

#### COMMITTEE MEMBERSHIP:

Councillors: M. Gingell, A. Kitchen, K. Murphy (ex-officio) (Vice-Chair), S. Olander (ex-officio), R. Peaty, E. Taylor (Chair), J. Welch

#### FOR INFORMATION:

S. Browne, D. Collins, S. Kiddie, A. Kitchen, J. Robertson, L. Sinfield, G. Waterman, J. Wooddissee, Town Clerk (CEO), Deputy Town Clerk (COO)

Diss Express

#### DISS TOWN COUNCIL

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#### TOWN CLERK

Mrs S Villafuerte Richards (CiLCA)

Our ref: PL 14/06/23

### ALL MEMBERS OF THE PLANNING COMMITTEE

Dear Members of the Public and Press,

You are cordially invited to attend a meeting of the **Planning Committee** to be held in the **Council Chamber** at **Diss Corn Hall** on **Wednesday 14<sup>th</sup> June 2023** at **6pm** to consider the business detailed below.

Sarah Villafuerte-Richards  
Town Clerk

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### AGENDA

1. **Election of Chairman**  
To elect a Chairman for the Planning committee for the Mayoral year 2023-24.
2. **Apologies**  
To receive and consider apologies for absence.
3. **Vice-Chairman**  
To elect a Vice-Chair for the Planning committee.
4. **Nomination of Substitute Representatives**  
To note nominated substitute representatives attending in place of those who have sent their apologies.
5. **Declarations of Interest and Requests for Dispensations**  
To note any declarations of members' pecuniary and/or non-pecuniary/other interests pertaining to items on the following agenda, to note any dispensations granted in respect of business to be discussed and to consider any requests for dispensations.
6. **Minutes**  
To confirm as a true record, the minutes of the Planning Committee held on 5<sup>th</sup> April 2023 (copy herewith).

**7. Public Participation**

To consider a resolution under Standing Orders 3d to 3h to suspend the meeting to hear comments from members of the public on items to be discussed on the agenda (*the period of designated time for public participation is 20 minutes unless directed by the Chairman of the meeting and individual members of the public are entitled to speak for a maximum of five minutes each*).

**8. Items of URGENT business**

To discuss any item(s) of business which the Chair or Town Clerk has previously been informed at least 24 hours before the meeting and decides should be considered as a matter of urgency (*councillors are reminded that no resolutions can be made under this agenda item*).

**9. Pre-planning application**

To consider a pre-planning application presentation by Artisan Planning & Development Consultants regarding a proposed development scheme for the Eastern end of Victoria Road, the site adjoining De Lucy House (copy details herewith).

**10. New Planning Applications and Development Control Matters**

To receive and comment on planning applications and other development control matters (report herewith).

<b>App. No</b>	<b>Applicant</b>	<b>Address</b>	<b>Proposal</b>
2023/1410	Mr R Ling	Land South of Park Road, Diss, Norfolk	Erection of up to 13 new dwellings and garages with creation of the new link, ecology enhancement area and amenity land.
2023/1431	Need2store Ltd	Car Park at units 1A&1B Gilray Road, Diss	Change of use of car park to 31 x self-storage shipping containers. New fencing and entry gates.

**11. South Norfolk Council Planning Decisions**

To note the planning decisions made by the Planning Authority since the last meeting (copy herewith).

**12. Date of Next Meeting**

To note that Planning committee meetings will precede scheduled committee dates should applications require committee consideration.

**NOTES**

1 - Council has a statutory legal duty under the Localism Act 2011 s2 and has adopted a code dealing with the conduct that is expected of members in order to promote high standards of conduct as required by the Act. Members' disclosable pecuniary interests are kept on a register available to view on the Council's website. Allegations about the conduct of a councillor may be made to the District Council's Monitoring Officer. Diss Town Council has also adopted a dispensation policy.

The reports and enclosures referred to in this agenda are supplied to councillors only. They are available (unless marked confidential) for public inspection on our website at <https://www.diss.gov.uk/planning>

# DISS TOWN COUNCIL

## MINUTES

### DRAFT

Minutes of the meeting of the **Planning Sub-Committee** held in the **Council Chamber** at **Diss Corn Hall** on **Wednesday 5<sup>th</sup> April 2023 at 6.45pm.**

Present: Councillors: M. Gingell  
S. Olander  
R. Peaty  
E. Taylor (Chair / ex-officio)  
G. Waterman  
J. Welch

In attendance: Sarah Villafuerte Richards – Town Clerk  
J. Wooddissee

**PL0423/01     APOLOGIES**

Apologies were received and accepted from councillor Murphy (holiday).

**PL0423/02     NOMINATION OF SUBSTITUTE REPRESENTATIVES**

Councillor Wooddissee substituted for councillor Murphy.

**PL0423/03     DECLARATIONS OF INTERESTS AND REQUESTS FOR DISPENSATIONS**

There were none.

**PL0423/04     MINUTES**

It was

RESOLVED: That the minutes of the meeting of the Planning Committee held on 1<sup>st</sup> March 2023 were a true record and were signed by the Chairman.

**PL0423/05     PUBLIC PARTICIPATION**

Members considered a resolution under Standing Orders 3d to 3h to suspend the meeting to hear comments from members of the public on items to be discussed on the agenda. Individuals are allowed to speak for a maximum of 5 minutes. There were no members of the public.

**PL0423/06     ITEMS OF URGENT BUSINESS**

There were no items.

**PL0423/07     NEW PLANNING APPLICATIONS AND DEVELOPMENT CONTROL MATTERS**

Councillors received and commented on planning applications and other development control matters.

There was discussion regarding Norfolk's Parking guidelines / standards for restaurant use requiring one space per two seats plus one space per 5m<sup>2</sup> for public floor area and the potential noise impact from outdoor eating. Members discussed the size of the kitchen and central open grill relevant to the 86 covers.

The biggest concern was the lack of reference to designated parking on site. There are already vehicles parking on street by the premises, there is little parking provision in the vicinity if any and it was considered this type of establishment would be likely to serve takeaways, requiring good provision for vehicles. It was noted that Ampersands had to ask John Doe's for evening parking provision on their site due to restrictions on Sawmills Road.

There was also concern that there are currently no parking restrictions in the area and it was considered unlikely that a new Traffic Regulation Order would be issued by Norfolk County Council given costs.

Refusal? 60 covers – 30 cars – designated parking on premises. Competition for other Turkish restaurant.

*7pm – Councillor Olander entered the meeting.*

It was RESOLVED:

App. No	Type	Applicant	Address	Proposal	Response
2023/0588	Change of use	Mr Hakan Huyllu	White Elephant, 3 Stuston Road, Diss, IP22 4JB	Change of use from Sui Genesis to E class (restaurant use). Installation of extraction flue and pergola system at the rear.	<p><b>RECOMMEND REFUSAL</b></p> <p>As the White Elephant Public House has been empty since 2017, we would welcome the building being brought back into use as a restaurant.</p> <p>However, there are no allocated parking spaces at the rear of the building and with a proposed 86 covers we are concerned that there is inadequate parking space to avoid on-street parking on a busy road with very little, if any, parking provision in the vicinity of the premises.</p> <p>For the above reason, unless the applicant comes back with a clearly marked out parking scheme to meet requirements of application (minimum 30 spaces) utilising the site, this application is refused.</p>

**PL0423/8**

**SOUTH NORFOLK PLANNING DECISIONS**

Members noted the planning decisions made by the Planning Authority since the last meeting. The decision notice regarding application ref. 2022/0677 was included as the decision had not been included in the planning lists distributed by the Planning Authority. It was also noted that the application has a new CEO starting in June.

