Aldred. : No comments received.

6. Assessment

- 6.1 The application is before the Planning (Regulatory) Committee, in accordance with the County Council's Scheme of Delegation, because it is subject to EIA (Environmental Impact Assessment), and the applicant is the Director of Environment, Transport and Development. The application was accompanied by an Environmental Statement, in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The Committee's decision must take into account the environmental information contained within the Environmental Statement, and any representations made about the environmental effects of the development. The environmental information is described in the following paragraphs, and the representations made are summarised above.

6.2 Proposal

- 6.3 The proposal to provide a new link road from the A143 Beccles Road, Bradwell, to a proposed roundabout at Beaufort Way, Gorleston, and to link with the A12, has its origins in the Great Yarmouth Borough Wide Local Plan (2001).
- 6.4 Within the Transport and Communications Section of the Great Yarmouth Borough Wide Local Plan (2001)., it is stated that the Borough Council is anxious to ensure the implementation of other road schemes which it considers to be of strategic importance and should be progressed during the timescale of the Borough Wide Local Plan. These schemes included:
- A12 South Gorleston Development Area Access Road. It is the Borough Council's intention to access the South Gorleston Development Area from the A12 via a roundabout.

- A143 South Bradwell Development Area Access Road. The access road is required from the A143 to serve a proposed new residential development area in South Gorleston. As a long term proposal (beyond 2006) it may be of benefit to eventually create a link between the A143 and A12. However, any such link will not be constructed as part of the South Gorleston Development Area or form part of the policy provisions of this Plan.
 - 6.5 Policy TCM2 of the Plan requests the Highway Authority to identify and protect alignments for access roads running westwards from the western boundary of the South Gorleston Business Park to the A143 at Bradwell. An indicative route for the proposed link road is shown on the Local Plan Proposals Map 2001.
 - 6.6 The Great Yarmouth Borough Council Draft Core Strategy is currently in course of adoption and will replace the saved policies contained within the Great Yarmouth Borough Wide Local Plan (2001). The policies of the Core Strategy are therefore a significant material consideration in this application
 - 6.7 The following Great Yarmouth Borough Council Draft Core Strategy (Regulation 19) September 2013 policies will apply, CS6 Supporting the Local Economy, CS10 Safeguarding Local Heritage Assets, CS11 Enhancing the Natural Environment, CS16 Improving Accessibility & Transport, and CS18 Beacon Park Extension.
 - 6.8 **The Site**
 - 6.9 The majority of the proposed 1.8 km route passes through open countryside, currently used for agriculture.
- The route runs eastwards from proposed roundabout 'A' on the existing A143, across agricultural land, to Browston Lane, south of existing residential development at Browston Corner.
- From Browston Lane the route continues east to proposed roundabout 'B' in open countryside mid way between Browston Lane and Clay Lane. The route then crosses a public bridleway known as Clay Lane, and across agricultural land to proposed roundabout 'C' located at the point where the route crosses Gorleston Lane, a private road.
- From roundabout 'C', the route turns south east and passes through an existing tree belt, emerging onto agricultural land before linking into a proposed roundabout to be constructed as part of the Sainsbury's food store development approved by Great Yarmouth Borough Council. (see GYBC planning permission 06/13/0025/F).
- The 'Sainsbury's' roundabout then gives vehicular access via Beaufort Way, to the existing A12 roundabout.
- 6.10 **Principle of development**
 - 6.11 A basic principle when assessing planning applications is outlined in Section 38(6) of the Town and Country Planning Compulsory Purchase Act 2004 which states:

"if regard is to be had to the development plan for the purpose of any

determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

- 6.12 Both the Great Yarmouth Borough Wide Local Plan (2001) Saved Policies and the Great Yarmouth Borough Council Core Strategy (September 2013) make reference to the A12/A143 Link Road.

Great Yarmouth Borough Wide Local Plan (2001) Saved Policies, Policy TCM2 identifies and protects the alignment of the road proposal from the western boundary of the South Gorleston Business Park to the A143 at Bradwell.

Great Yarmouth Borough Council Draft Core Strategy (September 2013), Policy CS6 Supporting the Local Economy, refers to the allocation of land for new employment development south of the new A12/A143 Link Road at Beacon Park extension. Policy CS16 Improving Accessibility and Transport, seeks to mitigate congestion at pinch points and supports development of the new A12/A143 Link Road. Policy CS18 Extending the Beacon Park Development at Land South of Bradwell, refers to the new link road from the A12 through Beacon park to the A143 Beccles Road.

- 6.13 Accordingly, the proposed development, to provide a new link road from the A143 Beccles Road, Bradwell, to a proposed roundabout at Beaufort Way, Gorleston, and to link with A12 is in accordance with the existing and the emerging development plan. Therefore in terms of the relevant policies, the development is acceptable in principle.

