

Borough Council of
**King's Lynn &
West Norfolk**



Planning Committee

Agenda

**Monday, 3rd April, 2023
at 9.30 am**

in the

**Council Chamber
Town Hall
Saturday Market Place
King's Lynn**

Also available to view at:

<https://www.youtube.com/user/WestNorfolkBC>



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PLANNING COMMITTEE AGENDA

Please note that due to the number of applications to be considered it is proposed that the Committee will adjourn for lunch at approximately 12.30 pm and reconvene at 1.10 pm.

Please ensure that all mobile phones are switched to silent

DATE: Monday, 3rd April, 2023

VENUE: Council Chamber, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ

TIME: 9.30 am

1. APOLOGIES

To receive any apologies for absence and to note any substitutions.

2. MINUTES

To confirm as a correct record the Minutes of the Meeting held on 6 March 2023.

3. DECLARATIONS OF INTEREST

Please indicate if there are any interests which should be declared. A declaration of an interest should indicate the nature of the interest (if not already declared on the Register of Interests) and the agenda item to which it relates. If a disclosable pecuniary interest is declared, the Member should withdraw from the room whilst the matter is discussed.

These declarations apply to all Members present, whether the Member is part of the meeting, attending to speak as a local Member on an item or simply observing the meeting from the public seating area.

Councillor appointed representatives on the Internal Drainage Boards are noted.

4. URGENT BUSINESS UNDER STANDING ORDER 7

To consider any business, which by reason of special circumstances, the Chairman proposes to accept, under Section 100(b)(4)(b) of the Local Government Act, 1972.

5. MEMBERS ATTENDING UNDER STANDING ORDER 34

Members wishing to speak pursuant to Standing Order 34 should inform the Chairman of their intention to do so and on what items they wish to be heard before a decision on that item is taken.

6. CHAIRMAN'S CORRESPONDENCE

To receive any Chairman's correspondence.

7. RECEIPT OF LATE CORRESPONDENCE ON APPLICATIONS

To receive the Schedule of Late Correspondence received since the publication of the agenda.

8. INDEX OF APPLICATIONS (Pages 6 - 8)

The Committee is asked to note the Index of Applications.

a) Decisions on Applications (Pages 9 - 172)

To consider and determine the attached Schedule of Planning Applications submitted by the Executive Director.

9. DELEGATED DECISIONS (Pages 173 - 203)

To receive the Schedule of Planning Applications determined by the Executive Director.

To: Members of the Planning Committee

Councillors F Bone, C Bower (Vice-Chair), A Bubb, C J Crofts, M de Whalley, A Holmes, M Howland, C Hudson, B Lawton, C Manning, E Nockolds, T Parish, S Patel, J Rust, Mrs V Spikings (Chair), M Storey, D Tyler and D Whitby

Site Visit Arrangements

When a decision for a site inspection is made, consideration of the application will be adjourned, the site visited, and the meeting reconvened on the same day for a decision to be made. Timings for the site inspections will be announced at the meeting.

If there are any site inspections arising from this meeting, these will be held on Thursday 6 April 2023 (time to be confirmed) and the meeting reconvened on the same day (time to be agreed).

Please note:

- (1) At the discretion of the Chairman, items may not necessarily be taken in the order in which they appear in the agenda.
- (2) An agenda summarising late correspondence received by 5.15 pm on the Thursday before the meeting will be emailed (usually the Friday) and tabled one hour before the meeting commences. Correspondence received after that time will not be specifically reported during the Meeting.
- (3) **Public Speaking**

Please note that the deadline for registering to speak on the application is 12 noon the working day before the meeting, **Friday 31 March 2023**. Please contact borough.planning@west-norfolk.gov.uk or call (01553) 616818 or 616234 to register.

For Major Applications

Two speakers may register under each category: to object to and in support of the application. A Parish or Town Council representative may also register to speak. Each speaker will be permitted to speak for five minutes

For Minor Applications

One Speaker may register under category: to object to and in support of the application. A Parish or Town Council representative may also register to speak. Each speaker will be permitted to speak for three minutes.

For Further information, please contact:

Kathy Wagg on 01553 616276
kathy.wagg@west-norfolk.gov.uk

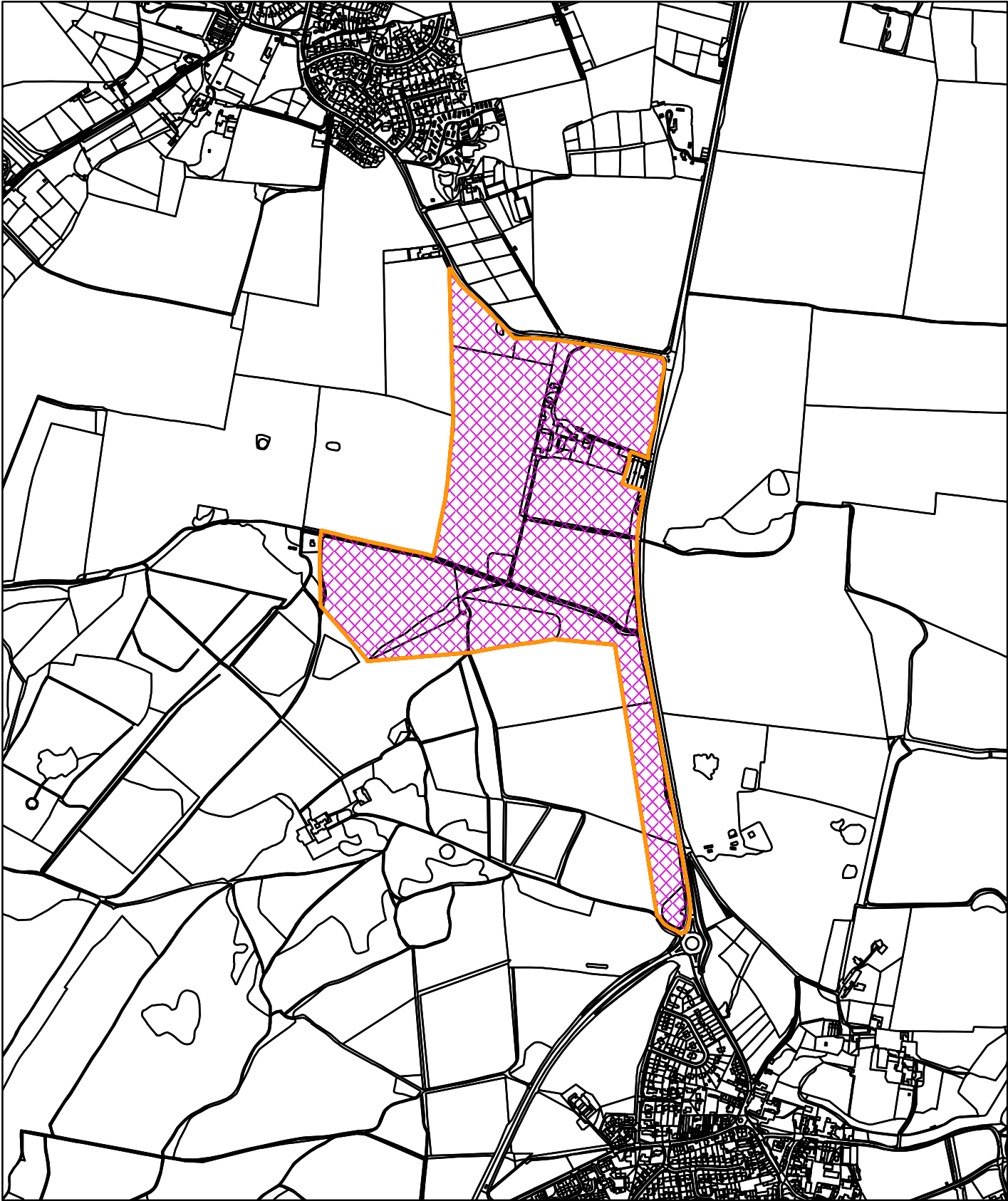
**INDEX OF APPLICATIONS TO BE DETERMINED
BY THE PLANNING COMMITTEE AT THE MEETING
TO BE HELD ON MONDAY 3 APRIL 2023**

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
8/1	MAJOR DEVELOPEMNTS			
8/1(a)	22/01648/FM Heacham Bottom Farm Lynn Road Heacham KINGS LYNN Norfolk PE31 7PQ Change of use of existing buildings and new buildings to provide - new visitor centre, cafe, event and retail space, indoor play building, bike hire service, change of use of land to play facilities and creation of new bike tracks, woodland edge glamping units, car parking, new landscaping and off-road path.	HEACHAM/ SNETTISHAM	APPROVE	9
8/1(b)	22/01650/FM Mount Pleasant Farm 25 Lamsey Lane Heacham Norfolk PE31 7LE Change of use of land to provide 20 touring caravan pitches with hard standing; change of use of land to create areas for camping and grass touring caravan pitches; change of use of existing buildings and new building to provide - visitor utility building, reception/retail area and storage area, creation of parking area (temporary parking/drop off) new landscaping and off road path.	HEACHAM	APPROVE	53
8/2	OTHER APPLICATIONS/APPLICATIONS REQUIRIN REFERENCE TO THE COMMITTEE			
8/2(a)	21/01607/O West Lee 19 Town Lane Brancaster Staithe King's Lynn Norfolk PE31 8BT Outline Application: The erection of one additional dwelling (in addition to that granted under permission under permission 20/00055/O) with associated garaging, parking and turning areas and other associated works	BRANCASTER	APPROVE	86

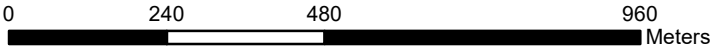
Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
8/2(b)	22/02256/F Flintstones Lynn Road Castle Rising Norfolk PE31 6EJ Demolition of existing house and construction of 2 pairs of semi-detached cottages	CASTLE RISING	APPROVE	96
8/2(c)	22/01774/F Heacham Holidays Ltd Long Acres Holiday Home Park South Beach Road Heacham Norfolk Retention of the raised platform and drainage system to support the discharge of fluids following the installation of a wash pad within the storage yard as permitted under Class J of Part 7 of Schedule 2 of the General Permitted Development Order (GPDO).	HEACHAM	APPROVE	111
8/2(d)	22/02113/F Terns 49 Peddars Way Holme next The Sea Norfolk PE36 6LD VARIATION OF CONDITION 2 OF PLANNING CONSENT 21/01394/F: Extensions and alterations to dwelling	HOLME THE SEA	NEXT APPROVE	121
8/2(e)	22/01886/O 58 Wootton Road Gaywood King's Lynn Norfolk PE30 4EX Outline Application: 2No New Dwellings	KINGS LYNN	APPROVE	132
8/2(f)	22/01329/F School House Ringstead Road Sedgeford Hunstanton Norfolk PE36 5NQ Erection of Detached Cottage, following Demolition of Existing Garage	SEDFORD	REFUSE	143
8/2(g)	22/01893/F Holme Oak Stoke Road Wereham King's Lynn Norfolk PE33 9AT Residential development involving the demolition of existing barn complex.	WEREHAM	REFUSE	154
8/2(h)	23/00096/F Rowan Close Wisbech Cambridgeshire PE13 3RW Erection of 1 x 3 bed and 1 x 2 bed two storey semi detached dwellings and 1 x 1 bed single storey dwelling	WALSOKEN WISBECH	DELEGATE DEVELOPMENT CONTROL POWERS TO FENLAND DISTRICT COUNCIL	167

22/01648/FM

Heacham Bottom Farm Lynn Road Heacham Kings Lynn Norfolk PE31 7PQ

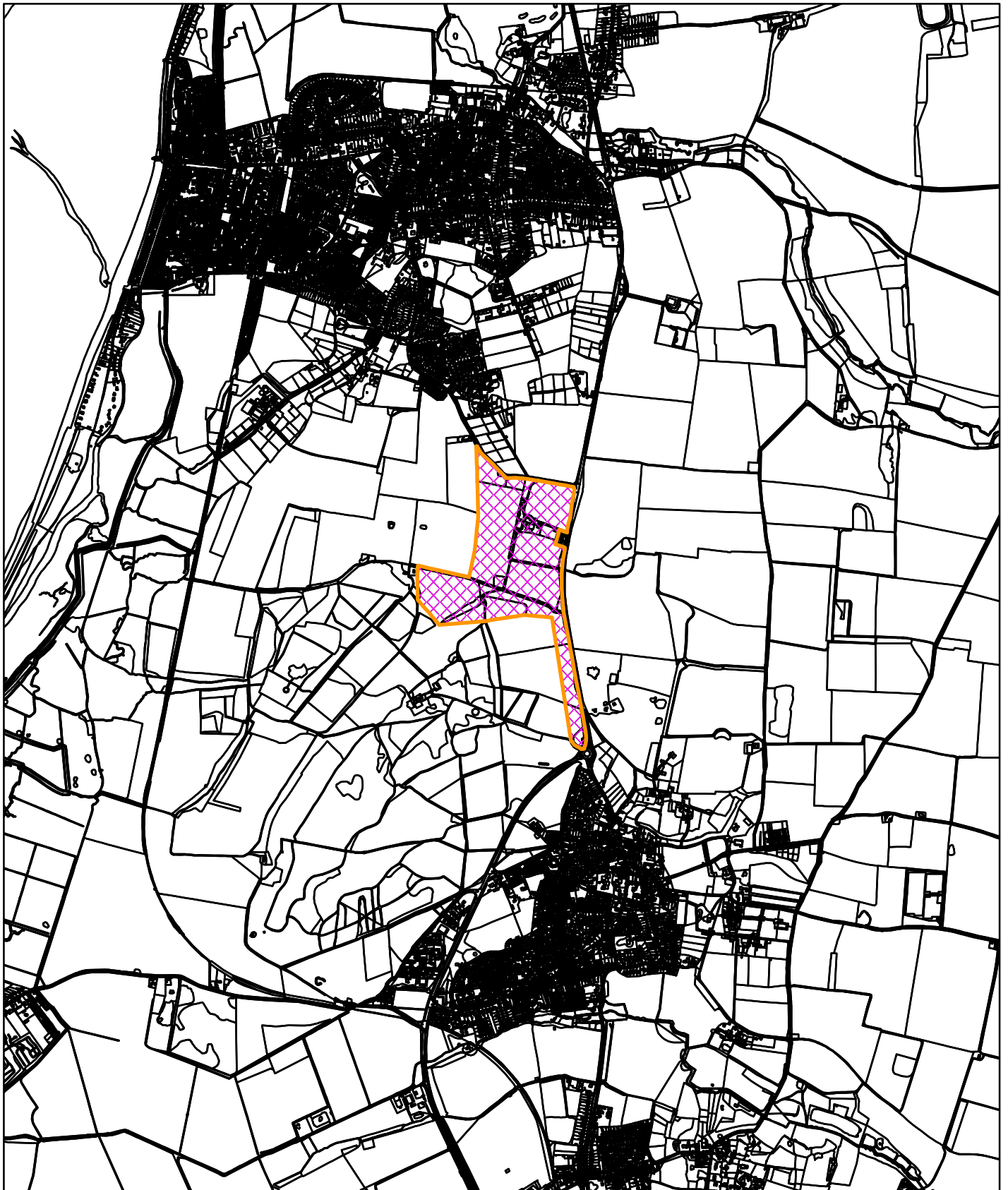


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22/01648/FM

Heacham Bottom Farm Lynn Road Heacham Kings Lynn Norfolk PE31 7PQ



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23/03/2023

10



Parishes:	Heacham and Snettisham	
Proposal:	Change of use of existing buildings and new buildings to provide - new visitor centre, cafe, event and retail space, indoor play building, bike hire service, change of use of land to play facilities and creation of new bike tracks, woodland edge glamping units, car parking, new landscaping and off-road path.	
Location:	Heacham Bottom Farm Lynn Road Heacham KINGS LYNN PE31 7PQ	
Applicant:	Wild Ken Hill	
Case No:	22/01648/FM (Full Application - Major Development)	
Case Officer:	Mrs N Osler	Date for Determination: 5 January 2023 Extension of Time Expiry Date: 7 April 2023