The Chair provided an update following his attendance at the Development Management Committee (DMC) speaking on behalf of Diss Town Council on the Grasmere application (ref 2022/1890). The District Council's Planning Officer recommended approval and it was accepted by a 5/4 majority. The lack of invitation to a representative of the Diss & District Neighbourhood Plan was considered unacceptable given the plan should now carry material weight as was the 9 days' notice given regarding the date of the DMC. DTC made its objections to the loss of view and parking arrangements and County / District Councillor Kiddie presented the case well regarding inadequate provision for waste management as well as parking.

**PL0423/9**

**DATE OF NEXT MEETING**

Members noted that Planning committee meetings will precede scheduled committee dates should applications require committee consideration.

Meeting closed at 7.16pm

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Councillor E. Taylor  
Committee Chairman



**Artisan**  
Planning & Development Consultants

## Summary Proposal for pre-application consideration by Diss Town Council Planning Committee

Proposed Electric Vehicle Charging Centre with dedicated charging bays; the erection of 2no. 180m<sup>2</sup> building(s) for Class E(b) (dine in restaurant, coffee shop and takeaway), with ancillary drive through facility and dedicated lanes; provision of car parking spaces, cycle parking; on site foodbank collection point; the associated display of both freestanding and elevational illuminated and non-illuminated signage, all on land at the junction of Frenze Brook and the River Waveney, Victoria Road,

June 2023



**Artisan**  
Planning & Property Services



**RTPI**  
mediation of space · making of place



**RICS**  
the mark of  
property  
professionalism  
worldwide

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Artisan Planning & Development Consultants is a trading name of  
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## 1. Introduction

- 1.1 This Pre - Application submission proposes an Electric Vehicle Charging Station with dedicated charging bays; the erection of 2no. 180m2 building(s) for Class E(b) (dine in restaurants and takeaway), with ancillary drive through facility and dedicated lanes; provision of car parking spaces, cycle parking; on site foodbank collection point; the associated display of both freestanding and elevational illuminated and non-illuminated signage, all on land at the junction of Frenze Brook and the River Waveney, Victoria Road, Diss
- 1.2 **The Charge LLP** will be the applicant.

## 2. Background to the Proposed Development

- 2.1 In November 2020, the Prime Minister put the UK on course to be the fastest nation in the G7 to decarbonize road transport announcing that sales of all new petrol and diesel cars and vans would end in 2030. Alongside government plans to introduce targets for sales of clean vehicles from 2024, the public discourse on zero emission motoring has now firmly shifted from if it will happen to, when.
- 2.2 In 2021, 190,000 battery powered electric vehicles (EVs) were sold in the UK. In the current year this will be an even greater number.
- 2.3 Around 300,000 public charger points as a minimum, are expected to be available by 2030. The Government's goal is to ensure that these charge points are installed ahead of demand. This will provide the confidence to drivers who have not yet made the switch from conventional fossil fuel cars to full electric or hybrid. Government acknowledges that charging points must also be rolled out where they are needed the most, nationwide.
- 2.4 In December 2021, over 1/4 of all new cars sold in the UK were battery electric and hybrid vehicles. The decarbonization of UK road transport is now accelerating at a pace but the UK Government recognises that a focus on vehicles is only half of the challenge. A world class charging infrastructure is absolutely fundamental to delivering net zero road transport. The government document which sets out the strategic policy approach to delivering charging infrastructure to 2030 is, "Taking charge: the electric vehicle infrastructure strategy"  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)
- 2.5 However, Government policy and parallel initiatives are only part of the solution. The private sector has a critical role to play in providing convenient, affordable and reliable charging facilities for all drivers. We are already seeing a proliferation of public charge points installed at locations without government support such as in supermarket car parks. This Pre-App submission relates to one such initiative to come from the private sector.

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- 2.6 Public charge points are required for two main purposes. The first, is to enable long distance journeys and the second is to support those without off street parking. Specific predictions of the future mix and number of charge points are inherently uncertain in 2022 due to rapid developments in battery and charging technology and also because consumer preferences about where and when they would like to charge, is still being researched.
- 2.7 Most Local Authority initiatives focus on the creation of new development standards where schemes must provide electric vehicle infrastructure on site as part of their scheme proposals. Very few have developed any more comprehensive policy towards the provision of charging points or infrastructure on a wider scale. Some Councils have implemented the installation of charging points in public car parks or on lamp standards. However, this level of provision can only make a contribution towards the level of need envisaged by 2030.
- 2.8 The commercial landscape for charging infrastructure is also developing quickly but the balance between fewer, higher power chargers and more numerous, lower powered ones is not yet clear.

#### **Norfolk County Council's Electric Vehicle Strategy**

- 2.9 The council notes its responsibility along with everyone else, to manage and reduce the impact of climate change within the county. The Council's electric vehicle strategy, quite simply, seeks to reduce carbon emissions at every opportunity and thus its priorities are
- Accelerate ChargePoint deployment on the highway network
  - review its own fleet of vehicles
  - develop collaborative working
  - update parking and design standards
  - exploration of wider measures including incentives
  - promotional and awareness raising
- 2.10 Obviously, the council notes that there are a range of benefits arising from the use of electric vehicles including air quality and economic benefits. The council is cognisant of the fact that as the uptake of electric vehicles increases the authority needs to ensure that the strategy is put in place that reflects the role of the local authority and both develops and explores the options for public charging across the county.
- 2.11 It is in the context of this emerging situation of a growing identifiable need for charging infrastructure that this scheme proposal for a site on the eastern edge of Diss on the A1066, is submitted for Pre-App consideration.



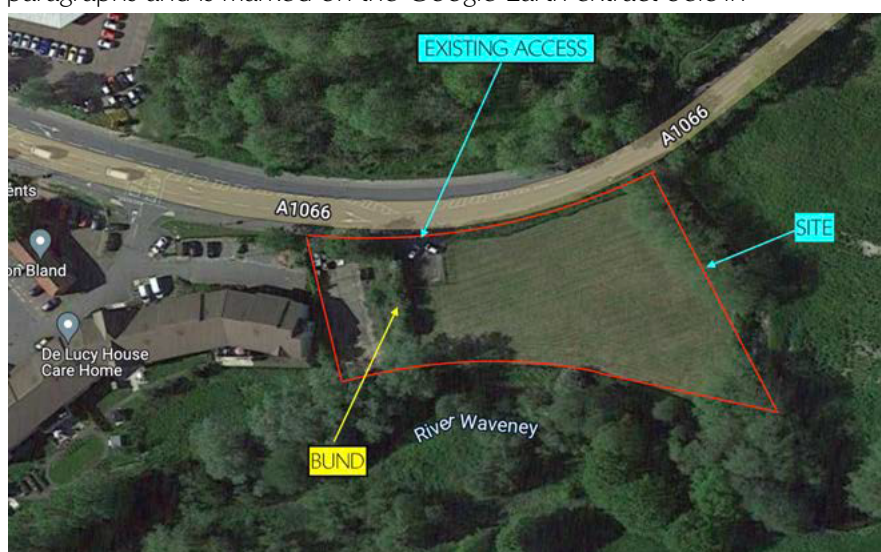
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### 3. Site Description

- 3.1 The purpose of this Statement is to identify the context of the proposed development, to review any relevant planning history and to include an assessment of how the proposal accords with current National and Local Planning policies. In the first instance we turn to the site itself and context.