6.14 **Environmental Impact Assessment**

- 6.15 The application is accompanied by an Environmental Statement, which, inter alia, includes sections on:

- Land Drainage and Water Environment
- Landscape and Visual Effects
- Ecology and Nature Conservation
- Cultural Heritage and Archaeology
- Traffic and Transport

Elements of these topics are addressed within the following sections.

6.16 **Land Drainage and Water Environment**

- 6.17 The application is supported by a Flood Risk Assessment (FRA) and drainage details which has been considered by the Environment Agency.

The initial comments from the Environment Agency raised a holding objection and as a consequence, revised data was submitted by the applicant's agent.

This revised data was the subject of re-consultation and has enabled the Environment Agency to withdraw their previous holding objection subject to a condition regarding surface water drainage being attached to any permission.

The application was accompanied by a surface water drainage scheme, this submitted drainage scheme is not approved, however, the Environment Agency consider that it should be modified to mitigate the potential risks to groundwater.

Therefore, the condition requires that the development cannot be commenced until a surface water drainage scheme has been submitted and approved by the County Planning Authority, in consultation with the Environment Agency.

6.18 Landscape and Trees

6.19 The landscape within which the proposal is located is defined in the Great Yarmouth Borough Wide Local Plan (2001) as Landscape Important to the Setting of Settlements, within which Saved Policy NNV5 will apply. Policy NNV5 states, inter alia, that development will only be permitted where a developer can demonstrate essential need or that the development would not impinge on the physical separation between settlements, or give rise to any other significant impacts.

The agricultural land quality across which the development is proposed is defined as Grade 1 Agricultural Land (3.93ha in the western boundary of the site) and Grade 2 Agricultural Land (43.6ha in the eastern part of the site) under the DEFRA Agricultural Land Classification scheme. The Great Yarmouth Borough Wide Local Plan (2001) Saved Policy NNV16 seeks to protect agricultural land classified as Grade 1, 2 or 3a, from development unless it can be demonstrated that there is no other suitable site for the proposed purpose.

It is considered that the proposed development is in accordance with Saved Policies NNV5, NNV16 and TCM2. The proposed development seeks to meet an essential need for an access road running westwards from the western boundary of the South Gorleston Business Park to the A143 at Bradwell.

The area within which the proposed development is to be located is defined in the Environmental Statement as a large scale arable landscape character area. The topography is relatively flat and low lying with a number of dense hedgerows.

The application is also supported by an Arboricultural Impact Assessment (AIA), which includes a tree constraints plan, and a tree protection plan.

It is acknowledged within the AIA that the scheme will pass through an existing tree belt and there will be a subsequent loss of trees. This loss is unavoidable as the tree belt crosses the route of the proposed road west of roundabout C.

Once developed, the link road is unlikely to significantly alter the landscape character in the long term, especially if the opportunity is taken to improve the overall landscape setting of the scheme through positive landscaping.

The Council's Natural Environment Team entered into discussions with the agent to ensure appropriate landscaping was proposed as part of the application. As a consequence, revised landscaping proposals have been submitted by the agent as part of the planning application process.

The Council's Arboricultural and Woodland Officer considers that the revised landscaping scheme sufficiently mitigates the loss of individual trees and woodland required to facilitate the development

The new landscaping plan is considered to be acceptable as it addresses the need to reiterate the character which exists along nearby roads, while bridging the gap between the built environment and the surrounding countryside.

Overall it is considered that the new landscaping scheme mitigates against the effects of the road on wildlife and will provide sufficient variety and refuge once mature. The County Council's comments have been taken on board and applied with a suitable balance.

- 6.20 Accordingly, it is considered that the proposed development is in accordance the Great Yarmouth Borough Wide Local Plan (2001) Saved Policy NNV5 Landscape Important to the Setting of Settlements, Saved Policy NNV16 Protection of Agricultural Land and National Planning Policy Framework (2012) Chapter 11 Conserving and enhancing the natural environment.

6.21 **Biodiversity**

- 6.22 The application is supported by a Phase 1 Habitat Survey included within the Environmental Statement.

The survey concluded that the overall effect on ecology was not significant. No designated sites will be impacted by the proposal as the development is too far away for the works to have any effect. The scheme will pass through an existing tree belt and there will be a subsequent loss of trees. The tree belt is a foraging habitat for bats and therefore the revised landscaping has been designed to include additional tree planting to redirect the current bat corridor and create a compensatory foraging habitat. This revised landscaping and enhancement of the hedgerow and tree and shrub planting and wildflower grassland will also increase overall habitat along the route.

Both Natural England and the Council's Ecologist, have been consulted on the application. Natural England have raised no objections to the proposal and the Council's Ecologist agrees with Natural England that it is very unlikely that the application will have significant affects on statutory sites and that the enhancements proposed within the scheme, for biodiversity are appropriate.