Reason for Referral to Planning Committee – *Called in by Cllr Parish*

Neighbourhood Plan: *Yes, both Heacham and Snettisham have a Neighbourhood Plan*

Case Summary

Full planning permission is sought for a new destination day visitor attraction including a small, 10 yurt, glamping site.

The site, that measures c.38ha comprises an area of existing built form in the farmyard, areas of agricultural fields and rough pasture, and a small part of Ken Hill Wood.

Part of the site falls within the Norfolk Coast Area of Outstanding Natural Beauty (AONB.)

The northern part of the site falls within the parish of Heacham, whilst the southern part fall within the Parish of Snettisham.

The site lies outside the development boundary of both villages.

It is suggested that the proposed development would generate 16.25 full time equivalent jobs.

Key Issues

Environmental Impact Assessment

Principle of development

Form and character and impact on the AONB

Highway safety

Impact on neighbour amenity

Ecology / Biodiversity

Drainage

Crime and Disorder

Any other matters requiring consideration prior to determination of the application

Recommendation

APPROVE

THE APPLICATION

Full planning permission is sought for a new destination day visitor attraction including a small, 10 yurt, glamping site.

The site, that measures c.38ha comprises an area of existing built form in the farmyard, areas of agricultural fields and rough pasture, and a small part of Ken Hill Wood.

The farmyard will be reconfigured to create a visitor centre through the reuse of existing buildings as well as the creation of new buildings.

The proposal would also result in the demolition of two existing agricultural buildings (an existing modern grain store and 'spray shed' buildings) and a silo.

- The attraction would comprise:
- A purpose-built Visitor Building containing a destination café, visitor reception, kitchen, cold store, general store, plant room, staff facilities and flexible space as well as an outside dining area
- A purpose-built Retail Building for local businesses containing toilets and storage
- A purpose-built Muster Point Building
- An indoor play building contained within one of the existing buildings which is to be extended and improved (reclad / new openings) with an outdoor play area adjoining it
- A multi-purpose building contained within the existing stone barns and adjacent agricultural building containing office facilities (existing), bike workshop, bike retail, bike rental and covered bike storage areas, a retail unit (existing), storage / staff room and corporate event space
- Ten yurts; seven on the edge of Ken Hill Woods each benefitting from a kitchen facility (bin store) and two benefitting from private showers. Three yurts are within the Woods and each benefitting from a kitchen facility and private WC. A further facilities block is also proposed to serve all the yurts and contains a family shower, showers, WCs, stores and a washing up station
- Wild gardens and outdoor walking, activity trails and dog walking area
- Three bike trails including a family pump track and two loop trails of varying difficulty
- A 210-space car park to include 20 disabled spaces and 2 bus parking spaces, and a 110-space overflow car park
- A site wide landscaping scheme
- New access from Lamsey Lane
- A new off-road permissive path to enhance connectivity between Heacham and Snettisham

The supporting documentation suggests that as well as a destination in its own right, the development will create a hub for the range of educational tours already offered at Wild Ken Hill.

The site is located c.1.1 miles to the north of the village of Snettisham, to the west of the A149 and c.1.4 miles south of the village of Heacham.

Part of the site falls within the Norfolk Coast Area of Outstanding Natural Beauty (AONB.)

The northern part of the site falls within the parish of Heacham, whilst the southern part fall within the Parish of Snettisham.

It is suggested that the proposed development would generate 16.25 full time equivalent jobs.

SUPPORTING CASE

Hopefully everyone at the Council will be aware of the pioneering Wild Ken Hill project which began in 2019 and includes a nationally unique mix of regenerative farming, rewilding, and traditional conservation practices. We have embarked on these changes as we believe land must be used to benefit wildlife, climate, and people. Many will have seen Wild Ken Hill featured on the BBC's The Watches. Reaching millions of viewers has accelerated our work to inspire the general public and engage policymakers with this important message. Locally, we have also already created 2 new jobs, 15 volunteering opportunities, placement and Masters degree opportunities for students, a new nature festival, as well as hosting 2-3 open days for local residents, welcoming children on around 200 days per year, and operating 200+ acres of permissive access.

This, however, is just a start – we are extremely constrained by a lack of facilities. In order to fulfil our vision of fighting climate change and restoring biodiversity across the UK, Wild Ken Hill needs the ability to welcome more visitors for higher quality, longer stays. In addition, several key strands of our land management work – in particular the rewilding project – are only funded until 2028. Developing a sustainable, year-round, nature-based tourism business through these proposals would create certainty for the financial future of this important nature recovery work, and indeed allow us to fund more projects and community engagement work in our local area. Without it, however, the future of the Wild Ken Hill project would be an uncertain one.

As such, the intention behind our proposals at Heacham Bottom Farm and Mount Pleasant is to create a high quality built and natural environment which serves as an exemplar for sustainable, nature-based tourism and education which contribute significantly to the local area. The planning applications are intrinsically linked and interdependent. They have only been made following detailed engagement with Planning, Economic, Highways, and Natural Environment Officers across the Borough Council and other organisations.

We are pleased to note wide ranging support for the proposals. On ecology and landscape, the Norfolk Coast Partnership (NCP) stated "The NCP is supportive of development that serves to help boost the local economy and improve access to and understanding of the AONB whilst protecting and enhancing the special qualities", and the Norfolk County Council (NCC) Protected Landscapes stated "We believe that the proposals submitted by Wild Ken Hill not only are compatible with the LAC (Limits of Acceptable Change) framework, but could be used as a case study for how the LAC should be applied, and even an exemplar project to showcase externally, including to other developers." Wild Ken Hill is also pleased to note that Natural England and the RSPB have raised no objections to the proposals.

Regarding tourism, the Borough Council's Regeneration and Economic Development Team stated: "The Wild Ken Hill proposal demonstrates a focus on sustainable tourism and local environmental issues which has already gained national exposure and interest. The proposal will (therefore) support delivery towards the strategic tourism and economic objectives of the Borough Council", and the proposals have also received a supporting statement from NCC's EXPERIENCE project.

Following early-stage and thorough engagement with NCC Highways we are pleased that it offers no objection to the applications. Our proposals include an off-road path which will create the safest and most direct sustainable route between Snettisham and Heacham, new traffic signage, and improvements to the Heacham Bottom bus stops on the A149. In addition, we will be closing two accesses from the farmyard onto the A149 and removing agricultural vehicle movements. We welcome one local resident's comment: "Although it is possible that the Lamsey Lane junction could become busier, we also have to think about the positive impacts on our roads. For one, there won't be any more agricultural traffic originating from the farmyard which can be dangerous. The scheme would also take visitors off the A149 earlier, releasing pressure on the road network further around the coast."

Officers of the Borough Council and County Council have rigorously assessed our applications since they were submitted for planning in August. There is no objection to the applications from any technical consultee. Both of these interdependent and linked planning applications are crucial to the future of Wild Ken Hill. We therefore respectfully request that Councillors support Officer recommendation and approve the applications so we can proceed to develop out our plans and continue our pioneering work.

PLANNING HISTORY

20/00001/FLEXI: Flexi Notification - No Further Action: 14/05/20 - Change of use of agricultural building to a flexible commercial use (Schedule 2, Part 3, Class R)

14/01344/F: Application Permitted: 12/11/14 - Installation of 2No dipole antennas, a 1.8m diameter satellite dish, an equipment cabin and development ancillary thereto including 2No GPS antennas, cable gantry and gantry poles

2/03/1853/F: Application Permitted: 29/10/03 - Erection of general-purpose agricultural grain store

RESPONSE TO CONSULTATION

Heacham Parish Council: OBJECT We applaud Ken Hill in their ReWilding and have supported those projects which have brought much needed tourism to Heacham.

This application would also bring further tourism to Heacham, and the adjacent parish of Snettisham.

Our concerns and objections though are these:

The plan states a 100-vehicle overspill car park, looking at the car park plan around 300 vehicles on-site parking, plus 2 coach spaces. This number of vehicles accessing the site off the A149 to Lamsey Lane, which after 50m is national speed limit (60MPH!) will cause problems at the junction A149 / Lamsey Lane. Although they may not all turn up at once, you can never predict the holiday traffic. Listen to road reports on local radio for the A149. Add to this the second application of Mount Pleasant by Ken Hill, and up to 20 touring caravans plus camping enthusiasts also wishing to traverse this road, it will be a nightmare, not only for visitors to Hunstanton 3 miles north, local residents, who use the road, but the bus service which uses Lamsey Lane to service the whole village via this junction.

We think it will also impact on nature conservation, which Wild Ken Hill is all about, and impact the village. If the queue for the exit and the A149 junction blocks up, drivers will exit

left and drive through the village to the controlled junction at the Lavender centre. This is something Ken Hill have said they do not wish to happen.

The current road structure does not support a scheme as presented here.

The transport assessment states no impact as there are bus services and footpaths. Heacham, prior to 1969, used to have a railway link to King's Lynn, but as people bought cars and preferred to drive, this section of the line was closed. Nothing has changed, people still prefer to go out for the day by their own transport.

Anglian Water state that the site is not connected to their system. How will this be dealt with?

Business Assessment is needed to show any impact on the village businesses.

Confirmation needed that the Bike Hire business is solely for use on the Heacham Bottom site and will not impact on village hire companies.

The 10 glamping yurts were not mentioned when this scheme was first presented to the Parish Council, only the Bell Tents in the Mount Pleasant application.

Plans are unfortunately considered in isolation, but what also has to be considered here, is that the Plans for the 160 plus dwellings approved for Cheney Hill will also add traffic to A149 / Lamsey Lane junction.

Snettisham Parish Council: OBJECT At a council meeting on 28th February 2023 Councillors considered the application and resolved to object to the planning application, they were concerned about the safety of pedestrians and other road users at the Lamsey Lane Junction and along routes to Snettisham. It was considered that this junction was already very busy and considered a danger locally. The increase in traffic brought by the development would also cause significant problems on already overburdened local infrastructure.

Highways Authority: NO OBJECTION Having considered the revised information submitted, I can confirm that there are no outstanding issues from a highway perspective.

The applicant has now submitted revised drawings, which demonstrate the indicative package of highway mitigation measures proposed within the previously submitted position statement and has revised the site layout to provide links to them.

In light of the above, I can confirm that the previously suggested conditions remain valid subject to amendment to reflect the revised site layout plan.

As such, should you be minded to approve the application I would request that conditions relating to: construction management / parking, off-site improvement works, new access provision and specification including gradient / visibility splays and closure of other accesses, means of obstruction, parking, loading / unloading, serving, etc. provision, cycle parking, are included on any decision notice issued:

PROW: NO OBJECTION Further to the applicant obtaining a Highway Boundary plan of the legal alignment of the Public Right of Way, known as Heacham Footpath 15, we are now content to remove our holding objection.

It should be noted that no structures are permitted within the legal alignment of the public right of way as this would constitute an illegal obstruction. The full legal extent of this

footpath must remain open and accessible for the duration of the development and subsequent occupation.

Natural England: NO OBJECTION SUBJECT TO APPROPRIATE MITIGATION BEING SECURED.

It should be noted that Natural England amended their advice in relation to necessary mitigation when taking this site in isolation via an email received on 10 March. The below outlines the amended advice.

We consider that without appropriate mitigation the application could have an adverse effect on the integrity of:

- The Wash and North Norfolk Special Area of Conservation (SAC)
- The Wash Special Protection Area (SPA)
- The Wash Ramsar
- North Norfolk Coast SPA
- North Norfolk Coast Ramsar
- Damage or destroy the interest features for which the following Sites of Special Scientific Interest (SSSI) have been notified
- The Wash Site of Special Scientific Interest (SSSI)
- North Norfolk Coast SSSI

In order to mitigate these adverse effects and make the development acceptable, the following

mitigation measures are required to be secured:

- A financial contribution to be paid into the Norfolk Green Infrastructure and Recreational Avoidance Mitigation Strategy (GIRAMS).
- Provision of leaflets to all visitors and provision and maintenance of permanent information boards within the site indicating nearby public rights of way and alternative visitor attractions not in the proximity of designated sites, as well as the details of nearby designated sites and recreational pressures upon them.

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

Natural England's further advice on designated sites/landscapes was also given with an acknowledgement that whilst the Appropriate Assessment was not produced by the LPA they [NE] considered it was acceptable for the LPA to adopt it to fulfil our duty as competent authority.