#### Site and Surroundings

- 3.2 The A1066 is an important cross county route between Diss and Thetford in South Norfolk where it links into the A11 at one end and into the A140 at the other.
- 3.3 This Pre-App site is located on the south-eastern edge of Diss immediately adjacent the A1066 road, approximately 1.5kms from the roundabout junction with the A140 Ipswich-Norwich Road. Although it may be correctly described as being on the edge of the town, it far from being in a remote rural location and clearly reads in the landscape as part of the physical fabric of the built-up area.
- 3.4 The site is not currently in any use, and has remained vacant for many years, although a properly formed access road and commensurate visibility splays was installed as part of the planning requirements for the previously approved development of the site. Ongoing discussions with Cadent are still active with regard to the relocation of a gas pipeline which is currently located on the opposite side of the bridge crossing the river. Its likely final position will be along the site frontage in the highway verge land.
- 3.5 The site is approximately 0.5Ha., is a rectangular shape and is arranged in two parts there being a large-scale earth bund with gap dividing the two. The site has a long frontage to the A1066 within which there is a properly formed access relating to the development of the site under a previous planning permission which is referred to in the site's planning history in the following paragraphs and is marked on the Google Earth extract below.



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- 3.6 The site is level but set just below the level of the adjacent public highway (A1066) and whilst it has an open frontage to the road set behind a Heras security fence, it abuts water courses on two other sides (south and east). These comprise short sections of the River Waveney as well as the Frenze Brook. Both water courses are screened from the site by extensive ground cover vegetation and shrubs as well as mature and semi mature trees. Together, these provide an existing, landscaped backdrop to the site visually containing and enclosing it on two sides. A slightly less well treed side adjacent the De Lucy House Care Home adds to the sense of containment in the local landscape.
- 3.7 Whilst the site has previously been noted as being in an ecologically rich Frenze valley and Waveney valley confluence, any identified impact of the development can be successfully mitigated.
- 3.8 The third side of the site shares a boundary with the adjacent De Lucy House care home and is separated from it by a 1.84m high, open boarded fence.
- 3.9 On the opposite, (northerly) side of the road, there is extensive natural growth of unmanaged trees and ground cover plants.
- 3.10 Approximately 2/3 of the site has a natural vegetated surface (grass and scrub) whilst the remainder has a residue hard surface in tarmac/concrete being the remnants of its former use as a haulage yard/ trailer park. It is separated for the most part from the remainder of the subject site by a 3 metre high earth bund.

### **Planning History**

- 3.10 In terms of relevant planning history there is only one planning permission ref 12/0940. Full planning permission was granted in May 2012 for a Repair and Retail Warehouse in a prominent two storey building offering 341 m<sup>2</sup> of retail floorspace, 171m<sup>2</sup> of general industrial and a further 343 m<sup>2</sup> of storage and distribution. The Officers Report to Committee confirmed that, "the overall internal ground floor area of the building proposed 879m<sup>2</sup> with an additional 628m<sup>2</sup> of loft space" in a building which was 7.9m in height together with ancillary customer and staff car parking within the site. (Officers Report and scheme layout in Appendix 1 to this Statement).
- 3.11 Although full planning permission was granted and the permission implemented by the construction of the site access and other s.278 highway works, the development did not progress beyond that point. The Council's specific view as to whether it agrees that there is a valid planning permission still extant in relation to this approval is sought.
- 3.12 The Officer's Report to this application also makes reference to part of the site (that part comprising the former haulage yard, "The site is bounded to the west by a bunded parking/storage area serving the operations at the Cartco site. This area of land has the benefit of outline planning permission for residential development granted in 2010".

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- 3.13 The Council's specific view as to whether it agrees that there is a valid planning permission still extant in relation to this part of the site is sought by this Pre-App request when it considers the site's planning history in its response to the Pre-App.
- 3.14 The Pre-App site is not designated or allocated by way of the adopted Local Plan Proposals for any specific land use, although given the substantial area of hard surfacing (albeit somewhat overgrown) which is present within part of the site it is reasonable to conclude that a significant part of the Pre-App site comprises previously developed land.
- 3.15 Clearly, the Council approved a very substantial commercial building on what was then and still is in 2022, a prominent gateway site into the town.

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## 4. The Proposed Development

- 4.1 The purpose of this part of the Pre-App Statement is to provide information on the current proposals in terms of the design, scale and appearance, all matters which will be fully addressed at application stage.
- 4.2 This Pre - Application submission proposes an Electric Vehicle Charging Centre with dedicated charging bays; the erection of 2no. 180m<sup>2</sup> building(s) for Class E(b) (dine in restaurant, coffee shop and takeaway), with ancillary drive through facility and dedicated lanes; provision of car parking spaces, cycle parking; the associated display of both freestanding and elevational illuminated and non-illuminated signage. Each of these is taken in turn below and provided with a fuller description.
- 4.3 Vehicular access to/from the A1066 would be achieved by way of an upgrade (if required for planning) of the existing access road thus enabling easy access/exit onto the local highway network. Ample space is provided within the site off the public highway for vehicles to access the charging points by turning right on entry to access the proposed 20 no. dedicated bays.
- 4.4 Other customers can proceed straight on and park before accessing the restaurants where there are a further 36 spaces in total or can turn left to access/join the drive through facility at the back of the site.
- 4.5 The proposed site layout will be subject to swept path analysis to ensure that both cars and a large van can enter/egress the site and circulate within it safely, including through the 'drive-thru' lanes and without impacting upon any parked vehicles or other vehicles circulating within the site, whilst the access and egress route has been similarly assessed to ensure the delivery and servicing vehicles can both enter and leave the site from the main route network safely.
- 4.6 A full assessment of the transport and highways impacts of the proposed development will be submitted with the planning application.