6.23 **Appropriate Assessment**

The application site is within 10km of Breydon Water Special Protection Area and The Broads Special Area of Conservation, both of which are European Protected Habitat. The application has been assessed in accordance with Regulation 64 of the Habitats Regulations and based on the information submitted to the County Planning Authority (CPA) it is considered that the development, as proposed, will not have a significant impact on the integrity of any protected habitat. Accordingly, there is no requirement for the CPA to undertake an Appropriate Assessment of the development.

- 6.24 Accordingly, it is considered that the proposed development is in accordance with the Great Yarmouth Borough Council Draft Core Strategy Policy CS 11 Enhancing the Natural Environment, and with National Planning Policy Framework (2012) Chapter 11 Conserving and enhancing the natural environment.

6.25 **Archaeology**

- 6.26 Although there are no Ancient Monuments or Conservation Areas in the vicinity of

the application site and none of the buildings in the vicinity are identified as listed buildings Norfolk Historic Environment Service (NHES) consider that the proposed route passes through an important multi-period landscape that has been recorded from cropmark evidence and which represents different phases of activity from the late prehistoric to post-medieval periods. Archaeological investigations at the Beacon Park site and elsewhere in the vicinity have helped to confirm the dating and significance of the heritage assets with archaeological interest in this area. A geophysical survey carried out on land at the northern end of the route has identified a ring ditch feature possibly relating to a Bronze Age funerary monument. Consequently there is a very high potential that heritage assets with archaeological interest (buried archaeological remains) will be present at the site and that their significance will be adversely affected by the proposed development.

The National Planning Policy Framework (2012) (NPPF) Conserving and enhancing the historic environment, requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

The submitted Environmental Statement, Section 7 Cultural Heritage and Archaeology, states that NHES has been involved in pre application consultation regarding the archaeological implications of the proposed development. An archaeological written scheme of investigation has been formally submitted as part of the planning application, and this has been approved by NHES.

Accordingly, if planning permission is granted NHES have requested, in accordance with NPPF paragraph 135, that that it be a condition of the permission that the work be in accordance with the programme of archaeological work in the approved archaeological written scheme of investigation.

6.27 Accordingly, it is considered that the proposed development is in accordance with the Great Yarmouth Borough Council Draft Core Strategy Policy CS 10 Safeguarding Local Heritage Assets, and with National Planning Policy Framework (2012) Chapter 12 Conserving and enhancing the historic environment.

6.28 **Highways and Traffic**

6.29 The Link Road will facilitate the proposed large mixed-use sustainable urban extension in the South Bradwell and Beacon Park area. A secondary outcome is that the Link Road will create an additional route for traffic to move between the A143 and A12 Trunk Road as well as providing additional footways/cycleways to improve the provision of safe routes to local schools.

6.30 The proposed development has been considered by the Highway Authority, who raise no objection to the proposed development, subject to the conditions being attached to the grant of planning permission requiring;

- On site parking for construction workers.
- Submission of a Construction Traffic Management Plan.
- On site wheel cleaning facilities.
- Submission of detailed highway construction drawings.

The proposed development affects the A12 Trunk road, the Highways Agency have therefore been consulted, and have raised no objection to the proposed development.

6.31 **Mineral Safeguarding**

6.32 The National Planning Policy Framework (NPPF) includes the safeguarding of mineral resources as one of the policies for minerals planning. In paragraph 143 of the NPPF, Local Planning Authorities are obliged to define Mineral Safeguarding Areas and adopt appropriate policies in order that known locations of specific mineral resources are not needlessly sterilised by non-mineral development. Guidance in paragraph 144 of the NPPF states that when determining planning applications, local planning authorities should give weight to the benefits of the mineral extractions, and not normally permit other development proposals in mineral safeguarding areas where they might constrain potential future use for these purposes.

The application site area is underlain by a Mineral Safeguarding Area (sand and gravel) as defined by the County Council is the Mineral Planning Authority(MPA)

The majority of the application site area was part of a wider area in which mineral investigation and assessment were undertaken, and the results forwarded to the MPA. The MPA considers that these investigations/assessments have complied with the requirements of Core Strategy Policy CS16 - safeguarding.

Following analysis of the assessment, the MPA has concluded that the mineral underlying the site is unlikely to be economically viable and that the proposed development will not needlessly sterilise mineral resources. The MPA considers that the part of the application area not covered by the assessment is limited by its size and location and that it is unlikely that mineral resources underlying this part of the site would be economically viable regardless of quality, additionally, the nearest borehole results do not indicate high quality mineral resources.

Therefore, the MPA does not object to the proposed development on mineral safeguarding grounds.