PROTECTED LANDSCAPES: ...We advise that you consult the relevant AONB Partnership or Conservation Board. Their knowledge of the site and its wider landscape setting, together with the aims and objectives of the AONB's statutory management plan, will be a valuable contribution to the planning decision.

Norfolk Coast Partnership: NO OBJECTION The proposal covers two sites, Heacham Bottom and Mount Pleasant.

The AONB falls partially to the south of the former area where wildflower meadows, bike trails and a small glamping area of 7 yurts skirting the woodland edge and 3 inside the woodland along with service huts are proposed.

The proposal to the north of the AONB seeks to retain and reuse some of the more traditional buildings as well as removal of the grain store which will be replaced by a building

of lower profile. As well as this, proposals include a visitor centre, retail space, an indoor play centre, bike hire and further camping to the north of the Mount Pleasant area.

Although much of the development is technically outside of the AONB boundary, it is close enough to it to have a direct impact.

NPPF para 176 states that 'Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. Development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas'.

The Landscape and Visual Appraisal has demonstrated that visual impact is relatively contained due to the site's topography, tree cover and hedgerows which all help to minimise impact. Much of the development reuses existing buildings and the Visitor Building and Retail Unit will replace a higher profile grain store which will lessen visual impact to an extent. The land in the AONB falls in the Wooded Slopes and Estate land character area.

There will be an increase in movement on site as well as associated works such as car parking, lighting, noise, and other structures associated with the development. This needs to be considered in the wider context.

The AONB has for a while seen a proliferation of small isolated camping / holiday sites which cumulatively has a big impact on the designation and the social and economic impact does not outweigh the environmental impact to the landscape. Here the focus has been on making a contribution to the enhancement of the landscape and the wider aims of the estate in its sustainable farming practices and rewilding project helping to meet CS12 and para 176 of the NPPF. There is a net gain of 27.37% in terms of habitat creation on site as well as access improvements both on site and by way of creation of a new path that will link Snettisham and Heacham. 24 new jobs will be created, the complex will provide informal and formal recreational areas and there is an environmental educational element in conjunction with the wider work on the estate. The Norfolk Coast Partnership is supportive of development that serves to help boost the local economy and improve access and understanding to and of the AONB whilst protecting and enhancing the special qualities.

DM 11 states 'Small scale proposals for holiday accommodation will not normally be permitted within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) unless it can be demonstrated that the proposal will not negatively impact on the landscape setting and scenic beauty of the AONB or on the landscape setting of the AONB if outside the designated area'.

It is my opinion that glamping site just inside the AONB at Heacham Bottom will be adequately screened being inside and alongside the woodland edge effectively hidden from view unless inside the contained glamping area. Taking into account the habitat enhancement element of the wider site, this would compensate for any small-scale disturbance here.

Strategically the wider site will serve as accessible green infrastructure to entice people away from the more sensitive sites on the coast in the AONB where visitor pressure can damage habitats and disturb species. The Appropriate Assessment has scoped out impact to designated sites and it may be that the site has the potential to lessen impact and help to educate people about this special area through resources and on-site interpretation and comms.

Care needs to be taken particularly in the new visitor and retail building that glazing does not increase light pollution on site which would impact the AONB dark skies, a special feature of the AONB. This can be achieved through smart glazing, recessed openings or a reduction in large areas of glazing (such as the retail building SE elevation). All external lighting on site should be conditioned.

The car park could also benefit from further screening through planting to mitigate visual impact. Again, any lighting here will need to comply with the above suggested condition.

LLFA: NO OBJECTION I can confirm that the County Council as Lead Local Flood Authority (LLFA) has no comments to make.

Internal Drainage Board: NO OBJECTION Having screened the application, the site in question lies outside the Internal Drainage District of the King's Lynn Internal Drainage Board and as per our Planning and Byelaw Strategy the proposed application does not meet our threshold for commenting. Therefore, the Board has no comments to make.

Anglian Water: NO OBJECTION Having reviewed the development, there is no connection to the Anglian Water sewers, we therefore have no comments.

Historic Environment Service: NO OBJECTION In broad terms we concur with some of the conclusions of the Heritage Statement and archaeological desk-based assessment. There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development.

If planning permission is granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework (2021) that should be secured by condition.

Environmental Health & Housing – Environmental Quality: NO OBJECTION

Air Quality: As previously explained the concern in terms of air quality from additional traffic arises when the changes in daily traffic movements (as 24-hr Average Annual Daily Traffic or AADT) are significant and in excess of IAQM EPUK (2017) indicative criteria. The transport assessment had suggested that changes in traffic would be significant during the summer months (March-Aug) and a business case based on car park capacity of 320 spaces with average dwell time based on 4-hrs turn-around.

In the absence of an Air Quality Management Area (AQMA) adjacent to the site, IAQM EPUK (2017) refer to significant traffic as around 500 light duty vehicles per day. The applicant has explained that additional traffic will be around an average of 408 AADT as a result of these developments. Based on the background air quality levels as quoted and absence of an AQMA in this area this is not sufficient to warrant a more detailed assessment for the changes to air pollution occurring in the area. I would therefore have no objection to this part.

We however mentioned that the principles of minimising emissions according to best practice apply to all developments, and especially, the larger major applications as in this case as set out by IAQM. We explained that whilst the development does not fall within a Smoke Control Area there still can be matters that are of material concern especially where they are not controlled elsewhere. Smoke emissions can be controlled via condition.

Finally, we did comment on electric vehicle (EV) charging infrastructure for the additional car-parking spaces including the 320-space car park with average dwell times quoted as around 4hrs. Norfolk CC parking guidelines refers to EV charging in such scenarios to be

based on dwell time and travel distances i.e., it is for the applicant to define this. The information that has been provided within the air quality assessment only refers to the minimum will be provided. To ensure there is adequate EV charging and cable routes where necessary to meet the needs of all users and help future proof this development towards ultra-low emission vehicles further information is necessary. This can be suitably conditioned.

Contaminated Land: The application is for the demolition of a silo and 2 farm buildings and construction of replacement building along with a change of use to visitor centre, cafe, event and retail space, indoor play building, bike hire service, bike tracks, glamping units and associated works.

The applicant has provided a design and access statement and drawing package which provided information on the proposal and illustrates the works. A Phase 1 Geo-environmental Assessment by pwa geo-environmental dated July 2022 is also provided which states the risk of contamination to be low but indicates the potential from a previous chemical and fertiliser store and diesel tanks. The report recommends further investigation to better characterise the site and attempt to reduce the risk to very low.

We have reviewed our files and the visitor section of the proposed site is on land that has been developed for the duration of our records first seen labelled as Horsewell farm. The other areas of the site are not seen developed on our records. The surrounding landscape is largely agricultural with some residential properties.

Following the findings of the Phase 1 Geo-environmental Assessment we recommend the full suite of contamination conditions, and due to the age of the properties on site there is the potential for asbestos containing materials to be present. With this in mind we also recommend an informative relating to Asbestos.

Arboricultural Officer: NO OBJECTION No trees are to be removed, and therefore I have no objection.

Fire Safety Carrow Fire Station, Norwich: NO OBJECTION Detailed correspondence submitted relating to Building Regulations.

Norfolk Fire and Rescue: NO OBJECTION With reference to the proposed development, based on the location and infrastructure already in place and the type of building proposed, our minimum requirement is for 1 fire hydrant on potable water main.

Norfolk Constabulary: NO OBJECTION Detailed information sent to the applicant in relation to how to meet Secured by Design standards.

RSPB: NO OBJECTION The Royal Society for the Protection of Birds (the RSPB) is a registered charity that takes action for wild birds and the environment. We are the largest wildlife conservation organisation in Europe with a membership of over one million. The principal objective of the RSPB is to save nature.

Information in Support of Habitats Regulations Assessment and Shadow Habitats Regulations Assessment – RSPB comments

In our letter dated 26 October we suggested several lines of enquiry for further investigation. We are happy that these enquiries have been addressed and we have spoken to Wild Ken Hill about habitat enhancement for non-breeding birds such as curlew, a species which they support through habitat management of their own wetland and farmland, but also via the curlew head-starting programme and the range of valuable conservation activities

associated with that project. We are also pleased to see further information about mitigation options and a commitment to making a contribution to the Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS) in the Shadow HRA.

We understand it is likely that Wild Ken Hill will be required to create a Landscape Management Plan and the RSPB would be pleased to consult with them on any habitat creation and enhancement aspects, including any possible additional mitigation measures, as they finalise a detailed Landscape Masterplan.

As competent authority, it is the Borough Council's responsibility to assess the findings of the assessment and to make its own conclusions regarding the likelihood of significant effects arising from the proposal, either alone or in-combination. With appropriate mitigation in place, the RSPB is satisfied that the proposals are not likely to result in significant adverse impacts on IIVSs.

NCC Minerals: NO OBJECTION While the site is partially underlain by a safeguarded mineral resource (carstone), due to the nature of the proposed development it is considered the application would be exempt from the requirements of Policy CS16-safeguarding of the adopted Norfolk Minerals and Waste Core Strategy.

NCC Protected Landscape Team (PLT): SUPPORT The Protected Landscapes Team at Norfolk County Council works to restore, enhance, protect and sustainably promote designated areas across Norfolk. We believe environmental protection and thriving rural communities and economies can exist side by side; and are supportive of sensitive and sustainable development which can bring net gain to each. We also work to create new opportunities for people of all abilities and backgrounds to access Norfolk's unique nature and culture, and the associated health and wellbeing benefits.

Additionally, comments relating to a Limits of Acceptable Change (LAC) study were also submitted of which the PLT concludes that *Due to the numerous ways in which the proposals submitted by Wild Ken Hill are consistent with the LAC framework, I believe there is potential to showcase these proposals and the wider Wild Ken Hill project as an exemplar for the LAC, demonstrating to external stakeholders and other developers how it should be interpreted and implemented. I have discussed the above with Wild Ken Hill, who have indicated they would be keen to collaborate on this.*

Furthermore, PLT acknowledges that the proposals are aligned to several local sustainable tourism initiatives and concludes with support for the two planning applications submitted by Wild Ken Hill on the basis that they represent an exemplar for the new LAC framework, are a model for the future of sustainable tourism, and would enhance sustainable all abilities access to the area.

CPRE: OBJECT Despite supporting most aspects of this proposal and those for neighbouring Mount Pleasant Farm, along with the overarching intentions of the Wild Ken Hill Project in terms of nature and landscape restoration and recovery, CPRE Norfolk objects to this planning application as approval would go against various policies within the adopted Local Plan, Heacham Neighbourhood Plan and the National Planning Policy Framework (NPPF). The elements of this application which CPRE Norfolk objects to are the glamping site and the access/traffic impacts.

REPRESENTATIONS

King's Lynn and West Norfolk Bike Users Group (KLWNBUG): OBJECT While KLWNBUG The Norfolk and Fens Cycling Campaign is generally supportive of this application and especially the link between Snettisham and Heacham passing a bike shop, cafe and visitor centre, regrettably we object to the dangerously substandard layout of the Snettisham crossing point shown on drawing 2021-F-015-030 B dated 27 Feb 2023. We refer everyone to Local Transport Note 1/20 in the following: <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>.

In particular:

1. The refuge point on the A149 island is only 2m long when the Cycle Design Vehicle (Local Transport Note 1/20 Table 5-1) is 2.8m long.

The 2m short refuge point means that many tandems, cargo bikes or child trailers would be unprotected, projecting into a carriageway while waiting to cross, where they could easily be struck by impatient or width-misjudging motorists. That is dangerous. Even the rider of a common 1.8m bicycle would need to judge their braking exactly and have good balance to stop themselves exactly on a 2m island with dipped kerbs front and back.

2. The turns onto the crossings have zero inner radius and maximum 3m outer radius. The Cycle Design Vehicle has 2.5m inner radius and 3.2m outer radius and the tighter radii mean it would not be possible for wider or longer cycles to enter the crossings at right angles and riders would have to perform a cumbersome S-turn mid-crossing. This is uncomfortable and requires extra time to cross, increasing the crossing hazard. This also would limit the capacity of the crossing and mean people cannot easily cross in both directions at once while keeping left, which is contrary to Summary Principle 5 of LTN 1/20 (page 10).

3. People riding northbound would approach the crossing of the A149 with their back to the traffic flow they are about to cross. This is obviously dangerous due to the reduced intervisibility.

4. People riding southbound would approach the crossing of the B1440 with their back to the traffic flow in the far lane that they need to merge into. This is also dangerous due to the reduced intervisibility.

Ideally, in line with Norfolk County Council's public commitment to follow LTN 1/20 in all its highway developments, we will see a layout like Figure 10-37 used. There seems plenty of space in this roundabout area for such a layout. Exit cycle lanes to the A149 could be omitted to encourage people to cycle on the B1440 and the new route, until such time as the A149 is upgraded.

As a minimum, the crossings could be moved near the roundabout ends of the splitter islands to remedy the refuge problems (1 and 4), and the crossing approaches realigned to enable perpendicular entry angles and remedy problems 2 and 3. Showing the vehicle tracks of two Cycle Design Vehicles riding opposite directions through the junction would confirm that the alignments are correct and crossings wide enough. The crossings should be painted to encourage motorists not to stop blocking them.

Please, bring this design up to current standards and don't curse this exciting new development with a dangerous 1990s-style crossing complex.

Additionally, **TWELVE** letters of **OBJECTION** have been received from third party representatives. The reasons for refusal can be summarised as:

- Direct contravention with the recently adopted Heacham in relation to holiday accommodation and AONBs
- Car parking, glamping, bike trails etc. are nothing to do with rewilding and everything to do with making money
- Why are there two applications, is one a Trojan Horse for the other?