### Electric Vehicle Charging Facilities

- 4.7 A small substation of 1.5MVA which services the day-one chargers and some future proofing will be required on site to service the increased demand for on-site power. This is shown on the sketch layout proposal plan.
- 4.8 The on-site facility will be provided and managed by Osprey  
<https://www.ospreycharging.co.uk/>

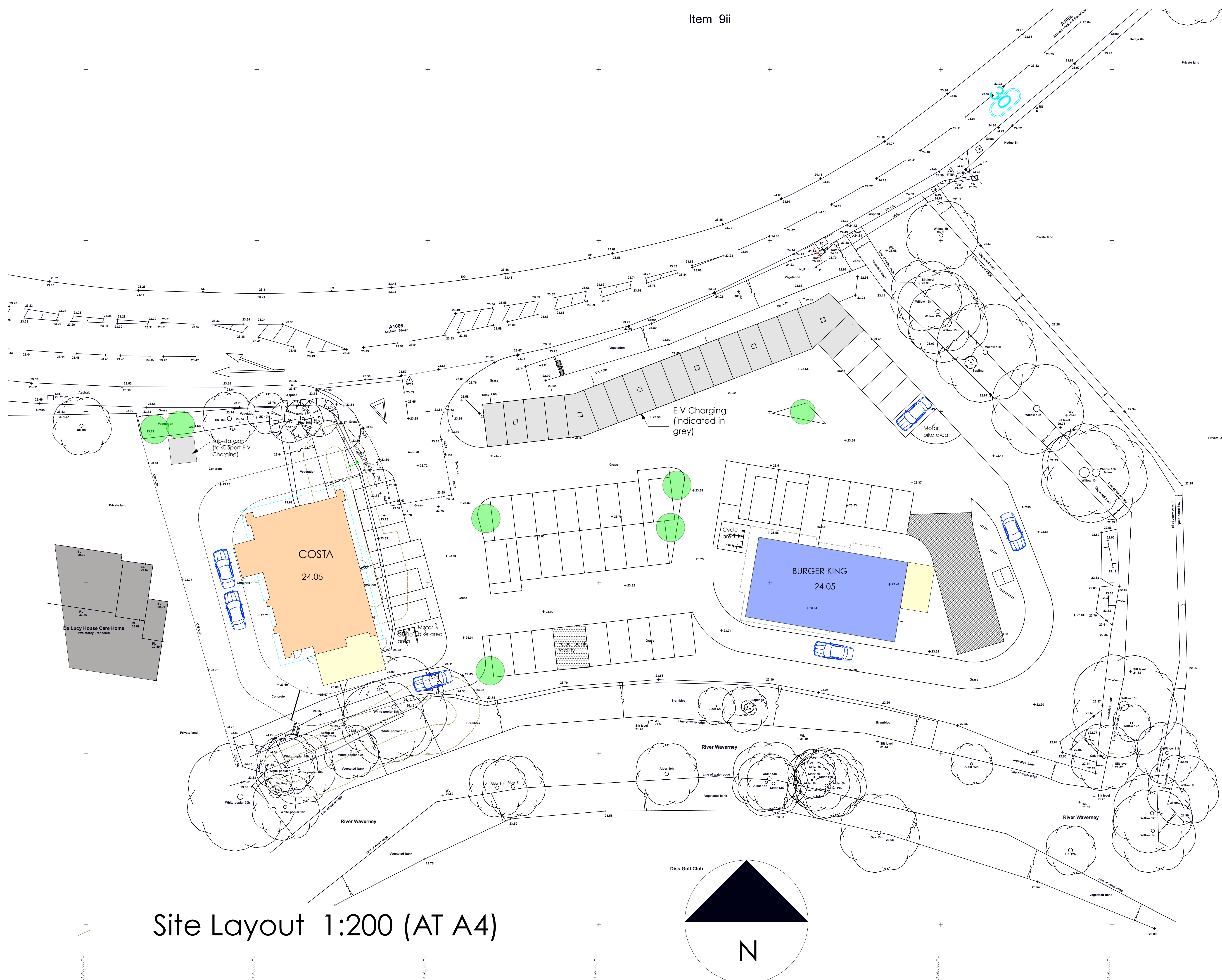
The Chargers: installed will be 8 Dynamic (load sharing) Kempower Series S Chargers with each being capable of delivering 150kW.

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- 4.9 A total of 20 vehicle spaces is proposed with 8no. electric vehicle charging spaces being connected from day 1 and the balance where infrastructure will be installed for future connection. This level of installation is considered appropriate to reflect contemporary and foreseeable demand.
- 4.10 Whilst it is fact that vehicles have differing charging connections and charge rates, Osprey's analysis evident from its other sites is that the typical charge period for consumers is an average of a 20 minute stay. The average power draw in 2022 is 26Kw and so from a 150Kw unit that is typically 20 mins to an hour charging time depending on the vehicle. Given that dwell time on site, the ancillary driver facilities of restaurant and/or coffee shop have a beneficial purpose and relationship.
- 4.11 2no. dine in restaurant/coffee shop with take away and ancillary drive through facilities.
- 4.12 Each of the proposed buildings will be used according to Class E(b) of the Use Classes Order.
- 4.13 Each will have a drive through facility as is illustrated in the submitted site layout proposal with order points (speaker posts) and a pay window but will also be provided with dedicated car parking spaces including disabled parking spaces in addition but separate to, the electric charging spaces. These are shown on the indicative layout
- 4.14 Each of the proposed restaurant buildings will be rectangular in shape with approximately 180m<sup>2</sup> of gross internal floorspace and will offer a customer dining area and toilets, a kitchen and staff welfare facilities as is illustrated in the submitted floorplan drawings.
- 4.15 The proposed materials and colour palette of each building proposed will reflect the corporate identity of the anticipated end users, whilst the modest size and scale of the proposed buildings is appropriate for this locality. Further design and access detail will be provided within a Design and Access Statement prepared by the scheme architects.
- 4.16 The coffee shop would be open 07.00 and 19.00 daily, whilst the restaurants would be open between the hours of 11.00 and 2300 daily. The drive through facilities could be open up to 24/7.
- 4.17 It is also envisaged that both would each employ up to 25 full time and 10 part time staff.
- 4.18 Space exists on site to provide a Foodbank Collection Point.
- 4.19 The development includes the associated display of both freestanding and elevational illuminated and non- illuminated signage. This will be the subject of a

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separate but simultaneous application. The principal form will be that of a robust totem display being of a modern, contemporary design which can sit comfortably in any environment. It will be illuminated.





**NOTE**  
DO NOT SCALE THIS DRAWING - USE DIMENSIONS  
The Contractor is to check and verify all dimensions on site before starting work and report any omissions or errors.  
  
This drawing is to be read in conjunction with all relevant consultants and specialists drawings.  
  
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REVISIONS			
Rev	Notes	By	Date
A	Layout revised.		05/23

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## ThurlowArchitects

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www.thurlowarchitects.co.uk

RIBA   
Chartered Practice

client:  
**The Charge**

project:  
**Site, Victoria Road,  
Diss, Norfolk.**

drawing title:  
Proposed site plan

project no:	dwg no:	rev:	drawn:	scale:	date:
7459	100	A	It	As st.	04/23

drawing status:



## 2023/1410 Land South of Park Road Diss Norfolk

Erection of up to 13 new dwellings and garages with the creation of new riverside walk link, ecology enhancement area and amenity land.

The statement forms part of the outline application submitted by the applicant

### Planning Application

Following pre-application enquiry this application is submitted in outline with all matters reserved apart from access which is to be considered. Indicative drawings showing a suitable layout and indicative elevations as a guide only.