6.33 Accordingly, it is considered that the proposed development is in accordance with the Norfolk Minerals and Waste Local Development Framework: Core Strategy and Minerals and Waste Development Management Policy CS16 Safeguarding mineral and waste sites and mineral resources, and with National Planning Policy Framework (2012) Chapter 13 Facilitating the sustainable use of materials.

6.34 **Impact on residential Amenity**

6.35 The nearest residential development to the proposal is at Browston Corner, these Browston Corner properties face onto the existing A143 Beccles Road and are approximately 30 metres from the highway. The nearest property to the proposed development is 1 Browston Corner which is approximately 90 metres northeast of roundabout A.

The next nearest residential development to the proposal is Wheatcroft Cottages, a pair of semi detached cottages accessed from Gorleston Lane, these properties are 150 metres southwest of roundabout C.

In terms of impact on adjacent properties, it is acknowledged that the proposal, will create a change to the outlook from the nearest residential properties at Browston Corner, Clay Lane and King's Drive.

The proposed development will have a moderate/slight adverse effect on residential amenity during construction, however these effects will be temporary, and will be mitigated by the measures suggested by the Great Yarmouth Borough Council's Environmental Health Officer, relating to the suppression of dust and the prohibition of fires on the site.

The proposal will be subject to a comprehensive landscaping scheme which will mitigate the visual impact of the scheme. Overall, it is considered that the proposal will not create unacceptable visual harm, or overlooking to adjoining residential property.

The majority of the existing residential development near to the application site is some 400 metres or more away the application site. It should also be noted that the existing land north of the proposed link road, between the proposed link road and existing residential development, is the subject of a planning application (06/13/0652/08/F) for residential development, currently with Great Yarmouth Borough Council for determination.

6.36 Responses to the representations received

6.37 Prior to the submission of the planning application details of the proposed link road scheme were presented and explained to Bradwell Parish Council by the agent on 10 September 2013. No objections were raised at the meeting.

Following the display of site notices and consultations with neighbours, two letters have been received from residents and one from Bradwell Parish Council.

6.38 Bradwell Parish Council state they have no objections to the proposal for a new link road, but have made the following comments on some of the detail, a response to each comment is detailed below.

- 6.39
- Object to the proposals to restrict access between the link road and Browston Lane, and would ask that a 'mini-roundabout' should replace the proposed new left-in left-out priority junction and new central median.

The agent has considered this comment and has responded as follows:
The inclusion of a roundabout at this point has not been pursued or considered on the basis of the expected safety implications this would cause. It is not good practice to position a roundabout within this proximity to a major roundabout which could result in possible queuing back onto the roundabout.

- 6.40
- The cycle track should not cross the carriageway, as it is unsafe for cyclists at junctions – in fact, if cycle track users find that they are continually having to stop at 'junctions', they may well decide that it is safer for them to ride on the carriageway, as already happens at Gapton Hall Road.

The provision for a formal cycle crossing point at the Left-In/Left-Out junction at Browston Lane has been included to maintain the existing cyclist desire-line for Browston Lane across the Link Road. This crossing point includes chicane

fencing on both approaches to the Link Road to significantly reduce the speed of the cyclist; it also includes a 2.0m wide median island allowing sufficient width for cyclist refuge through a staggered crossing. The combination of these design aspects, including the location of the crossing point at the junction, has been included as part of the Safety Audit approved for this project. Cyclists are within their rights to ride on the carriageway, however this crossing which is linked by shared footways on both approaches, will provide a safe and adequate facilities for cyclists of varying ability.

- 6.41
- pedestrians and cyclists should have separate 'tracks', and the cycle track should have an adequate 'falling area'.

Although there is merit for providing segregated tracks, the 3.0m wide shared cycleway/footway has been selected to align with the NCC Highway standard details and to minimise the land-take within the verge as a result of a wider facility. The 3.0m wide shared cycleway/footway will be signposted accordingly in accordance with NCC Highway standard details.

- 6.42
- there are no lay-bys to allow buses to safely pull off the carriageway at stops.

This matter was discussed with the local bus operators and County Council Transportation Planners and the current practice is for bus stops to be located on the carriageway. The primary reason for this is to remove delays for buses attempting to re-enter the travel lane from the adjacent lay-by.

- 6.43
- (Bradwell PC) would question why the carriageway has to 'narrow'.

The inclusion of a raised median island at the bus stop is to reduce instances of vehicles overtaking a parked bus at the bus-stop. The width of the travel lanes at this point do not narrow from that used on the Link Road.

- 6.44
- Accordingly, having considered the comments made by Bradwell Parish Council and the response from the agent, it is not proposed to amend the scheme

- 6.45
- The Councils Public Rights of Way (PRoW) Officer has been consulted on the proposal and has noted that provision for equestrian access has been included where the existing bridleway (Bradwell BR10 Clay Lane) which will be bisected by the proposed road.