- Destroying a field for car parking, where earlier in the year sheep were grazing there is unacceptable, and will become an eyesore
- The entrance will become a bottleneck
- Lamsey Lane is a blackspot for accidents
- The number of visitors anticipated is frightening and will increase congestion and queuing in the locality
- How will Lamsey Lane be crossed? It is a 60MPH road
- Chris Packham's support (Springwatch) is not a valid reason for more destruction of the countryside. How can this development be beneficial to wildlife?
- The rewilding image seems to be turning into that of a theme park
- Ken Hill already have a car part at South Beach which already brings day-trippers / holidaymakers to the village and has increased traffic within this area substantially
- The development is bound to affect local struggling businesses
- The offer of signs to warn people of queues is not going to prevent the queues from forming
- Alternative access should be considered
- The assertion in their conclusion (p34) by the Ken Hill highway consultants that 'the highway has a good safety record' is disingenuous
- Why have the applicants not included a roundabout or traffic lights at the junction or Lamsey Lane with the A149?
- Why haven't bus companies been consulted? The development will definitely have an impact on them
- Have wider traffic considerations been taken into account e.g., congestion at both the Norfolk Lavender junction and the more northerly Church Lane crossing?
- A more robust and independent Traffic Study is required
- The Historic Environment Officer's comments need to be strictly adhered to
- There is much mention of bicycling facilities on the site, but no mention of a bike track through the sites to enable bicyclists to avoid having to travel along the A149
- An increase in visitors will inevitably add infrastructure pressure on doctors and other essential services
- The development would increase traffic into Heacham

The following letter of **SUPPORT** has been received from The Regeneration and Economic Development Team of the BCKLWN: *[we] welcome proposals which will support the development of a green tourist offer further in West Norfolk. The proposals align with the west Norfolk Tourism Development Plan 2022-2026 (draft) strategic aim to support west Norfolk sustainability for future visitor footfall and responsible tourism.*

The proposals are also aligned with the West Norfolk Investment Plan (2021) priorities:

- *Leading as a centre of Excellence for the Visitor Economy.*
- *Embedding approaches that are active, clean and green.*

The proposal will therefore support delivery towards the strategic tourism and economic objectives of the Borough Council.

The following letter of **SUPPORT** has been received from the EXPERIENCE project: *Wild Ken Hill has actively engaged with our project and has been the first enterprise to submit experiences to the project.*

Wild Ken Hill works on developing a strong connection between people and nature, providing visitors with a unique experience while protecting the environment. Some activities are tailored to be best experienced

during the low season, and the focus on cycling is of interest to the project. All this impacts positively the sustainability of tourism in Norfolk and echoes the founding principles of our project.

Through the EXPERIENCE project we look to support businesses develop off-season sustainable experiences. Our aim is to increase the number of visitors in Norfolk, and support a year-round visitor economy, providing lasting benefit for the local economy, our environment and the community.

We believe the application put together by Wild Ken Hill will go towards helping our project achieve those goals and help Norfolk be more sustainable.

We are committed to supporting any tourism business wishing to become more sustainable, and this letter confirms this.

Conversely (to the previous objection from KLWNBUG), members of KLWNBUG The Norfolk and Fens Cycling Campaign were broadly supportive of the visitor centre, cafe, event and retail space, bike hire service and off-road path, but requested that the calculations of cycle parking spaces meet parking standards and that the off-road path to Snettisham should be an all-weather surface.

- Additionally, **EIGHTEEN** letters of **SUPPORT** have been received from third party representatives. The reasons for support can be summarised as:
- The development would grow Wild Ken Hill's ambitious nature restoration programme by providing the project with diversified, sustainable long-term income and supporting them to engage and educate visitors
- These developments are required to enable Wild Ken Hill to keep delivering its ambitious programme of work
- The development would be a great additional to the local area by providing greater access to green space, providing educational benefits and jobs as well as supporting long-term aims to restore nature and fight climate change
- All local businesses both in retail and hospitality can only benefit from having such an amenity on their doorstep, and as such the communities will benefit too
- The developments would allow connectivity between Heacham and Snettisham
- Wild Ken Hill is a jewel in the crown of West Norfolk and should be supported
- The development would be an asset to Heacham
- Although it is possible that the Lamsey Lane junction could become busier, we also have to think about the positive impacts on our roads. For one, there won't be any more agricultural traffic originating from the farmyard which can be dangerous. The scheme would also take visitors off the A149 earlier, releasing pressure on the road network further around the coast
- to have a general public that behaves respectfully in the countryside we first need to educate and connect them with nature, and I think that's exactly what these proposals seem to do
- The bike trails will provide youngsters and adults with an opportunity to challenge and improve their cycling skills in a safe off-road environment. Hopefully this will discourage local youngsters from attempting dangerous stunts on the public roads
- Wild Ken Hill has played an active part in several conservation projects including the Plovers in Peril, a project to reverse the decline in the breeding of this red-listed species
- Future public funding through Environmental Land Management Schemes remains very uncertain. There is a fear that by 2028 public funding initiatives for sites such as Wild Ken Hill may end or have been significantly reduced; as such developments such as this are very important

- Many of the aspirations of A Green Future: Our 25 Year Plan to Improve the Environment, launched by DEFRA in 2018, would be delivered through these proposals
- Only a relatively small area of the proposed development falls within the Norfolk Coast AONB. There is provision for 10 glamping units, which is a fully reversible part of the development proposal
- Overall the proposal sets out a reduction in the built footprint. The existing grain store building, which is of significant scale and elevation, will be demolished and a replacement building with a lower profile enhancing the quality of the landscape, with improved views to and from the site will be constructed
- The most significant development proposal in the masterplan is the construction of a new car park for some 320 cars. With modern construction techniques and SUDS requirements, it is hoped that this facility, essential in terms of accommodating visitors, will be designed to a high specification ensuring it ultimately blends in with the surrounding agricultural landscape
- The provision of a footpath linking Heacham to Snettisham is a welcome addition for local residents. It is unfortunate however that the proposal doesn't extend the proposed footpath further south along the A149 by-pass to link with the designated right of way Snettisham FP4a. This would create a long circular walk between the two villages
- This proposal would be good for the local community, attracting tourism and therefore benefiting the local economy.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS10 - The Economy

CS11 – Transport

CS12 - Environmental Assets

CS13 - Community and Culture

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM9 - Community Facilities

DM10 – Retail Development

DM11 – Touring and Permanent Holiday Sites

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

DM19 - Green Infrastructure/Habitats Monitoring & Mitigation

NEIGHBOURHOOD PLAN POLICIES

Heacham Neighbourhood Plan

Policy 5: Design Principles

Policy 9: Holiday Accommodation

Policy 11: Green Infrastructure

Policy 12: Provision of Electric Vehicle Charging

Policy 13: Dark Skies

Policy 14: Community Facilities

Policy 15: Settlement Breaks

Policy 18: Road Up-Grades and Improvements

Snettisham Neighbourhood Plan

Policy NP05 – Materials and Design

Policy NP09 – Natural Environment

Policy NP10 – Transport

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Environmental Impact Assessment

Principle of development

Form and character and impact on the AONB

Highway safety

Impact on neighbour amenity

Ecology / Biodiversity

Drainage

Crime and Disorder

Any other matters requiring consideration prior to determination of the application

Environmental Impact Assessment (EIA):

The development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) as consisting of tourism and leisure uses exceeding 1ha. Whilst the land take is extensive, in this instance the majority of the

area will remain devoid of any / extensive operational development and the amount of new / retained buildings (excluding the 10 yurts) is less than existing. No new or converted buildings will be taller than existing. The car park is the largest engineered space, but this is ground level with ample areas of separation to enable landscaping. In summary whilst the land take is substantial the development itself is not intensive in relation to operational development.

EIA thresholds suggest further consideration of tourism and leisure development are required when the threshold of visitors is in the region of 250,000 visitors per year where impacts on ecosystems and transportation routes could be significant. In this regard the development is well below this, generating 60,000 per annum in the first five years, growing to 80,000 in year five and incrementally from then. As such, in terms of EIA, these impacts (ecosystems / transportation) do not need further investigation via the EIA route and can be fully considered as part of the planning application.

The development was screened both in isolation and in combination with the proposed development at Mount Pleasant and the Cheney Hill residential developments.

The in-combination impacts were likewise ruled out as all four developments fall below threshold.

The development was therefore not considered to be EIA development for the purposes of the Regulations.

Principle of Development:

The application falls under the 'banner' of both farm diversification and rural tourism. Both of which are supported at national and local level. Other relevant policy and guidance primarily revolves around protecting the natural environment (AONB and countryside), although other issues such as highway safety and residential amenity are obviously key material considerations too.

The NPPF covers the rural economy at paragraphs 84 and 85:

84. Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings*
- b) the development and diversification of agricultural and other land-based rural businesses*
- c) sustainable rural tourism and leisure developments which respect the character of the countryside and*
- d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.*

85. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

Core Strategy Policy CS06 states: *The strategy will be supportive of farm diversification schemes and conversion of existing buildings for business purposes in accordance with Policy CS10 providing any proposal:*

- *meets sustainable development objectives and helps to sustain the agricultural enterprise*
 - *is consistent in its scale with its rural location*
 - *is beneficial to local economic and social needs*
 - *does not adversely affect the building and the surrounding area or detract from residential amenity.*
-
- Core Strategy Policy CS10, where it relates to tourism, states: *The Council will promote opportunities to improve and enhance the visitor economy:*
 - *Supporting tourism opportunities throughout the borough*
 - *Promoting the expansion of the tourism (including leisure and culture) offer in Hunstanton to create a year-round economy*
 - *Smaller scale tourism opportunities will also be supported in rural areas to sustain the local economy, providing these are in sustainable locations and are not detrimental to our valuable natural environment.*
-
- *The Council will permit the development of new tourism accommodation in rural areas subject to the following criteria being met:*
 - *It should be located in or adjacent to our villages and towns*
 - *It should be of a high standard of design in line with national guidance*
 - *Will not be detrimental to the landscape*
 - *Mechanisms will be in place to permanently retain the tourism related use.*

The application falls under the 'banner' of both farm diversification and rural tourism. Given that agricultural enterprises are more often than not, not adjacent to the towns and villages there is some conflict between these two policies. However, taking a pragmatic approach as to how these two policies interrelate, it is considered that the development accords with Policy CS10 in so far as tourism as it relates to farm diversification is concerned.

Development Management Policy DM2 allows development within the countryside where it complies with Core Strategy Policies CS06 and CS10.

Development Management Policy DM11 states: *Proposals for new holiday accommodation sites or units or extension or intensification to existing holiday accommodation will not normally be permitted unless:*

- *The proposal is supported by a business plan demonstrating how the site will be managed and how it will support tourism or tourist related uses in the area*
- *The proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on visual amenity and the historical and natural environmental qualities of the surrounding landscape and surroundings*
- *The site can be safely accessed*
- *It is in accordance with national policies on flood risk*
- *The site is not within the Coastal Hazard Zone indicated on the Policies Map, or within areas identified as tidal defence breach Hazard Zone in the Borough Council's Strategic Flood Risk Assessment and the Environment Agency's mapping.*

Small scale proposals for holiday accommodation will not normally be permitted within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) unless it can be demonstrated that the proposal will not negatively impact on the landscape setting and scenic beauty of the AONB or on the landscape setting of the AONB if outside the designated area. Proposals for

uses adversely affecting Sites of Special Scientific Interest (SSSIs) or European Sites will be refused permission.

Policy DM11 also requires certain restrictive conditions relating to holiday use.

In relation to the points raised above the LPA responds as follows:

1. A suitable business plan accompanied the application
2. The re-use of some buildings and design of new buildings (to reflect the agricultural nature of the locality) along with landscaping that will be conditioned if permission is granted suggests that the development would not have an unacceptable impact on the locality
3. The local highway authority raises no objection in relation to safe access or highway safety in general subject to conditions
- 4 and 5. The site does not lie in an area at risk of flooding or within the Coastal Hazard Zone.

The Business Plan suggests the operation of the site will be a family-run enterprise. The family will work with experienced, preferably local staff and operators to run the experience day to day, under the leadership of the General Manager. The operational team will work closely with the existing farm manager who plays a key role in managing the wider land holding and associated operations.

The operating model is for a pay to access visitor experience, predominantly open from 9am to 6pm, with some occasional evening events. These hours and the number of evening events would be suitably conditioned if permission were granted.

The opening hours and days of the week will be dictated by the seasons with the visitor centre being open 7-days a week during the summer months and school holidays.

Visitor numbers will be controlled via pre-sales and the pre-booking of accommodation.

A small area of the site falls within the AONB; this is the area to the south, where the yurts are proposed. Some of the trails extend into this area too, as does the permissive footpath (that will be discussed later in this report.) It is not considered these elements would negatively impact on the landscape setting and / or scenic beauty of the AONB. This is supported by the Norfolk Coast Partnership's comments. This is considered more fully later in this report.

It is therefore considered that the proposed development accords with Policy DM11 of the SADMP.

Both Heacham Neighbourhood Plan (HENP) and Snettisham Neighbourhood Plan (SNP) are adopted and therefore form part of the Development Plan and must be given substantial weight in the decision-making process.

The site falls within both parishes, with the southern element, including the yurts, southern trails and the permissive footpath, falling within Snettisham and the remainder falling within Heacham. Both plans have been given due consideration, although if they differ, weight is given to the plan in which the area falls (i.e., the accommodation (yurts) falls within Snettisham NP Area and not Heacham NP Area and therefore if there is conflict SNP is the plan that carries the weight.)

Heacham Neighbourhood Plan

Heacham Neighbourhood Plan Policies, relevant to this application, are Policies: 5 (Design Principles), 9 (Holiday Accommodation), 11 (Green Infrastructure), 13 (Dark Skies) 14 (Community Facilities) and 17 (Settlement Breaks).

Taking each in turn:

Policy 5: Design Principles is a general policy with 18 criteria, some of which are relevant to this application. Of those considered relevant, officers comment as follows:

'Development proposals should deliver high quality design. As appropriate to their scale, nature and location development proposals should:

1. Preserve or enhance the village of Heacham, be sensitive to its surroundings, and demonstrate that it minimises adverse impacts on neighbouring residences – considered acceptable and covered later in this report

2. Recognise and reinforce the character of the local area in relation to height, scale, spacing, layout, orientation, design, and materials of neighbouring buildings - The parameters of the replacement buildings are very similar to those they replace and are of an appropriate height, scale, etc. Materials are considered acceptable and would be suitably conditioned if permission is granted. Further consideration is given later in this report.