The plans have been prepared following the earlier discussions and presentations and are commented on below:-

- 1) The site allocation recommends between 10 - 15 dwellings. We are currently showing 13 dwellings.
- 2) Due to the clients ownership the open space, green space and riverside walk link is now shown provided. This will allow connection from Denmark Bridge in the West to link with the footway at the East end to the rear of Morrisons car park. Between the new dwellings and the riverside will be the area set aside for the open space and green space.
- 3) Our Clients are planning to enter into a management arrangement with the Waveney and Little Ouse Landscape recovery project for the maintenance and creation of this space.
- 4) A comprehensive flood risk assessment has been prepared for the site and is attached in support of the current application.
- 5) The linea arrangement suggested in the pre-application enquiry has been retained.
- 6) The density of dwellings has been increased from those proposed at the pre-application enquiry stage.
- 7) The North boundary of the site is a mixed hedge and tree planting all being retained as part of these proposals. The access road will be far enough to the South so this can be retained and protected. The area between the hedge and the road will become an area of soft planted landscape.
- 8) Two storey dwellings was considered to be too high. Although the final design will be determined at the reserved matters stage indicative elevations have been provided to show these as mainly single storey with some dwellings having accommodation within the roof space.
- 9) As above.
- 10) Although landscape will be a reserved matters all boundary treatments will be of a soft landscape nature with native tree and hedge planting. The South garden boundary to the garden dwellings will be defined with post and rail fencing with native hedging allowed to establish over a period of time.
- 11) The site will contribute a min 28% affordable housing which are indicatively shown at the East end of the site.
- 12) Access forms part of this application for consideration at this stage. The access from Park Road is an established tarmac road mainly 2 car widths wide with kerbs and passing bays. This is shared with the electricity board (owners). The private drive road will be constructed in permeable construction and have a turning head provided for fire engine and refuse vehicles. On site parking will be provided within the curtilage of each dwelling and a parking area provided for those wishing to use the open space and riverside walk area. Access is also provided on the West end to the remainder meadow land retained by our client.

### Contamination

None suspected, Agricultural Land. Overhead power lines to be re located and diverted under ground.

### Ecology

Survey and report carried out and submitted in support of this application.



- 1) The site forms part of the Local Plan Allocation DIS2 which permits residential development for between 10 and 15 dwellings.
- 2) The residential component is only permissible if it enables delivery of the allocation for the provision of open space, green space and a riverside walk.
- 3) Who would be responsible and take on the management of this area.
- 4) The site lies partly in flood zones 1 and 2 and recommendation that a flood risk assessment be carried out by specialist in support of any Planning Application.
- 5) In terms of layout a linear arrangement put forward is a sensible approach.
- 6) Increase the density from that shown to more in line with the allocation.
- 7) The need to safeguard the trees and vegetation on the Northern boundary and careful consideration of the access drive constructions in these areas.
- 8) Reservations regarding two storey dwellings and the landscape impact in this river valley location.
- 9) Prefer using single storey dwellings with some accommodation in the roof spaces.
- 10) Boundary treatments would need to be sensitive especially adjacent to the open space areas.
- 11) Affordable housing contribution currently 28% would be required.
- 12) Would not foresee any particular amenity issues with the layout put forward nor any highway safety concerns by the County Authority. Later confirmed by County Highways.

Conclusion of the enquiry was:-

The Council would not support the delivery of a residential scheme in isolation and as such any application must include the delivery of the open space. Likewise the apparent flood risk issues that now exist on the site will need to be addressed in one of the two ways identified above. In terms of the finer details of the scheme I consider that a linear arrangement is appropriate but consideration needs to be given to the density and building heights as referred to above.

The DDNP policy document is shown below and this is very similar to the 2015 Local Plan document

## **DIS 2: Land off Park Road, Diss**

114. The site was allocated in 2015 as part of the current Local Plan but has not yet been developed. The principle of development is already accepted and it is expected that development will take place within the DDNP timeframe, which mirrors that of the new GNLP.

115. This allocation is central to the vision for this part of Diss, with the key focus on improving amenity, green space and links with the river valley. A certain amount of enabling housing growth is considered in the calculation of the housing requirement, 10 homes, but more may be accommodated, subject to sensitive design and layout being achieved.

116. There is currently no highway access to this site, with its development for housing dependent on DIS 7 coming forward.

### **Policy DIS 2: Land off Park Road, Diss**

This 4.6ha site is allocated for open space and residential development, accommodating approximately 10 homes. The development will be expected to address the following specific matters:

- Provide a small number of homes sufficient to enable the remainder of the site to deliver open space, habitat improvement for local wildlife and a riverside walk;
- The homes must be located in Flood Zone 1 (taking into account reprofiling of the site), must be well related to existing development and closely related to each other (isolated properties will not be permitted). These homes must be designed and sited sensitively to reflect their position in the river valley and proximity to the Conservation Area;
- Include habitat improvement and creation that specifically enhances the function of the adjacent green corridor and buffers the river corridor;
- Development will incorporate any opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points where there is known high surface water flood risk on adjacent roads; and
- Facilitate the provision of a riverside walk to join the existing riverside walk which currently runs past both Morrisons and Tesco and connects to 'The Lows' leading to Palgrave.

### **Chairs Comment's**

The planning application meets all the requirements of the policy in the DIS2 2015 plan. In this the number of homes was in the range of 10 to 15. It also meets the requirements to provide habitat improvement, water run off and facilitate the provision of the riverside walk. In fact, it can be argued that the plans go further than the policy requirement by providing a footbridge at the Denmark Bridge with access from this to Fair Green and Palgrave. They have also agreed to relocate the overhead electricity cables underground,

The major change is that the Ling family have retained the meadow which is in floodplain 2 or 3 at the east of the site but have provided a wooded area on the Palgrave side in order to give us the footbridge and access to Fair Green and Palgrave.