However the PRoW Officer states that whilst there are existing equestrian routes in the area, these are not directly linked and there is an opportunity to increase connectivity between existing public bridleways through both this scheme and the proposed housing scheme (Great Yarmouth Borough Council planning application 06/13/0652/O, currently undetermined).

Specifically, the PRoW Officer has requested that a section suitable for equestrian use of approx 150 metres in length could be incorporated between BR10 Clay Lane and roundabout C on the northern side of the proposed link road.

Unfortunately, such a section would only provide an equestrian link from bridleway BR10 to Gorleston Lane at roundabout C. Gorleston Lane is a private road linking Wheatcroft Farm to Oriel Avenue, and the bridleway at Jew's Lane.

This route is outside the planning application site and not within the control of the applicant. The route is within the Great Yarmouth Borough Council planning application 06/13/0652/O, but there are no proposals within the current application to provide an equestrian link from roundabout C, to Jew's Lane.

- 6.46 The agent has considered this comment and has responded as follows:

The remit for the planning application for the Link Road is to connect the A143 to the A12 via Beaufort Way, to provide access to the adjacent development areas. The proposal for the Link Road does indeed bisect the Bridleway at Clay Lane and as such the proposals make adequate and suitable provision for maintaining this connectivity.

From a safety point of view, we would not recommend to accommodate a Bridleway adjacent to the Link Road without further protective measures to fully separate equestrian users from other traffic (vehicular and non-vehicular). In addition, the proposed termination point for the new Bridleway along the Link Road at Roundabout C adjoins Gorleston Lane which is a Private Road and would need to traverse the proposed private housing development to join up with Jew's Lane; both Gorleston Lane and the housing development are outside the control and boundary of the Link Road so we have no guarantee that the required connectivity can be implemented.

- 6.47 Given that the route from roundabout C to Jew's Lane is outside the planning application site and not within the control of the applicant, and that there is no proposal within the current Great Yarmouth Borough Council planning application 06/13/0652/O, to provide an equestrian link from roundabout C, to Jew's Lane, it is considered that it is inappropriate to insist that the applicant provide a section of the proposed link road verge for equestrian use.

- 6.48 One resident has raised two issues relating to landscaping of the area between Browston Corner and the A143. The resident suggests that the area, currently designated as grassland, should be landscaped with elevated areas or bunds to prevent casual car parking and soften the environmental impact of the development. The same resident also suggested the scheme would benefit from more general landscaping.

Following discussions with the agent's Landscape Architect, further detailed landscape drawings have been submitted by the agent which include additional landscaping proposals for the area in question. The proposed landscaping now includes substantial tree and shrub planting and wildflower grassland.

- 6.49 One resident wrote on behalf of himself and his neighbour, to request that the proposed footway and cycle path outside their properties on Beccles Road should be at least 2.5 metres away from their front boundary wall.

The planning application details have been checked and the agent has confirmed that the proposed footway and cycle path in question will be between 2.6 metres and 2.7 metres away from the front boundary wall.

The same resident also requested that the areas designated as grassland, between the extended driveways at Beccles Road/Browston Corner and the A143 should not be grass, but should be tarmac.

The agent has confirmed that the proposed material between the extended driveways will be a grass verge, if this area were to be tarmac it would encourage footway/cycleway users to use the area and defeat the purpose of providing a dedicated footway cycleway at this point.

7. Resource Implications

- 7.1 **Finance:** The development has no financial implications from the Planning Regulatory perspective.
- 7.2 **Staff:** The development has no staffing implications from the Planning Regulatory perspective.
- 7.3 **Property:** The development has no property implication from the Planning Regulatory perspective.
- 7.4 **IT:** The development has no IT implications from the Planning Regulatory perspective.

8. Other Implications

8.1 Human rights

- 8.2 The requirements of the Human Rights Act 1998 must be considered. Should permission not be granted Human Rights are not likely to apply on behalf of the applicant.
- 8.3 The human rights of the adjoining residents are engaged under Article 8, the right to respect for private and family life and Article 1 of the First Protocol, the right of enjoyment of property. A grant of planning permission may infringe those rights but they are qualified rights, that is, that they can be balanced against the economic interests of the community as a whole and the human rights of other individuals. In making that balance it may also be taken into account that the amenity of local residents could be adequately safeguarded by conditions albeit with the exception of visual amenity. However, in this instance it is not considered that the human rights of adjoining residents would be infringed.
- 8.4 The human rights of the owners of the application site may be engaged under the First Protocol Article 1, that is the right to make use of their land. An approval of planning permission may infringe that right but the right is a qualified right and may be balanced against the need to protect the environment and the amenity of adjoining residents.
- 8.5 **Equality Impact Assessment (EqIA)**
- 8.6 The Council's planning functions are subject to equality impact assessments, including the process for identifying issues such as building accessibility. None have been identified in this case.
- 8.7 **Legal Implications:** There are no legal implications from the Planning Regulatory perspective.
- 8.8 **Communications:** There are no communication issues from a planning

perspective.