5. Incorporate measures which increase energy efficiency and which reduce energy and resource loss, e.g. installation of solar panels, use of grey water, use of alternatives to plastic - Energy efficient solutions are incorporated into the development e.g. solar panels are proposed on the southern and western roof slopes of the Visitor Building, Retail Building and the western elevation of the Multi-Purpose Building

6. Provide sufficient external space for:

- **refuse and recycling storage**
- **bicycle parking**
- **child and disabled facilities where appropriate**
- **the integration of meter boxes, lighting, flues and ventilation ducts, gutters and pipes, satellite dishes, aerials and telephone lines -** Appropriate for the type of development sought

10. There is no unacceptable adverse impact (visual or otherwise) on the area's landscape, and proposals for development will be expected to demonstrate how they have minimised landscape impacts on the open countryside and coastline – considered acceptable and covered later in this report

11. Incorporate adequate landscaping to mitigate the visual impact of the development and to ensure that proposals are in keeping with the existing village context. Where possible, sites are screened through the use of landform, native trees and locally appropriate planting - Would be suitably conditioned if permission is granted

13. Where practicable, provide adaptable homes through the lifetime homes standard in order to cater for a changing demographic – N/A

14. Where practicable, make better connections to other areas of the parish, including access to local services and public open spaces – considered acceptable and covered later in this report

15. Retain mature or important trees (NPPF 2019 Section 175 applies) - no trees will be removed

16. Ensure new boundary treatments reflect the distinct local character and incorporate semi-mature street planting and hedges to boundaries with open countryside - would be suitably conditioned if permission is granted

17. Access to the site is provided/improved to highway authority standards – considered acceptable and covered later in this report

18. Where appropriate, proposals make a positive contribution towards open spaces, whether respecting the amenity, recreational and wider environmental value of

existing spaces or, especially for developments of more than 8 dwellings, provide additional public open space to meet the needs of new residents - This is a key component of the application.

Notwithstanding issues that are covered later in this report, it is considered that the proposed development is in general compliance with Policy 5 of the HNP.

Policy 9: Holiday Accommodation

In order to maintain and improve Heacham's attraction as a quiet uncommercialised holiday centre, applications for further holiday accommodation beyond existing defined holiday areas, will only be supported where the proposals:

1 Maintain the distinction between the contrasting holiday centres of Heacham and Hunstanton and do not diminish the physical separation between these centres - The site does not diminish the physical separation between these centres

2 Do not have any unacceptable impact on local infrastructure, including green infrastructure - Heacham is a Key Rural Service Centre with many services and facilities. It is not considered that the scale of the proposed development would have an unacceptable impact on local and green infrastructure. Highways issues are covered in more detail later in this report

3 Minimise any visual and physical impact on the village by including, where appropriate, a landscaping plan incorporating the use of landform, native trees and locally appropriate planting - A detailed landscaping plan would be suitably conditioned if permission is granted

4 Are not directly adjacent to any residential areas - considered acceptable and covered later in this report

5 Do not need to be accessed through the village centre of Heacham - The site does not have to be accessed through the village centre

6 Incorporates high quality accommodation for which adequate parking and servicing arrangements are provided - The proposed units are a scale, mass, design and utilise appropriate materials, and appropriate parking is proposed

Can demonstrate a link to wider tourism or land use initiatives that provide demonstrable benefits to the local area - The development would provide a unique tourism offer, with some limited tourist accommodation and provide new employment opportunities.

In relation to the latter point, it is suggested this development would provide 16.25 full-time equivalent (FTE) jobs and, in combination with the Mount Pleasant application could generate an additional £4.3 million of visitor spending per year into the local economy (based on Visit Britain figures for average spend per overnight stay of £67 and a day trip of £40(2019 figures) and visitor number projections of 80,000 per annum for Heacham Bottom and 16,500 per annum overnight accommodation.)

Staff	FTE
General Manager	0.75
Accommodation Lead	0.25
F&B Lead	0.75
Activity Lead	1
Admin / bookkeeping	1
Sales & Marketing	1
Cleaning & Maintenance	2.5
Operational	4
Tour Staff	2
Seasonal	3

Policy 11: Green Infrastructure:

As appropriate to their scale, nature and location, development proposals should protect and where practicable enhance existing green infrastructure and where practicable provide new green infrastructure facilities. In particular, support will be given to proposals that further enhance:

- 1. The quality, accessibility and usage of public open spaces, allotment provision and areas of sport provision*
- 2. Existing public rights of way within the parish, and to seek opportunities to create new public rights of way to create linkages to the beaches, and into the wider countryside locally*
- 3. The preservation and enhancement of Area of Natural Beauty and local habitats*
- 4. Increasing the number of trees in the village and enriching green areas with wildflower planting*
- 5. Maintain existing grass verges where possible, e.g., where there is a footpath on the opposite side of the road...*

The development accords with the overarching aims of this policy.

Policy 13: Dark Skies

External lighting associated with development proposals should be sensitively designed to safeguard the dark skies environment of the neighbourhood area and minimise the extent of any light pollution...

Lighting would be suitably conditioned if permission is granted to ensure compliance with Policy 13 of the HNP.

Policy 14: Community Facilities

Proposal to enhance existing, or develop additional community facilities will be supported particularly:

- Health services, dental practice*
- Facilities for children, teenagers and young adults...*

The development proposes an additional community facility.

Policy 17: Settlement Breaks

Development proposals outside the development boundaries of Heacham (and as shown in Inset G47 of the SADMP) will only be supported where they:

- do not cause unacceptable harm to the landscape setting and distinct identity of Heacham*
 - do not detract from the visual separation of Heacham from Hunstanton*
 - do not detract from the views or settings of the Norfolk Coast AONB*
 - New development must not result in the coalescence of Heacham with Hunstanton to the north.*
-
- In relation to the policy criteria above the LPA comments as follows:*
 - Impact on the landscape (and AONB in particular) is covered in more detail later in this report*
 - The development would not detract from the visual separation between the settlements.*

Snettisham Neighbourhood Plan

Snettisham Neighbourhood Plan Policies, relevant to this application, are Policies: NP05 (Materials and Design), NP09 (Natural Environment) and NP10 (Transport)

Taking each in turn:

NP05: Materials and Design

All development should comprise high quality design. Residential development should make use of local materials, for example carrstone. All development should reflect and respond positively to local character.

The parameters of the replacement buildings are very similar to those they replace and are of an appropriate height, scale, etc. Materials are considered acceptable and would be suitably conditioned if permission is granted. Further consideration is given later in this report.

NP09: Natural Environment

The enhancement of the public rights of way network, including access to it, will be supported. All development within the Norfolk Coast AONB should protect and enhance the AONB.

The proposal includes permissive footpaths, crossings and bus stop improvements, all of which are covered later in this report.

A small area of the site falls within the AONB; this is the area to south, where the yurts are proposed. Some of the trails extend into this area too, as does the permissive footpath (that will be discussed later in this report.) It is not considered these elements would negatively impact on the landscape setting and / or scenic beauty of the AONB. This is supported by the Norfolk Coast Partnership's comments. This is considered more fully later in this report.

NP10: Transport

The enhancement of pedestrian access to the village centre will be supported.

Considered in more detail later in this report.

Summary – Principle of Development:

In summary it is considered that the principle of development is to be supported and that the development accords with the overarching national and local policy criterion outlined above.

However, part of the site lies within an AONB and therefore careful consideration needs to be given to the impact of the development on this nationally designated area.

Form and Character and Impact on the Area of Outstanding Natural Beauty (AONB):

The Design and Access Statement (DAS) that accompanied the application suggests that careful consideration was given to which buildings to retain and repurpose, and which to demolish in order to protect and enhance the landscape to create a high-quality development and enhance views to and from the site.

The existing grain store, that measures 9.4m to ridge, 6.2m to eaves and is 42.3m long x 24.4m wide, and is constructed from steel portal frame with profiled metal cladding, is of a greater scale than its replacement, reoriented building (the Visitor Building) that measures 6.4m to ridge, 2.4m to eaves and is 39.2m long x 12m wide, with a 12m x 12m gable projection and is to be constructed from a mixture of vertical standing seam cladding and vertical profile cladding under a profiled metal roof. This will help to ensure the impact on the overall landscape is not increased by the new development and overall, the quantum of built form on site is reduced.

It is suggested that the large, glazed openings will bring natural light into the buildings and give views onto the adjacent courtyard and wider views.

The other new structure (Retail Building) will replace the existing brick and corrugated roof 'spray sheds' that are stated to be in a dilapidated condition and not of architectural note. The existing spray shed building measures 4.6m to ridge, 3.2m to eaves and is 31.9m long x 9.6m wide and has a gable projection. The building is constructed from red brick and concrete block under a profiled metal roof. The new retail building is to be built in the same style and materials as the Visitor Building and will measure 5m to ridge, 2.4m to eaves and is 31.6m long x 7.4m wide, with a 7.4m x 4.9m gable projection.

The more traditional stone barns are to be retained, restored and incorporated into the scheme to provide the Multi-Purpose Building.

Materials in general comprise profiled metal roofing, vertical standing seam cladding, vertical profile cladding and vertical timber cladding combined with the existing materials of brick, flint and red Norfolk clay pantiles.

There are substantial areas of landscaping, both soft and hard, including the car park (which would include car park surfacing for both the formal and overspill car parks), internal access ways, that are indicatively shown and will require further detailed consideration. However, this can be suitably covered by condition.

Specific trail details accompanied the application and these will be suitably conditioned if permission is granted.

The indicative biodiversity enhancement plan shows:

- Hedge planting
- Enhance existing meadow by sowing additional species-rich seed mix
- Planting of a wild garden (species to be confirmed)
- Restoration of wildflower meadows around the walking trails
- Tree planting adjacent to existing woodland, to the northeast of the proposed car park to create a 'wild' orchard pasture, and to the west of the access to create a woodland pasture setting
- A mix of seeding, planting and natural regeneration methods to result in a dynamic habitat of open glades, wood pasture and scrub around the bike trails.

Likewise details of the outdoor play are indicative only, and whilst the indicative proposal is acceptable, the details will need to be fully considered. This can also be suitably conditioned if permission is granted.

Other details that will need to be conditioned are, lighting, internal signage and service track details.

In relation to lighting, a lighting statement accompanied the application confirming that lighting will be kept to a minimum with low-level bollards with downcast lighting being placed where necessary for the car parking and primary pedestrian routes. No external façade lighting is proposed on the buildings and all lighting will be switched off at 9pm (curfew). Additionally, all light sources shall be shielded from direct external view or shall exhibit a maximum source intensity below 2,500cd (as suggested by the Institute of Lighting Professional Guidance Note GN01.)

In relation to the service track, it is not envisaged that any engineering works will be required, and that the tracks will simply be field tracks, and this was confirmed during a site

meeting. However, this does require formal clarification to ensure this is the case. Likewise, this can be suitably conditioned if permission is granted.

The ten yurts would be canvas and would be positioned on timber decks. Three of the yurts would be within the woodland, situated on elevated platforms (2 metres high) to provide a 'treehouse' experience. The yurts will be serviced by a mixture of both private and shared facilities (WCs, showers, kitchen facilities (bins)).

The yurts would vary in size with the maximum dimensions being 7m wide by 4 metres high. These dimensions would be conditioned if permission is granted.

Paragraph 176 of the NPPF states: *Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues...The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.*

Paragraph 177 continues by stating: *When considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development* other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:*

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy*
- b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and*
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.*

The NPPF states that 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.

Your officers do not consider that the development is major development for the purposes of the NPPF. However, there is still a need for all development to either conserve or enhance the AONB.

Protection of the countryside and AONB's is reiterated in both the Development and Heacham and Snettisham Neighbourhoods Plans.

As previously stated only a small part of the site actually falls within the AONB, including the yurts, parts of the trails and part of a permissive path. However, the NPPF requires the setting of the AONB to be likewise protected.

In this regard the sensitive reuse and construction of new buildings (in terms of scale, mass, appearance and materials), all contained within the existing farmyard setting, suggests the main built form would incorporate into its setting in an organic manner.

The footprint of the new buildings closely follows the existing thus reducing the impact on the character of the surrounding area and landscape.

Detailed landscaping, that would be conditioned if permission was granted, will ensure any impacts are reduced. As mentioned elsewhere in this report, no trees are required to be removed to enable the proposed development.

Whilst it is considered that the built form is acceptable and would not in its own right be of detriment to the AONB, the use of the buildings and wider site will have an impact on this protected locality.

This will be principally by activity associated with the use. There will be greater vehicular activity, general activity and light pollution, although it is noted that the latter would be limited and suitably conditioned if permission was granted.

In relation to the former issue, activity, Members will need to consider whether this would result in conservation of the AONB and if the benefits to the existing agricultural enterprise and wider economy outweigh the harm these activities will have on the character of the AONB.

A detailed Landscape and Visual Appraisal (LVA) accompanied the application. The LVA assessed a total of 13 viewpoints comprising transport, recreational, residential and Public Right of Way (PROW) receptors.

The LVA concluded overall as follows:

OVERALL SUMMARY

It is considered that as the proposed development has followed a landscape led approach which adopts rewilding, natural regeneration and traditional conservation approaches in order to successfully integrate new nature-based tourism within the wider agricultural setting. This will facilitate the sensitive integration of the new facilities to support its intended function and has demonstrated a successful approach to accommodating the level of change within the landscape without establishing important levels of harm to the landscape characteristics and those elements which define the site.

It is considered that the proposed development can be accommodated to form an acceptable day visitor and tourist attraction together with the wider beneficial approach to integrating rewilding characteristics at the heart of the proposals.

The potential for adverse landscape and visual effects which would be considered at most, moderately harmful at day one, can be appropriately mitigated through the implementation of the site-specific landscape proposals.

It is therefore considered that the level of potential adverse landscape and visual effects associated with the proposed development has been reduced to an acceptable low level.

Your officers, along with the Norfolk Coast Partnership and NCC Protected Landscape Team consider the impacts are acceptable and that the development would conserve both the AONB and its setting, and that any harm is outweighed by the benefits of the proposed development.

It is therefore considered that the development therefore accords with the relevant national and local planning policy outlined above in relation to impacts on protected landscapes and visual impact in general.