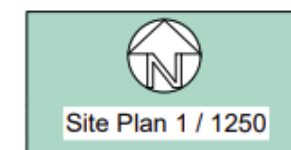
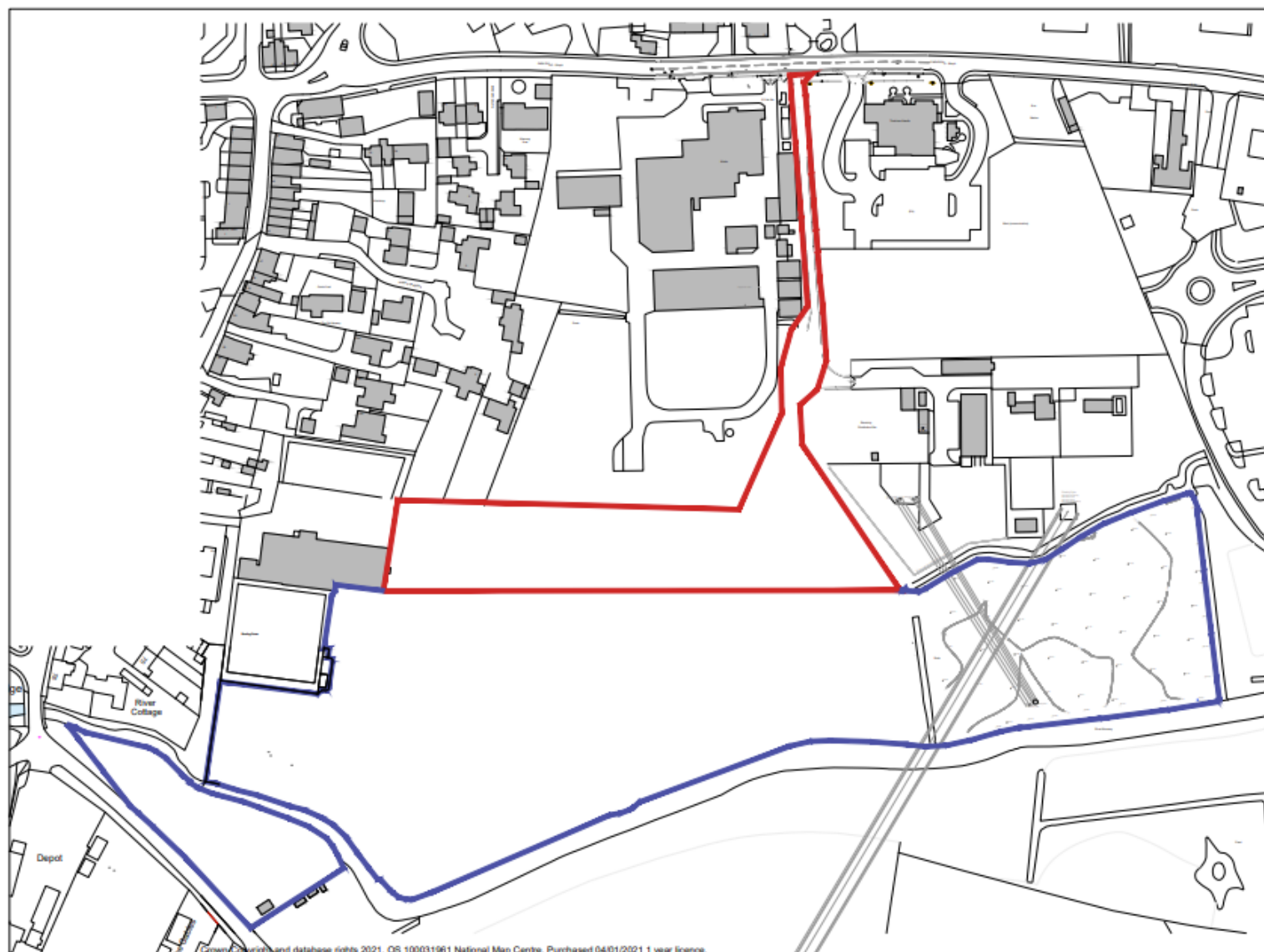
### **Recommendation**


That we support this outline planning application but do not submit this recommendation until the DDNP have met and commented. The reason I say this is the DDNP need to agree:

- The land swop shown above.
- Site access via the electricity depot road
- Additional homes on site DIS7 and access to them

Cllr Eric Taylor

Chair of Planning



Planning		
 <b>Howe and Boosey</b> Architectural Services Ltd		
28 Julian Road, Norwich, NR10 3QA Email: <a href="mailto:office@howeboosey.co.uk">office@howeboosey.co.uk</a> Website: <a href="http://howeboosey.co.uk">howeboosey.co.uk</a> Company Number 13511000 Incorporated 14th July 2021		
<b>Project</b> Site Development in Diss Rookery Farm Ltd Proposed Site Development Site Location Plan		
Scale	1 / 1250	@ A2
Job No.	0163	01
Drawn by:	H and B	Date: Sep 2022


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**Site Plan and Access**



Housing and landscaping

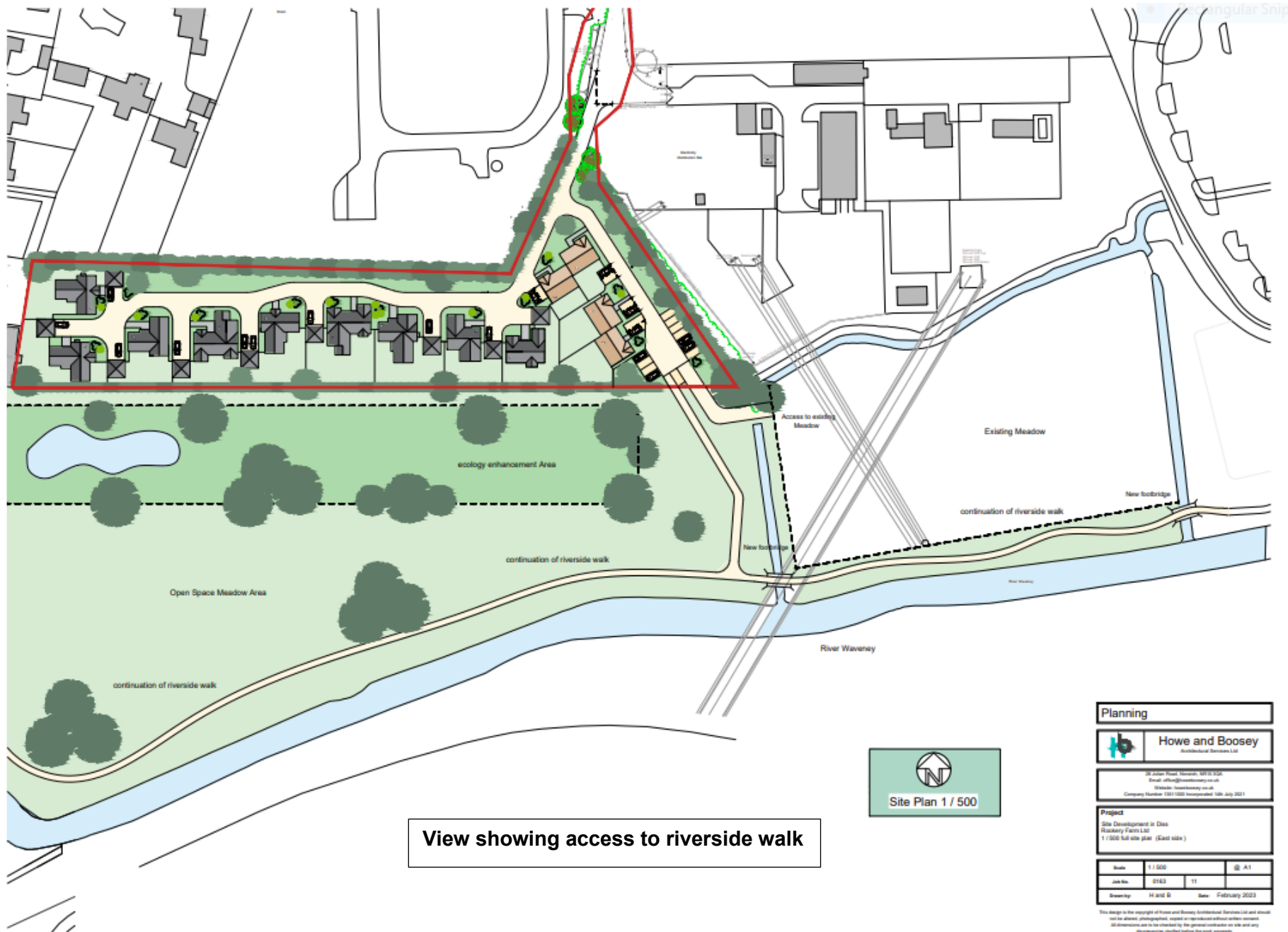



Planning		
 <b>Howe and Boosey</b> Architectural Services Ltd		
28 Colton Road, Norwich, NR11 3QA Email: <a href="mailto:info@howeandboosey.co.uk">info@howeandboosey.co.uk</a> Website: <a href="http://www.howeandboosey.co.uk">www.howeandboosey.co.uk</a> Company Number 13011000 Incorporated 16th July 2011		
<b>Project</b> Site Development in Dais Rockery Farm Ltd 1 / 1000 full site plan		
Scale	1 : 1000	A1
Job No.	0163	03
Drawn by	W and B	Date: Sep 2022