8.9 **Health and Safety Implications:** There are no health and safety implications from a planning perspective.

8.10 **Any other implications:** Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

9. Section 17 – Crime and Disorder Act

9.1 It is not considered that the implementation of the proposal would generate any issues of crime and disorder, and there have been no such matters raised during the consideration of the application.

10. Risk Implications/Assessment

10.1 There are no risk issues from a planning perspective.

11. Conclusion and Reasons for Grant of Planning Permission

11.1 The planning application is for the construction of a Link Road, comprising a single carriageway highway together with other associated works, from the A143 Beccles Road, Bradwell, to a proposed roundabout at Beaufort Way, Gorleston, and to link with A12.

The proposed Link Road is required to facilitate new development that is proposed in the South Gorleston area, in accordance with the development plan.

11.2 The proposed Link Road will facilitate new development, but also resolve the congestion on the local road network, and provide an important link connecting the A143 via a new road through the Beacon Business Park Enterprise Zone to the A12 Trunk road. Accordingly, it has been the subject of a successful bid for DfT 'Local Pinch Point' funding which will provide some 70% of the cost of the scheme and this funding must be spent by the end of March 2015.

11.3 For the reasons detailed in this report, the proposed development is considered to be in accordance with the development plan and national planning policy.

11.4 Subject to the implementation of appropriate conditions, it is considered that the proposal would have no unacceptable impacts on trees, landscape, biodiversity, archaeology, mineral safeguarding, or residential amenity and will be an improvement to the highway network. As such, it is in accordance with the development plan policies identified and national policy. The proposal is therefore considered to be acceptable and there are no other material considerations that indicate that the application should not be approved.

12. Conditions

12.1 The development hereby permitted shall commence not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990,

as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 12.2 The development must be carried out in strict accordance with the submitted application form, plans and documents.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 12.3 The development hereby permitted shall not be commenced until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the County Planning Authority, in consultation with the Environment Agency. The scheme shall include:

- Dimensioned plans and drawings of each aspect of the surface water drainage scheme including pollution prevention measures.
- Details of appropriate pollution prevention measures such as treatment steps in accordance with SUDS guidance and the SUDS treatment train.
- Calculations to show that the features will contain and drain the peak duration 1 in 100 year rainfall event including climate change, with an appropriate Factor of Safety.
- Provision of a maintenance schedule and details of who will maintain the system for the lifetime of the development.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the County Planning Authority.

Reason: To prevent flooding and pollution of the sensitive water environment by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

- 12.4 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 County Planning Authority... The scheme shall be implemented and maintained throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety.

- 12.5 Prior to the commencement of any works a Construction Traffic Management Plan and Access Route shall be submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.

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

- 12.6 For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the County Planning Authority. in consultation with the Highway Authority.

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

- 12.7 No works shall commence on site until the details of wheel cleaning facilities for construction vehicles have been submitted to and approved in writing by the County Planning Authority. in consultation with the Highway Authority.

Reason: To prevent extraneous material being deposited on the highway.

- 12.8 For the duration of the construction period all traffic associated with the construction of the development permitted will use the approved wheel cleaning facilities provided referred to in condition 12.7 above.

Reason: To prevent extraneous material being deposited on the highway.

- 12.9 Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the Link Road and the A143 roundabout as indicated on drawings numbered -
MMD - 326968-D-DR-00-XX-0101 Rev P7
MMD - 326968-D-DR-00-XX-0800 Rev P3
MMD - 326968-D-DR-00-XX-0801 Rev P3
MMD - 326968-D-DR-00-XX-0802 Rev P3
MMD - 326968-D-DR-00-XX-0803 Rev P2
have been submitted to and approved in writing by the County Planning Authority in consultation with the Highway 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.

- 12.10 No development shall take place other than in accordance with the submitted Archaeological Witten Scheme of Investigation (Specification) which has been approved by Norfolk County Council Historic Environment Service. The development shall not be operated until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Archaeological Written Scheme of Investigation and the provision for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To ensure adequate investigation of any features of archaeological interest, in accordance with the National Planning Policy Framework (2012)

- 12.11 The landscaping scheme hereby approved (Landscape Layout Plan, Sheet 1 of 2; MMD-326968-D-DR-00-XX-3000 Rev P3; dated 02/14 and Landscape Layout Plan, Sheet 2 of 2; MMD-326968-D-DR-00-XX-3001 Rev P3; dated 02/14) shall be implemented within the first planting season (October to March), following the completion of the development. All planting shall be retained for a period of five years after initial planting has been completed, the wildflower areas must be re-seeded if they fail to establish, and any trees and shrubs which are substantially damaged, seriously diseased or die shall be replaced within twelve months of removal or death with plants of a similar species and size.