Highway Impacts:

In relation to transport, paragraphs 85, 104, 105, 110 - 113 of the NPPF, whilst acknowledging that sites to meet local business needs, including tourism, may be beyond existing settlements and not be well served by public transport, require developments to be safe, offer alternative modes of transport, enable charging of plug-in and other ultra-low

emission vehicles, and concludes that *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

The requirements are reiterated in Development Plan Policies CS11 and DM12 and Heacham Neighbourhood Plan Policies 5, 12 and 18.

Highway safety, impacts and congestion are some of the most contentious issues associated with this development.

Vehicular access, including for farm traffic, is currently via three single-track access roads from the A149, with secondary access from Lamsey Lane via an unmade track.

The proposed development would result in the current accesses being used only for emergency vehicle access and to access the residential properties to the east of the farmyard; with the main visitor access utilising the Lamsey Lane entrance that will be widened and upgraded in accordance with the Local Highway Authority's requirements.

A 210-space car park that includes 20 disabled spaces and 2 coach parking spaces is proposed along with a 110-space overflow car park, providing a maximum capacity of 320 car parking spaces.

Additionally, a new permissive footpath is proposed to link Heacham and Snettisham. This links the Heacham Bottom site with the Snettisham roundabout to the south via a permissive path that runs adjacent to the eastern boundary of the site. Additionally, if permission were to be granted for the Mount Pleasant application, it would continue to the northwest corner of the Mount Pleasant site directly adjacent to the eastern edge of Heacham.

The following off-site highway improvements works are also proposed, the details and implementation of which will be secured by condition if permission is granted:

- Additional signage on Lamsey Lane
- Provision of a new pedestrian footway connection between the Mount Pleasant site (on site path) and Heacham (existing highway footway) - as indicatively outlined on drawing 2021-F-015-026
- Provision of a suitable pedestrian crossing of Lamsey Lane between the Heacham Bottom and Mount Pleasant application sites as indicatively shown on the Proposed Landscape Masterplan (1 of 2) WKH-DIG-00-PL-0001 (1 of 2) Rev/P10
- Widening (to 3m) of the existing footway provision on the southern arm of the A149 (both sides) and the western side of the B1440 and an improved refuge island crossing at Snettisham Roundabout to safely provide an off-road cycle facility linking the B1440 to the new on-site path - as indicatively outlined on drawing 2021-F-015-030 Rev B
- Provision of a pedestrian refuge island on the A149 and associated sections of footway to provide a link (and safe crossing) from the development site to the bus stops - as indicatively outlined on drawing 2021-F-015-029 Rev A.

A Transport Assessment (TA), that considered existing levels and characteristics of traffic demand, development proposals and associated traffic attraction and operational assessment including junction capacity (Lamsey Lane / Lynn Road (A149)), accompanied the application. Additionally, the TA states that no operational impact is anticipated at locations further afield than the Lamsey Lane / Lynn Road (A149) junction.

The TA states that Lamsey Lane is a rural road with no footways or streetlighting and a carriageway width generally of c.5.8m. It connects the site and southern part of Heacham with the A149, the latter of which is sited a short distance to the east of the site and runs

broadly in a north-south alignment. The speed limit of Lamsey Lane in the vicinity of the Heacham Bottom access is 60mph.

Visibility from the existing site access with Lamsey Lane is stated to be c.2.4m x 100m in either direction. The TA concludes, when applying the 85th percentile speeds recorded, that the requirements are 2.4m x 102m to the left and 2.4m x 110m to the right. It is suggested that these can be achieved with suitable hedge cutting.

In relation to visibility from Lamsey Lane and Lynn Road (A149), splays are stated to be 2.4m x 415m to the left (north), and 2.4m x 460m to the right (south.) these splays are considered acceptable, and no further improvements are proposed or required by the Local Highway Authority.

The junction of Lamsey Lane with the A149 comprises a priority T junction and benefits from both a ghost island right turn lane and a left turn slip. Two solid direction islands are provided comprising:

- A central island on Lamsey Lane, with a bollard and 'Keep Left' sign
- A segregation direction island on Lynn Road, both directing and protecting left turning traffic onto Lamsey Lane.

There is no streetlighting on Lynn Road, however there is a narrow footway on the western carriageway edge.

The TA acknowledges that the development is likely to attract most visitors by car, although there are existing bus stops adjacent to the site's existing eastern entrance onto the A149 which would provide for an alternative mode of transport to the site.

The TA concludes 117 vehicles per hour would be the maximum two-way trip movement associated with the proposed development and that this would occur between the hours of 2pm and 4pm. These figures have been worked out on the maximum capacity of the car park and overflow car park of 320 spaces and the assumption that more people are likely to arrive in the morning than the afternoon.

In order to identify traffic flow characteristics both manual (MCC) and automatic (ATC) traffic count surveys were undertaken.

The ATC surveys were undertaken over the two weeks straddling the school summer holiday breakup in 2021 (i.e., the last week of term and the first week of the summer holidays.)

The ATC concluded that school term-time (last week of school (Thursday 15th to Wednesday 21st July)), two-way, weekday movements adjacent to the Heacham Bottom access were 4,031 with Saturdays being 4,809. Most movements were from light vehicles (e.g., cars); and 3,983 and 3,558 during the school holidays (first week of summer holidays (Thursday 22nd to Wednesday 28th July.))

Growth factors were added to the MCC figures to investigate capacity at the Lamsey Lane / Lynn Road (A149) junction with the TA concluding that there are no capacity concerns, and no significant queuing is forecast.

Seasonality calculations were also used to produce factors to assess the impact of summer holiday traffic, with the same outcome (i.e., no capacity issues or significant queuing forecast.)

Further explanation was sought in relation to how these conclusions were reached. The applicant's highway advisor explained as follows: *"Concerning the statement in the report about the flows not raising any capacity concerns, this is simply due to the low numbers of vehicles concerned. The surveys showed peak hour link flows of just over 200 vehicles per hour westbound and round half this eastbound. In round numbers this demonstrates only around 3 vehicles per minute on average, westbound, therefore having an average vehicle headway of around 20 seconds, which is easily adequate for a turning vehicle to safely undertake its manoeuvre. To compound this, the forecast traffic generation peaks at only 117 per hour (1.9 per minute on average) and during the existing Saturday background peak hour only 102 (1.7 per minute on average). It is very clear that these give no concern regarding traffic capacity, and I am confident that Jon [Jonathan Hanner, NCC Local Highway Officer] will confirm the LHA's agreement on this matter."*

In response to concerns expressed in relation to frequency of nose-tail shunts and their severity, the TA, whilst concluding that there is no reason to suggest either of these would occur, proposes the erection of warning signs for eastbound traffic on Lamsey Lane, identifying the potential for Queuing Traffic Ahead. These would be located west of the crest on Lamsey Lane such that an approaching driver can moderate their speed in the knowledge that stationary traffic may cause an obstacle ahead.

In summary the TA concludes that the development:

- Would produce levels of forecast trips that will not cause issues on the local highway network
- Has significant spare capacity at the nearby Lamsey Lane / Lynn Road (A149) junction, including during high tourist season
- Can achieve safe visibility requirements at the proposed access
- Is located on highway with a good safety record
- Proposed the erection of signate to assist with maintaining the high standard of highway safety
- Is sustainably located for its rural location with the potential to increase sustainability
- Is compliant with local and national policy
- There is no defensible reason for refusal on the grounds of traffic, transport or highway safety.

The Local Highway Authority has found the findings of the TA to be an acceptable basis on which to make their recommendation [no objection] subject to conditions relating to construction management / parking, off-site improvement works, new access provision and specification including gradient / visibility splays and closure of other accesses, means of obstruction, parking, loading / unloading, serving, etc. and provision of cycle parking being appended to any permission granted.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to highway impacts.

It is important to note that the following condition should be appended to any permission granted under the Mount Pleasant application:

- Provision of a new pedestrian footway connection between the Mount Pleasant site (on site path) and Heacham (existing highway footway) - as indicatively outlined on drawing 2021-F-015-026

And that the following condition is only required if both applications are approved, and would therefore be appended to any permission granted under the Mount Pleasant application:

- Provision of a suitable pedestrian crossing of Lamsey Lane between the Heacham Bottom and Mount Pleasant application sites as indicatively shown on the Proposed Landscape Masterplan (1 of 2) WKH-DIG-00-PL-0001 (1 of 2) Rev/P10.

Impact on Neighbour Amenity:

The NPPF requires development to have a high standard of amenity for existing and future users (para 130f.) This is reiterated in Development Plan Policies CS06 and DM15 and Heacham Neighbourhood Plan Policy 5.

There are four dwellings located to the east of the farmyard (Heacham Bottom Cottages, 61, 63, 65 and 67 Lynn Road.) These cottages are in the ownership of Ken Hill, but not associated with the use of the site.

Currently farm traffic can access the site via an access track that runs to the north of these dwellings. The proposal would remove this farm traffic, and all traffic associated with the development would access the site from Lamsey Lane.

This is likely to have a positive impact on occupiers of those dwellings.

However, there will be activity associated with the proposed use in relatively close quarters to these dwellings, with parking to the northwest and the outdoor play area to the west. However, for reference, the distances involved are 20m to the eastern edge of the car park (the area of car park furthest away from the main visitor building and therefore likely to be the least used) and 130m to the outdoor play areas.

It is not considered that the impacts would be significant, and no objections have been received from occupiers of these dwellings. Furthermore, operation of the site, in line with the addendum received in relation to the Business Plan that accompanied the application, would be conditioned if permission were granted.

Additionally, if a statutory nuisance did occur then the Local Authority has powers to intervene.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to impacts on neighbour amenity.

Ecology / Biodiversity:

The NPPF, at Chapter 15, requires planning policies and decisions to protect and enhance biodiversity. This is reiterated in Development Plan Policies CS01, CS12 and DM19 and Hunstanton Neighbourhood Plan Policy 11.

The application was accompanied by a detailed Shadow Appropriate Assessment, Biodiversity Net Gain Assessment, Preliminary Ecological Appraisal and Bat Risk Assessment.

Natural England confirmed that it would be appropriate for the LPA to adopt the Shadow Appropriate Assessment as its Appropriate Assessment (as the competent authority.)

Appropriate Assessment is the method of assessing whether a development would have a likely significant effect on protected sites. In this instance the sites are:

- The Wash and North Norfolk Special Area of Conservation (SAC)
- The Wash Special Protection Area (SPA)
- The Wash Ramsar
- North Norfolk Coast SPA
- North Norfolk Coast Ramsar.

- Note – A Ramsar site is a designation for wetlands that are of international importance.
- The Appropriate Assessment concludes that without mitigation the development could have an adverse effect on the integrity of the above protected sites. The following mitigation was therefore proposed, and accepted as appropriate by Natural England:
- A financial contribution to be paid into the Norfolk Green Infrastructure and Recreational Avoidance Mitigation Strategy (GIRAMS)
- Implementation of a Coastal Park Zoning Strategy and subsequent monitoring of this approach to ensure it is effective in reducing recreational disturbance

Other than the GIRAMS payment (£5,206.04), that has already been paid, the other mitigation methods would be suitably conditioned if permission is granted.

The Ecological Appraisal is concerned with site specific ecological issues and considered badgers, bats (also covered by a separate bat risk assessment), great crested newts, birds, reptiles and invasive species.

The Appraisal concluded that no further studies are required, and other than precautionary approaches and best practise (such as vegetation removal outside of the bird breeding season) no further mitigation is required. The following enhancements are proposed:

- Incorporation of bird and bat boxes across the site providing extra potential roosting / nesting resource thus improving biodiversity
- Replanting of a range of ruderal type plants and scrub that will attract pollinators
- Reinstating hedgerows with native species
- New hedgerow to be native
- Planting of an orchard
- Restorative management of the recently planted woodland to extend light to woodland floor creating glades and thus increasing the edge effect.

The best practice mitigation and enhancements would be suitably conditioned if permission is granted.

The Bat Risk Assessment gave specific attention to the buildings and concluded that there was no signs of bats or any potential roosting features in any of the modern barns. It further stated that *the majority of the barns are suboptimal or unsuitable for bats due to construction and the amount of ambient light. The exception being the small brick-built barn with tile roof.* However, bat emergence surveys showed no bats emerging from these buildings.

Therefore, no mitigation is required other than best practice which would be suitably conditioned if permission was granted, this includes use of bitumen type felt and low-level lighting.

Whilst not currently enacted into Planning Law, the Environment Act 2021 is likely to come into force in late 2023 with a probable requirement of a 10% net gain in biodiversity.

The Biodiversity Net Gain Assessment that accompanied the application has concluded that there would be an overall net gain for biodiversity of 28% (27.37% in habitats and 0.69% in hedgerows.)

It should however be noted that this net gain is over both this site and the Mount Pleasant site in combination.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to ecology and biodiversity.

Drainage:

Foul drainage will utilise a new package treatment plant with surface water drainage being distributed to soakaways in appropriate locations.

Full details will be sought by condition if permission is granted.

Crime and Disorder: There are no specific concerns relating to Crime and Disorder, and the Police Architectural Officer has supplied the applicant with advice regarding Designing out Crime.

Other matters requiring consideration prior to the determination of this application:

Trees: No trees are to be removed to enable the proposed development. However, tree planting is proposed adjacent to existing woodland, to the northeast of the proposed car park to create a 'wild' orchard pasture, and to the west of the access to create a woodland pasture setting.

Retail / Event Space: The development would provide some retail offer in both the Visitor Building and Multi-Purpose Building.

Local Plan Policy DM10 covers retail development and seeks to guide retail uses to the main retail centres of King's Lynn, Hunstanton and Downham Market to ensure the retail offer of these centres is not undermined. This policy is primarily concerned with large, edge of centre, retail developments rather than small, rural, ancillary retail proposals such as this and seeks retail impact assessments on retail floorspace that exceeds 2500m². This proposal is well below this figure, and it is not considered that the development would have any undermining impact on the borough's retail centres, primarily Hunstanton given the proximity of the two.

In this regard Local Plan Policy CS10 and the NPPF (paras 84 and 85) acknowledges the need for rural employment as previously discussed.