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Planning		
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28 Lutter Road, Norwich, Norfolk NR1 3JH Email: <a href="mailto:office@howeandboosey.co.uk">office@howeandboosey.co.uk</a> Website: <a href="http://www.howeandboosey.co.uk">www.howeandboosey.co.uk</a> Company Number 13811000 Incorporated 16th July 2021		
<b>Project</b> Site Development in Dues Hockley Farm Ltd 1 / 500 full site plan (East side)		
Scale	1 / 500	@ A1
Job No.	0163	11
Drawn by	HL and SB	Date: February 2023

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Indicative North Site Elevations

Planning		
 <b>Howe and Boosey</b> Architectural Services Ltd		
28 Jalan East, Seremban, 70100 Seremban Email: <a href="mailto:info@howeandboosey.com">info@howeandboosey.com</a> Website: <a href="http://www.howeandboosey.com">www.howeandboosey.com</a> Company Number 13811002 Incorporated 18th July 2011		
<b>Project</b> Site Development in Dasa Roskerry Farm Ltd Indicative Circulations		
Scale	1 : 100	Sheet A1
Job No.	2103	06
Drawn by	H and B	Date: Sep 2022

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Indicative north Side Elevations




Site plan of homes,  
landscaping and access to  
Fair Green





Affordable housing plots (Shown Brown)

Planning		
 <b>Howe and Boosey</b> Architectural Services Ltd		
38 John Road, Norwich, NR10 3QS Email: <a href="mailto:office@howeboosey.co.uk">office@howeboosey.co.uk</a> Website: <a href="http://www.howeboosey.co.uk">www.howeboosey.co.uk</a> Company Number: 12811055 Incorporated 16th July 2021		
<b>Project</b> Site Development in Dises Rockery Farm Ltd 1 / 250 East end site plan affordable housing plots 10 - 13		
Scale	1 / 250	A1
Job No.	0163	04
Drawn by	H and B	Date: Sep 2022

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**Application Number 2023/1431 Change of use from redundant car park class “sui generis” to self-storage B8 and installation of 31 shipping containers at carpark at Railway Court, Gilray Road Diss.**

The following planning statement is taken from the full planning application.

**1. Amount of development**

The proposal is for change of use of an overflow car park, no longer in use due to the fall in demand following the Covid-19 pandemic and reduction in commuter and leisure travel and the construction of additional parking to the east (opposite side of tracks), to Use Class B8, to provide self-storage facilities, including the siting of 30no. 20ft x 8ft shipping containers within the identified site area of 835sqm, which is entirely hardstanding. The proposal also includes for 1no. double stacked container to act as operational facilities hub. This unit will contain the satellite communication, cctv, and electronics associated with the gates, as well as the timed and sensor-controlled lighting around the containers. This will be accessed on an as and when basis by ladder. It is not for general use.

The site is located off Gilray Road, Diss between existing industrial units, associated yards and backs onto the Norwich-London railway line. It is accessed off a private accessway (Railway Court), which is well established and provides appropriate connectivity between the proposed Self-Storage site and the Highway (Gilray Rd). The access was previously used in association with the Car Park and approved under E07/04/0866/CU.

**2. Access and Highways**

No new access points are proposed. There is a well-established access used as part of the car park (as previously approved – see above) and this is retained. The access gate is off the highway and so no vehicles will be on the metalled public highway, whilst waiting for access into the secure compound. No further works are required to upgrade the shared access.

Therefore, the proposal is in compliance with policy DM 3.11 of the Development Management Policies Document in that it would not prejudice highway safety.



**VIEW DOWN RAILWAY COURT (PRIVATE ROAD) FROM GILRAY ROAD**



**VIEW FROM GILRAY ROAD, SITE ENTRANCE ON RIGHT  
AT END OF DEAD END ROAD**



**VIEW LOOKING UP GILRAY ROAD TOWARDS VINCENNES ROAD,  
SITE ENTRANCE ON LEFT**

24/7 access is facilitated to the site and managed through keypad operated gates, and CCTV systems to restrict access to clients only. Note most access is during daytime hours, but full flexibility covers all eventualities. Frequency of access will be limited due to the nature of self-storage and significantly less movements per day than the existing car park was able to generate. There is sufficient parking and turning within the site for vehicles and no requirement to upgrade the surface which is already suitable for vehicles.



### 3. Appearance –

The proposal involves the installation of 31 storage containers each measuring 20' long x 8' wide x 8'6" tall (6.09m long x 2.43m wide x 2.43m high), for the purposes of providing self-storage. All containers will be new and appearance as indicated on Drawing DRC/02A(or subsequent approved revision) and photograph below; colours to suit site positions.



**Generic Shipping Container used for Self-Storage**

Excluding the singular double height, all unit's single level and set well back from public Highway and therefore does not result in a significant impact on the appearance or character of the wider setting, which is commercial in its nature anyway.

### 4. Security –

Gated Access as previously detailed, coupled with CCTV across the site in addition to each unit being locked and controlled by the renter provides sufficient levels of security and protection whilst the inclusion of a 2.4m anti-climb security fence around the perimeter further reduces any potential break-in or anti-social possibilities. The site will also benefit from low level down lighting as indicated on the drawing across the site (replacing the existing high level wide angle street lighting covering the car park).

### 5. Context



The posed storage will be open to all but is primarily used as extended domestic storage by homeowners or people looking for short term to medium term storage for items away from their homes. There may be some Business use, again primarily around storage of material off site when space is restricted, the use of self-storage containers provides a viable alternative, with good connectivity by vehicle, pedestrian access and cycle, depending on the needs and actions of the individuals when visiting.

Given the context of the surrounding area, such as the commercial units adjacent and on the opposite side of Gilray Road, the proposal would fit comfortably and not be stand-out within the landscape and setting, whilst there is also no negative impact on amenity as the site is adjacent to the train station, with no residential property nearby.