Reason: In the interests of the satisfactory appearance of the development and

mitigation against loss of wildlife habitat, in particular bat foraging corridors.

12.12 No burning of any materials shall take place at the site.

Reason: To protect the amenities of adjoining land users.

12.14 Effective measures shall be taken to prevent dust nuisance, an adequate supply of water, that is protected from frost, must be available at all times for the suppressing of dust that may be created by mineral extraction and on site vehicle movements.

Reason: To protect the amenities of adjoining land users.

Recommendation

It is recommended that the Director of Environment, Transport and Development be authorised to:

- (i) Grant planning permission subject to the conditions outlined in section 12 above.
- (ii) Discharge conditions where those detailed above require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted.
- (iii) Delegate powers to officers to deal with any non-material amendments to the application that may be submitted.

Background Papers

Norfolk Minerals and Waste Local Development Framework: Core Strategy and Minerals and Waste Development Management Policies

Great Yarmouth Borough Wide Local Plan (2001) Saved Policies

Great Yarmouth Borough Council Draft Core Strategy (September 2013)

The National Planning Policy Framework and technical Guidance (NPPF) (2012)

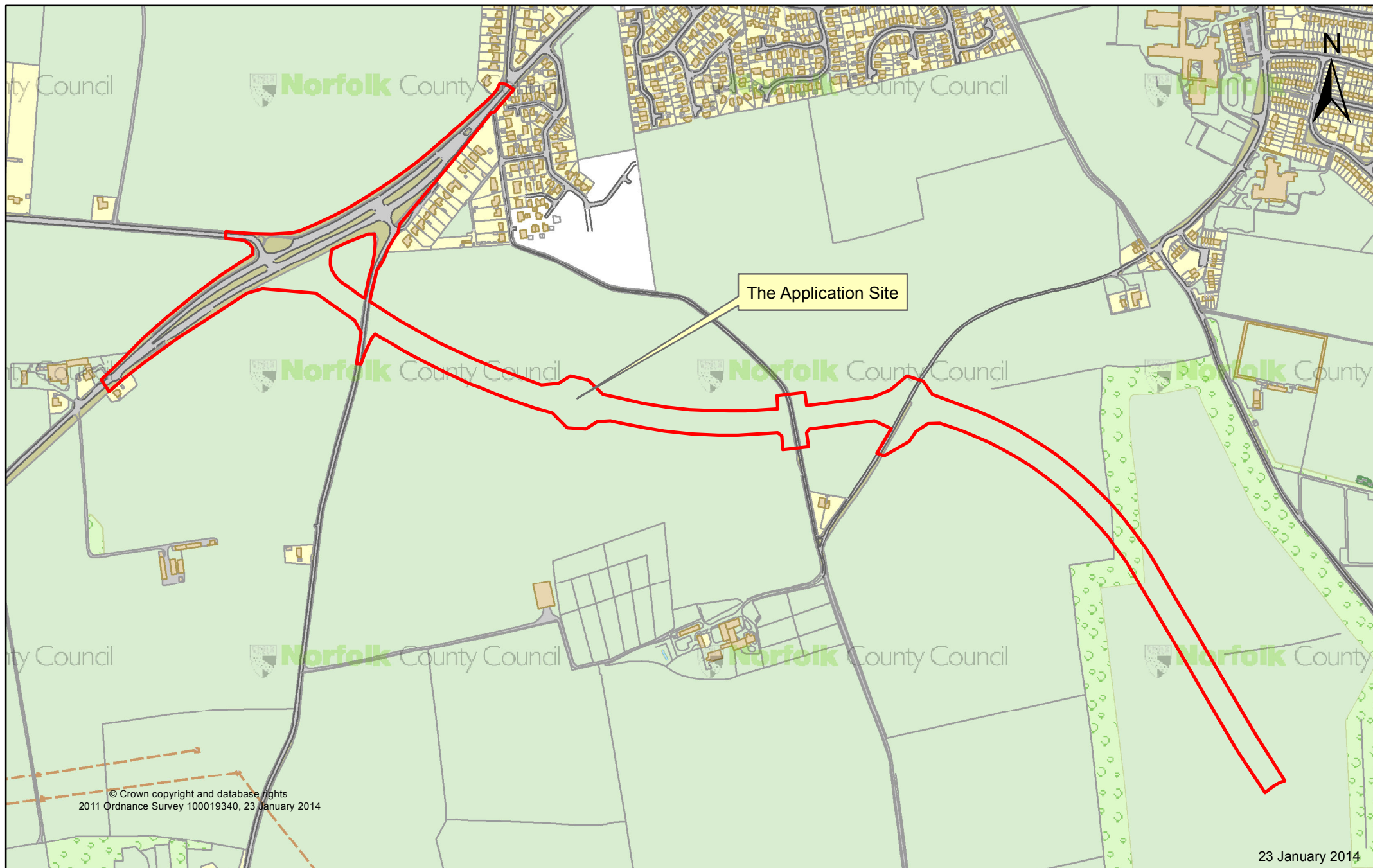
Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