The Retail Statement that accompanied the application states that a maximum of four commercial units will be provided within these two buildings, one of which would be for bike hire.

It is assumed that this would be in the Multi-Purpose Building that will also accommodate cycle storage, cycle hire and cycle repair facilities. Cycle hire will be for people using the site only, and not for the general public, although those hiring the bikes would be able to use them off-site.

The other units would be in the Visitor Building. The Retail Statement suggests that these would be operated by the estate and third parties to provide goods and services complementary to the overall Wild Ken Hill theme. The idea is to create opportunities for local businesses to offer goods and services to visitors by renting a unit.

The Retail Statement acknowledges that it is important that the retail offer is not a destination in its own right, but an ancillary / complementary offer (e.g., nature based / outdoor pursuits (bird watching, wildlife spotting, foraging, binoculars, camera equipment, books, manuals, maps etc.) To this end the number and types of retail will be strictly conditioned if permission is granted. This is especially important as it will be free to park and enter these shops (as well as the Multi-Purpose Building which houses the café), with payment only being required when one enters the main activities that are behind a 'paywall' and accessed on purchase of a ticket.

The Multi-Purpose Building also houses an event space which the applicant anticipates would be available to host activities and may be hired by local businesses for use as, for example, a studio for yoga, painting, photography, etc. Again, use of this space will need to be carefully conditioned.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to retail development.

Sustainable Design: Paragraphs 129 and 154 of the NPPF relate to the sustainability of buildings and Development Plan Policy CS08 is concerned, in part, with sustainable design and energy efficiency.

The DAS that accompanied the application states that sustainability has been an important consideration for the project from the outset based on the premise that Wild Ken Hill revolves around rewilding, regenerative farming and traditional conservation practices therefore being based on highly sustainable land use methods which enhances carbon sequestration and ecological restoration.

It is suggested that the development includes a significant amount of new tree planting and biodiversity net gain.

The following design principles have been considered during the evolution of the proposal:

- Re-use of existing buildings on the site where feasible from both an operational and structural perspective which minimises embodied carbon related to demolition and construction activities
- Orientation of new buildings and position of new openings in converted buildings to make the most of passive solar gain
- High levels of insulation, airtightness and heat-recovery based ventilation on all buildings both new and converted
- Main energy supply being via renewable energy in the form of solar panels and air source heat pumps which would ensure 10% reduction in the predicted CO2 emissions as suggested by Core Strategy Policy CS08
- Materials are durable using recycled elements whilst still ensuring their appearance is appropriate to the local agricultural vernacular

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to sustainable design.

Flooding: The site does not lie in an area at risk of flooding.

Environmental Quality: The requested conditions relating to contamination, smoke emissions and EV charging will be suitably conditioned if permission is granted.

Historic Environment Service: The requested archaeological conditions will be appended to any permission granted.

Fire: The provision of a fire hydrant will be suitably conditioned if permission is granted.

CIL: The development is not CIL liable.

Other Specific Comments:

In relation to objections received from Heacham Parish Council, the CPRE, KLWNBUG and third-party representations, your officers respond as follows:

- Highway safety and congestion – covered in report
- How will drainage be dealt with? – covered in report, will be suitably conditioned
- A business assessment is required to show the impact on the village businesses – covered in report, additionally there is no requirement for such an assessment
- The Cheney Hill housing developments have not been considered when considering highway impacts – these developments were considered in the Environmental Impact Assessment
- Impact on AONB and natural environment – covered in report
- The development does not accord with the NPPF, development plan policies or neighbourhood plan policies in relation to the location of the development – covered in report
- Lighting – covered in report, will be suitably conditioned
- Concerns with cycle crossing proposed at Snettisham roundabout – the plans are indicative only and would be conditioned if permission were granted. The Local Highway Authority has confirmed that: *at this stage, the submitted drawings are for planning purposes only to agree the principle of the improvements proposed. If approved, the applicant would need to submit detailed engineering drawings which would be the subject of a S278 technical vetting process, including a safety audit, by the Highway Authority before being discharged by yourselves.*
- The proposals are nothing to do with rewilding and conservation and everything to do with making money – covered in report, the development would generate income to enable existing and future objectives to be obtained
- How will Lamsey Lane be crossed? – a suitable pedestrian crossing is conditioned
- Why hasn't a roundabout or traffic lights been proposed at the Lamsey Lane / Lynn Road (A149) junction? – these weren't proposed and given no objection from the Local Highway Authority, are not required
- Will the permissive footpath be surfaced to be appropriate for bikes, buggies, etc? – details are the permissive footpath will be secured by condition if permission is granted

CONCLUSION / PLANNING BALANCE:

Applications for planning permission should be determined in accordance with the Development Plan and any other material considerations. The application falls under the 'banner' of both farm diversification and rural tourism. Both of which are supported at a national and local policy level, subject to other relevant planning policy and guidance, and for the reasons outlined in the report above, it is considered that the development is in general accordance with these enabling policies.

The site lies partly within an AONB and affects its wider setting. However, whilst the land take is substantial, the development itself has limited built form, and the Norfolk Coast Partnership and NCC Protected Landscape Team consider that the development would not have an adverse impact on the AONB or its setting.

It is considered that the scale, mass, design and appearance of the proposed replacement buildings and converted existing buildings are acceptable in the 'farm complex' setting.

However, it is acknowledged that there would be impact from the proposed use especially in terms of visitor numbers and vehicular activity; issues that have raised objections from Heacham Parish Council, the CPRE and a number of third-party representatives.

Notwithstanding this, the Local Highway Authority raise no objection on the grounds of highway safety subject to conditions requiring, amongst other things, off-site improvements.

The proposal is considered to come with benefits both to the existing enterprise and also to the wider tourism offer in the Borough, as well as demonstrating a benefit to the local area. These benefits are given weight by officers. That said, it is acknowledged that these benefits are questioned by the Parish Council, CPRE and some third-party representatives, and Members will need to consider the weight to be given to these issues.

It is therefore recommended, that this application be approved subject to the following conditions.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

- 1 Condition: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 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.
- 2 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans:
Demolition Plan As_Proposed Drawing Package Rev.B
Site Plan_As Proposed Drawing Package Rev.B
Site Masterplan 1 of 2_As Proposed Drawing Package Rev.B
Site Masterplan 2 of 2_As Proposed Drawing Package Rev.B
Visitor Building Floor Plan_As Proposed Drawing Package Rev.B
Visitor Building Elevations_As Proposed Drawing Package Rev.B
Visitor Building Roof Plan_As Proposed Drawing Package Rev.B
Retail / WCs New Build Floor Plan_As Proposed Drawing Package Rev.B
Retail / WCs New Build Elevations_As Proposed Drawing Package Rev.B
Retail / WCs New Build Roof Plan_As Proposed Drawing Package Rev.B
Muster Point Floor Plan_As Proposed Drawing Package Rev.B
Muster Point Elevations_As Proposed Drawing Package Rev.B
Muster Point Roof Plan_As Proposed Drawing Package Rev.B
Indoor Play Floor Plan_As Proposed Drawing Package Rev.B
Indoor Play Elevations_As Proposed Drawing Package Rev.B
Indoor Play Roof Plan_As Proposed Drawing Package Rev.B
Existing Farm Buildings Floor Plan_As Proposed Drawing Package Rev.B
Existing Farm Buildings Elevations_As Proposed Drawing Package Rev.B
Glamping Site Plan_As Proposed Drawing Package Rev.B
Glamping Site Masterplan_As Proposed Drawing Package Rev.B
Glamping Facilities Plans & Elevations 1 of 2_As Proposed Drawing Package Rev.B
Glamping Facilities Plans & Elevations 2 of 2_As Proposed Drawing Package Rev.B
Biodiversity Enhancement Plan WKH-DIG-00-PL-0003 Rev.P03
Proposed Landscape Masterplan (1 of 2) WKH-DIG-00-PL-0001 (1 of 2) Rev.P10
Proposed Landscape Masterplan (2 of 2) WKH-DIG-00-PL-0001 (2 of 2) Rev.P09
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: No development shall commence until full details of the foul and surface water drainage arrangements for the site have been submitted to and approved in

writing by the Local Planning Authority. The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.

- 3 Reason: To ensure that there is a satisfactory means of drainage in accordance with the NPPF.

This needs to be a pre-commencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.

- 4 Condition: Prior to the commencement of groundworks, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets,
- woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with the Environment Agency's Land Contamination Risk Management (LCRM).

- 4 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.

- 5 Condition: Prior to the commencement of groundworks, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

- 5 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried

out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 6 Condition: The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of groundworks, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.
Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.
- 6 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 7 Condition: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 4, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 5, which is subject to the approval in writing of the Local Planning Authority.
Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 6.
- 7 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 8 Condition: No demolition/development shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.
- 8 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 9 Condition: No demolition/development shall take place other than in accordance with the written scheme of investigation approved under condition 8 and any addenda to that WSI covering subsequent phases of mitigation.

- 9 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 10 Condition: The development shall not be occupied or put into first use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 8 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 10 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 11 Condition: Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.
- 11 Reason: To ensure adequate off-street parking during construction in the interests of highway safety. This needs to be a pre-commencement condition as it deals with the construction period of the development.
- 12 Condition: Prior to the commencement of any works a Construction Traffic Management Plan which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway together with wheel cleaning facilities shall be submitted to and approved in writing by the Local Planning 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).
- 12 Reason: In the interests of maintaining highway efficiency and safety. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
- 13 Condition: 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 Local Planning Authority.
- 13 Reason: In the interests of maintaining highway efficiency and safety.
- 14 Condition: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the scheme of off-site highway improvement works have been submitted to and approved in writing by the Local Planning Authority.
The scheme of works shall include:
- Additional signage on Lamsey Lane
 - Widening (to 3m) of the existing footway provision on the southern arm of the A149 (both sides) and the western side of the B1440 and an improved refuge island crossing at Snettisham Roundabout to safely provide an off road cycle facility linking the B1440 to the new on site path - as indicatively outlined on drawing 2021-F-015-030 Rev B
 - Provision of a pedestrian refuge island on the A149 and associated sections of footway to provide a link (and safe crossing) from the development site to the bus stops - as indicatively outlined on drawing 2021-F-015-029 Rev A.

- 14 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.
- 15 Condition: Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in condition 14 of this condition shall be completed to the written satisfaction of the Local Planning Authority.
- 15 Reason: To ensure that the highway network is adequate to cater for the development proposed.
- 16 Condition: Prior to the first use of the development hereby permitted the main vehicular access onto Lamsey Lane shall be constructed (for the first 20 metres) in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in accordance with the highways specification and thereafter retained at the position shown on the approved plan (2021-F-015-020). Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.
- 16 Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety.
- 17 Condition: Vehicular access to and egress from the adjoining highway shall be limited to the access from Lamsey Lane only as shown on the approved landscape masterplan. There shall be no access or egress to the development from any other access point. A detailed scheme demonstrating how access to the development from other points, including an existing access from the A149, shall be prevented will be submitted to and approved with the Local Planning Authority prior to the development being brought into use.
- 17 Reason: In the interests of highway safety.
- 18 Condition: The gradient of the vehicular access shall not exceed 1:12 for the first 10 metres into the site as measured from the near channel edge of the adjacent carriageway.
- 18 Reason: In the interests of the safety of persons using the access and users of the highway.
- 19 Condition: Prior to the first use of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan (2021-F-015-020). The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.
- 19 Reason: In the interests of highway safety in accordance with the principles of the NPPF.
- 20 Condition: Any access gates/bollard/chain/other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 20 metres from the near channel edge of the adjacent carriageway. Any sidewalls/fences/hedges adjacent to the access shall be splayed at an angle of 45 degrees from each of the outside gateposts to the front boundary of the site.

- 20 Reason: In the interests of highway safety enabling vehicles to safely draw off the highway before the gates/obstruction is opened.
- 21 Condition: Prior to the first use of the development hereby permitted the proposed on-site access, car and cycle parking, on-site pedestrian & cycle paths and accesses, servicing, loading / unloading, turning and waiting areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved master plan(s) and retained thereafter available for that specific use.
- 21 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.
- 22 Condition: Prior to first occupation/use of the development hereby permitted a scheme for the parking of cycles shall be submitted to and approved in writing by the Local Planning Authority.
The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.
- 22 Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.
- 23 Condition: Prior to first use of the development hereby permitted, details of a suitable electric vehicle charging scheme shall be submitted to and approved by the LPA. The scheme shall be implemented as approved prior to the first use of the development hereby permitted.
- 23 Reason: To ensure the charging is safe, accessible and convenient in accordance with section 112(a) of the NPPF, AQAP, emerging local policy LP14/18 and the NCC's parking standards (July 2022).
- 24 Condition: The development shall not be brought into use until a scheme for the provision of fire hydrants has been implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.
- 24 Reason: In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF.
- 25 Condition: Notwithstanding the information that accompanied the application, prior to the first occupation of the development hereby approved, a detailed outdoor lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting columns, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The development shall be implemented in accordance with approved scheme prior to the first occupation of the development hereby permitted and thereafter maintained and retained as agreed.
- 25 Reason: In the interests of minimising light pollution to safeguard the amenities of the locality and minimise the impact on bats in accordance with the NPPF and Development Plan.
- 26 Condition: The development hereby permitted shall be constructed in accordance with the Mitigation measures outlined at paragraphs 5.3 and 5.4 of the Preliminary

Ecological Appraisal (PEA) that accompanied the application (Ref: BOM-RSC-21-11, dated July 2022 undertaken by Bombus Ecology), and prior to first use of the development hereby permitted the Enhancement measures listed at 5.9 of the same report shall be implemented and thereafter be retained and maintained.