### **Chairmans Comments**

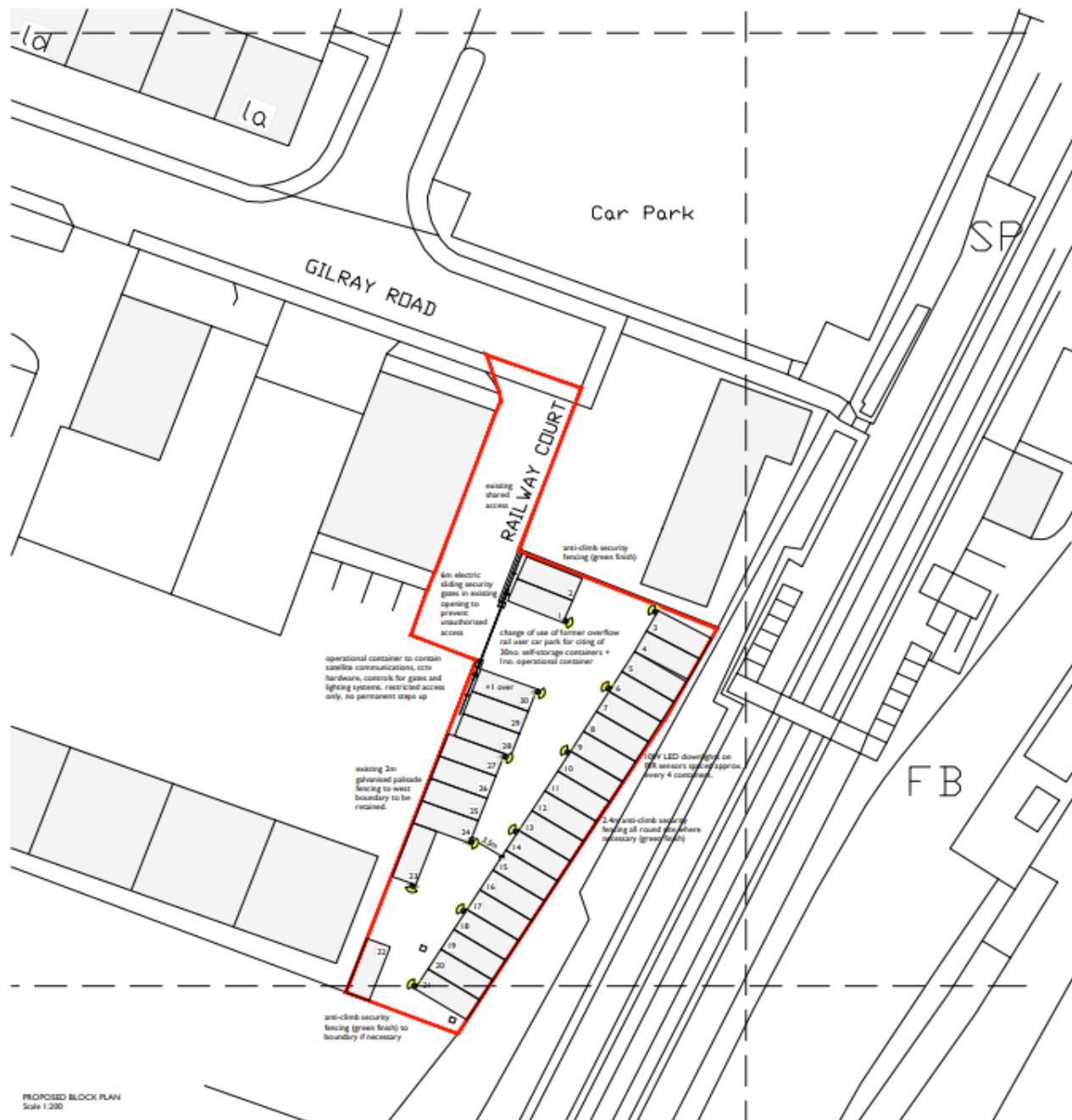
This proposal would bring back into use an area that has since Covid has become redundant. It is in an area that is all employment land and would not be out of place in this location.

### **Recommendation.**

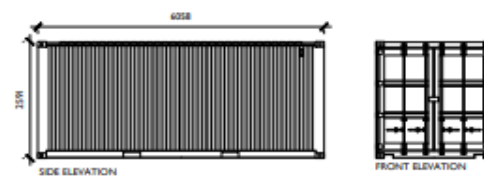
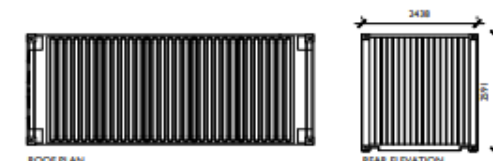
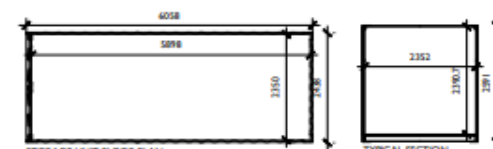
That we recommend approval of this application

Cllr Eric Taylor

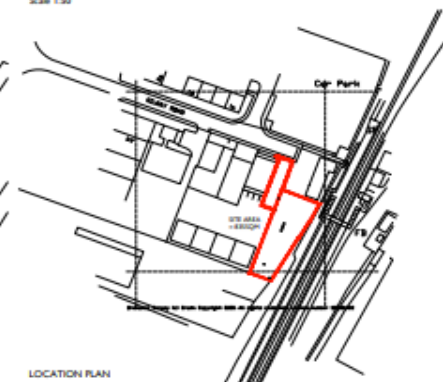
Chair of Planning



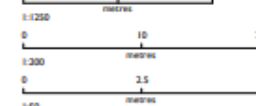
PROPOSED BLOCK PLAN  
Scale 1:200



SLIDING SECURITY GATES - TYPICAL ELEVATIONS  
& SECURITY FENCING  
Scale 1:50



LOCATION PLAN  
Scale 1:1250



THIS LAYOUT HAS BEEN PREPARED WITHOUT THE BENEFIT OF A FULL UNDERGROUND AND OVERGROUND SERVICES SURVEY AND MAY BE SUBJECT TO CHANGE IF SERVICES ARE FOUND SUBSEQUENTLY. IF FULL ACCESS TO ALL BOUNDARIES WAS NOT POSSIBLE, DIMENSIONS TO BOUNDARIES & LEVELS WILL BE SUBJECT TO FURTHER CORRECTIONS.

B 05.06.23 Fence Detail Added

A 10.05.23 Planning Issue

Rev Description

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Rev Description

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architecture + planning

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# Item 11

App. No.	Type	Applicant	Location	Details	LPA Decision Date	LPA Decision
2023/0766	Works to TPO Trees	Mrs Kim Snelgrove	The Stables, Mount Street, Diss, IP22 4QQ	T1 Lime - pollard previous lowest points from points from approx 35ft to 20ft	12.04.23	Approval with conditions (Delegated)
2023/0442	Listed Building	Jasmine Philpott	2B Market Hill, Diss, IP22 4JZ	Repairs to gable end.	12.04.23	Approval with conditions (Delegated)
2023/0390	Cert. Lawfulness Proposed	Mrs Amanda Pooley	55-56 Mere Street, Diss, Norfolk, IP22 4AG	Certificate of lawful use for proposed restaurant/coffee shop	21.04.23	Approval (Delegated)
2023/0826	Listed Building Consent	Mr Ian McMillan	19 Denmark Street, Diss, IP22 4LE	Replacement of glass in sash windows	17.05.23	Approval with conditions (Delegated)
2023/0934	Householder	Mr Rob Wenn	22 Field House Gardens, Diss, IP22 4PH	Single storey extension to rear	31.05.23	Approval with conditions (Delegated)
2023/1308	Works to trees in Conservation Area	Mrs Lesley Savage	3 Mallard Court, Diss, IP22 4LL	Alder Tree - remove	30.05.23	No objections (delegated)
2023/1320	Works to TPO trees	Mr Sharpe	Land between Whytehead Gardens & Victoria Road, Diss	T1 Lime - Remove basal sucker/epicormic growth to first major union. T2 Oak - Remove basal sucker/epicormic growth to first major union. T3 Oak - Remove basal sucker/epicormic growth to first major union. T4 Oak - Remove basal sucker/epicormic growth to first major union. T5 Lime - Remove basal sucker/epicormic growth to first major union.	02.06.23	Approval with conditions (Delegated)