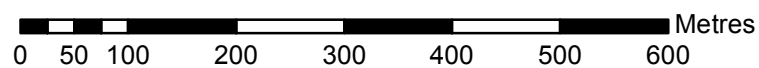
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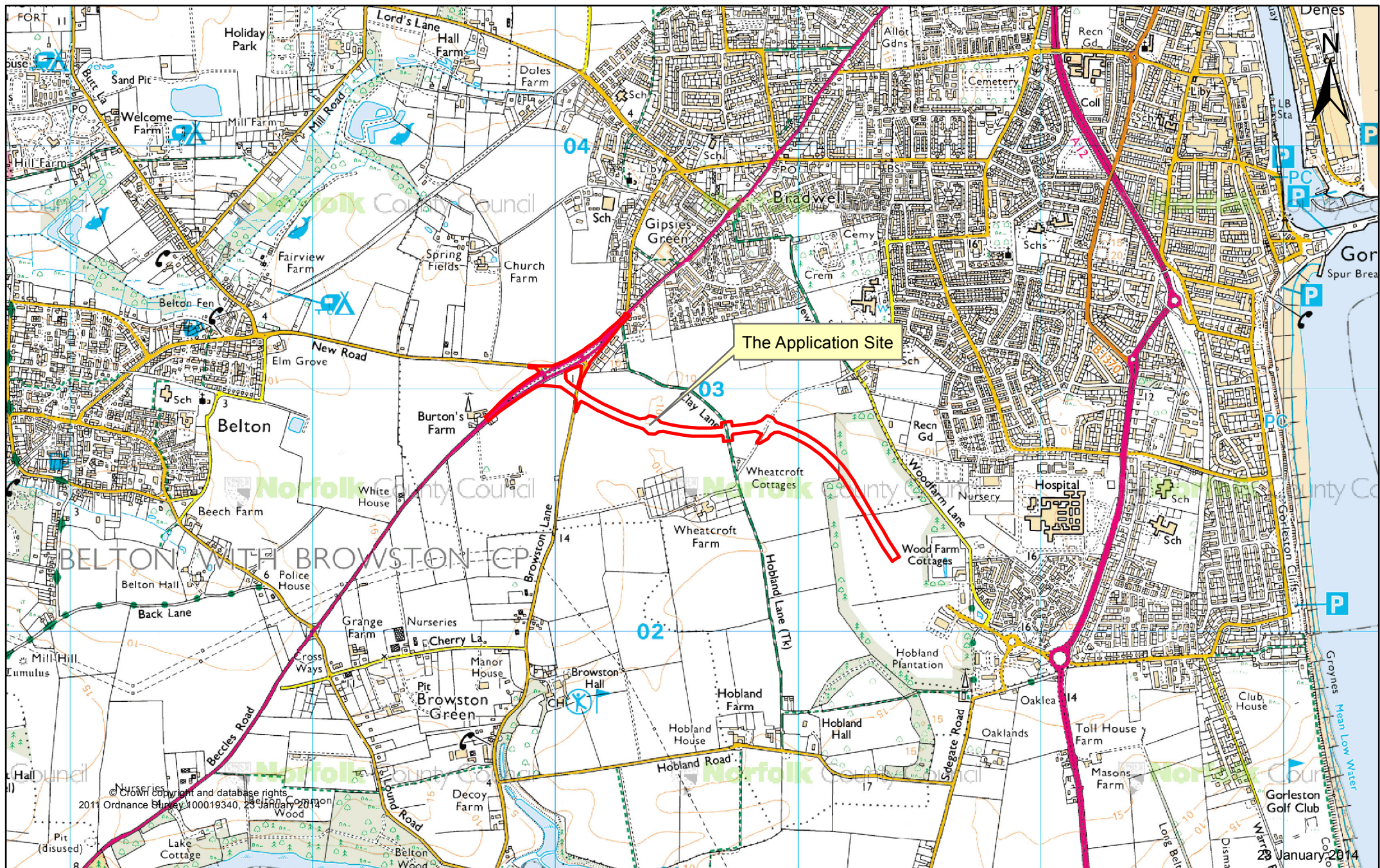
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Bradwell



 **Norfolk** County Council

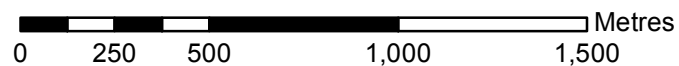
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Y/6/2013/6006 - A12-A143 Link Road

Bradwell



Norfolk County Council

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