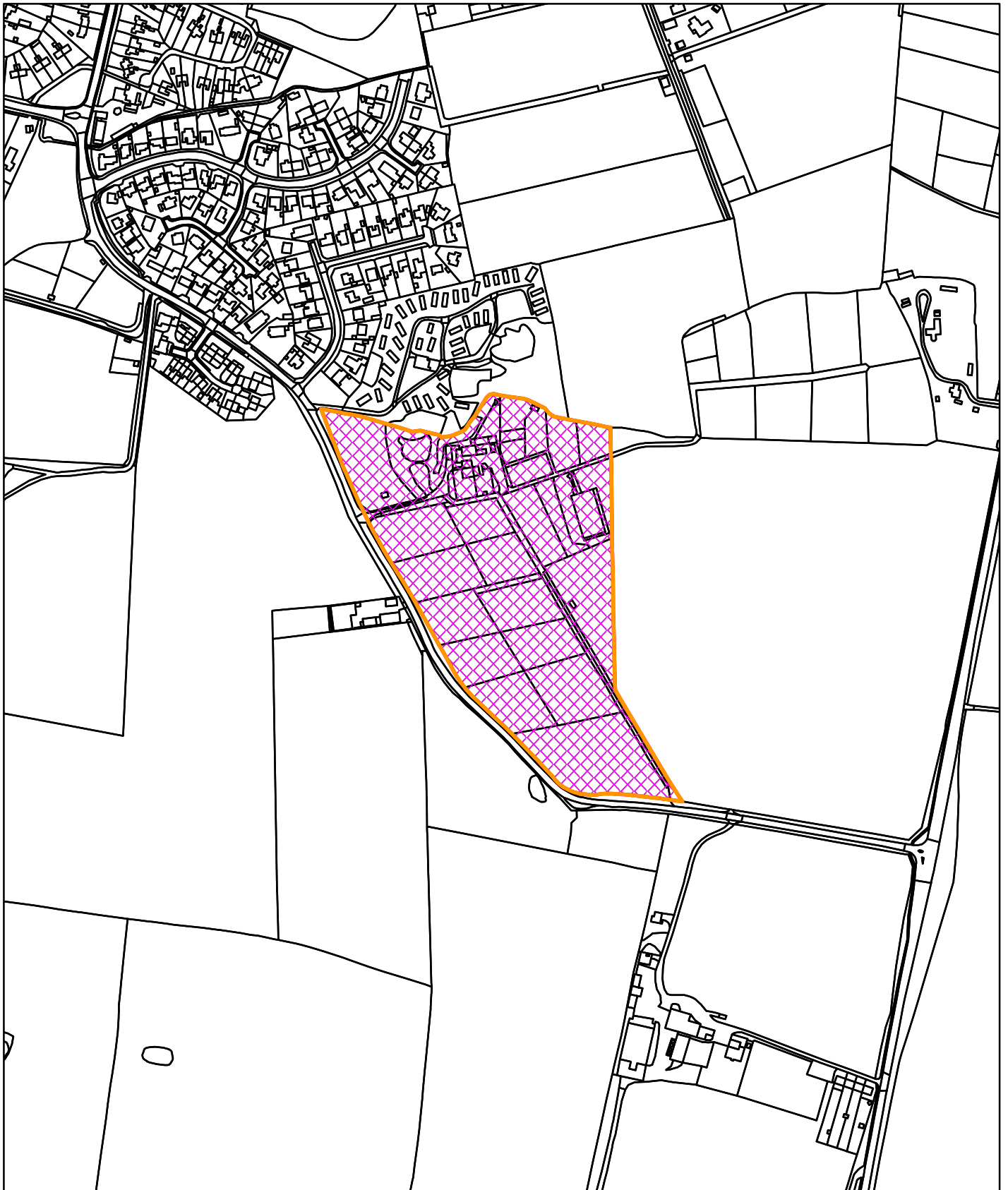
- 26 Reason: In the interests of ecology and biodiversity in accordance with the NPPF and Development Plan.
- 27 Condition: The development hereby permitted shall be constructed in accordance with the Mitigation measures outlined at paragraphs 5.3 – 5.6 inclusive of the Bat Risk Assessment (BRA) that accompanied the application (Ref: BOM-RSC-21-11, dated May 2022 undertaken by Bombus Ecology), and prior to the first use of the development hereby permitted the Enhancement measures listed at 5.10 of the same report shall be implemented and thereafter be retained and maintained.
- 27 Reason: To reduce impacts on bats in accordance with the NPPF and Development Plan.
- 28 Condition: The development hereby permitted shall include no more than 10no. yurts. No single yurt shall have an internal floor area of more than 50m² and a height of 4 metres. The 3no. yurts located within the wooded area shall have a base height no higher than 2m.
- 28 Reason: For the avoidance of doubt and in the interests of proper planning.
- 29 Condition: The yurts hereby permitted shall only be occupied as short-stay holiday lets (no more than 28 days per single let), shall only be made available as commercial holiday lets and shall not be occupied as a person's sole or main place of residence.
- 29 Reason: The site lies within in an area in which the Local Planning Authority would not normally permit permanent residential development. This permission is granted because accommodation is to be used for holiday purposes only in accordance with the NPPF.
- 30 Condition: The owners / operators of the development hereby permitted shall maintain an up-to-date register of lettings/occupation of the yurts hereby permitted and shall make this available at all reasonable times to the Local Planning Authority.
- 30 Reason: The site lies within in an area in which the Local Planning Authority would not normally permit permanent residential development. This permission is granted because accommodation is to be used for holiday purposes only in accordance with the NPPF.
- 31 Condition: The yurts hereby permitted shall at all times be held, owned and operated in association with Wild Ken Hill, Heacham and shall not be sold off separately.
- 31 Reason: For the avoidance of doubt and to ensure that the building is not used for unrelated purposes that would be incompatible with the provisions of the NPPF and Policy DM11 of the SADMPP 2016.
- 32 Condition: The development hereby permitted shall be operated in full accordance with the Business Plan that accompanied the application (dated November 2022) and the supplementary information contained within an email from the agent (James Ellis) dated 09 March 2023, 12:24 unless otherwise agreed in writing by the Local Planning Authority.

- 32 Reason: To ensure satisfactory operation of the site in accordance with the NPPF and Development Plan.
- 33 Condition: Construction or development work on site, along with collections and deliveries of waste products, material and equipment, shall only be carried out between the hours of 0800 and 1800 weekdays, and 0900-1300 on Saturdays, with no work allowed on Sundays and Bank/Public Holidays.
- 33 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 34 Condition: No development shall take place on any external surface of the development hereby permitted until samples of all materials to be used for the external surfaces of the new and refurbished buildings, including roof materials, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 34 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 35 Condition: Notwithstanding the approved plans or additional information that accompanied the application, prior to any works above ground floor finish floor level of the development hereby approved, full details of both hard and soft landscape works shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include the permanent and overflow car park areas (including car park surfaces), access ways, permissive footpaths, outdoor play area (including equipment), service tracks, outdoor seating area, dog walking enclosure, refuse or other storage units, internal signage, other 'street' furniture, structures and minor artefacts and shall include finished levels / contours and materials. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) schedules of plants noting species, plant sizes and proposed numbers and densities where appropriate of all landscape areas and shall include boundary treatments.
- 35 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 36 Condition: Prior to the first use of the development hereby permitted or within the first planting season all hard and soft landscape works shall be carried out in accordance with the details approved under Condition 37 of this permission. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.
- 36 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 37 Condition: The proposed bike trails shall be constructed in accordance with the specifications contained in the On Track MTB Trails Design Specification, July 2022 that accompanied the application unless otherwise agreed in writing.

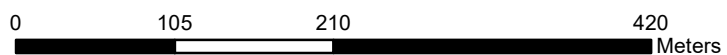
- 37 Reason: In the interests of the amenity of the locality in accordance with the NPPF and Development Plan.
- 38 Condition: The development hereby permitted, other than occupation of the yurts, shall be open to the public between the hours of 09:00 and 18:00 only other than on 20 specific days in any one calendar year when the site can be open for specific events hosted by Wild Ken Hill / Ken Hill Experience and intrinsically linked to the use of the site and surrounding land as a nature diversification project until 22.30.
- 38 Reason: In the interests of the amenity of the locality and occupiers of neighbouring non-associated dwellings in accordance with the NPPF and Development Plan.
- 39 Condition: No deliveries shall be taken at or dispatched from the site outside the hours of 0700 and 1900 on weekdays, 0900 and 1700 on Saturdays and 1000 and 1700 on Sundays, Bank or Public Holidays.
- 39 Reason: In order that the Local Planning Authority may retain control over the development in the interests of the amenities of the locality and occupiers of nearby non-associated residential properties in accordance with the NPPF.
- 40 Condition: The development hereby permitted shall comprise of no more than 362m2 GIA of retail space and no more than 4no. individual units. The sale of goods shall be limited to that intrinsically linked to the wider use of the site and surrounding land as a nature diversification project. Products sold could include: optical equipment associated with bird and other wildlife watching or dark skies enjoyment, orienteering, conservation, foraging, camera equipment, books, manuals, maps, small-scale food retail (not exceeding 20% of the total GIA of retail space) to include predominantly food derived from the land holding or surrounding areas, bike equipment, outdoor equipment and accessories associated with the activities available at the site and surrounding land, but not including equipment relating to off-site activities such as water-based activities.
- 40 Reason: To ensure an appropriate retail element in accordance with the NPPF and Development Plan.
- 41 Condition: Prior to the first use of the development hereby permitted, details of information boards, to be located within the application site (locations to be approved as part of this condition) that indicate nearby public rights of way and alternative visitor attractions not in the proximity of designated sites as well as details of nearby designated sites and recreational pressures upon them shall be submitted to and agreed in writing by the local planning authority. The approved information boards shall be erected in the approved locations, and thereafter be retained and maintained in those locations prior to the first use of the development hereby permitted. Additionally, information leaflets, containing the same information as the information boards shall be made available to all visitors of the development.
- 41 Reason: To ensure the development does not have a likely significant impact on protected sites in accordance with the NPPF, Development Plan and Habitats Regulations.

22/01650/FM

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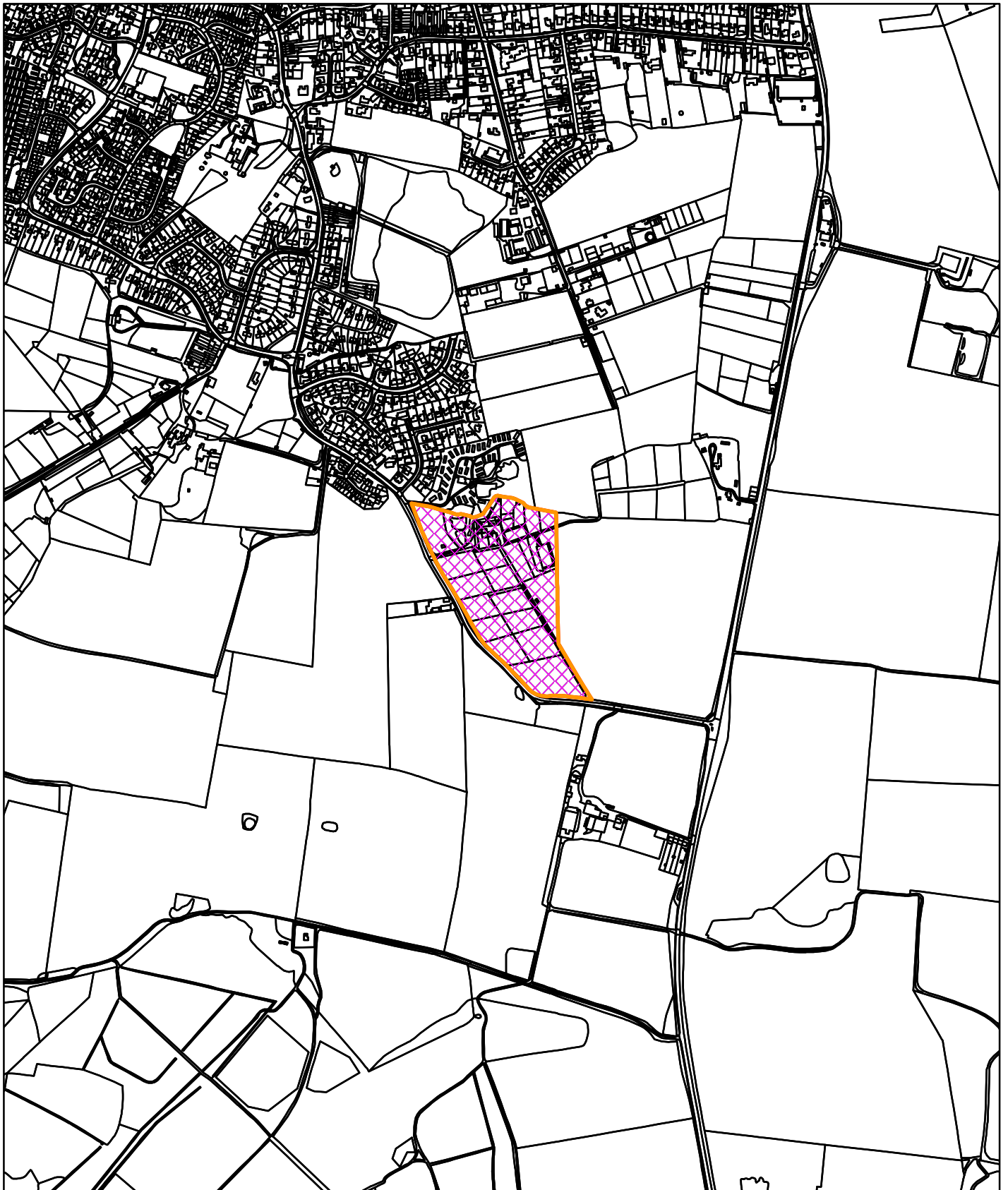
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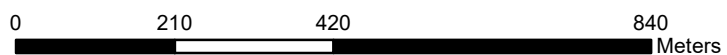


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23/03/2023

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AGENDA ITEM NO: 8/1(b)

Parish:	Heacham	
Proposal:	Change of use of land to provide 20 touring caravan pitches with hard standing; change of use of land to create areas for camping and grass touring caravan pitches; change of use of existing buildings and new building to provide - visitor utility building, reception/retail area and storage area, creation of parking area (temporary parking/drop off) new landscaping and off road path.	
Location:	Mount Pleasant Farm 25 Lamsey Lane Heacham Norfolk	
Applicant:	Wild Ken Hill	
Case No:	22/01650/FM (Full Application - Major Development)	
Case Officer:	Mrs N Osler	Date for Determination: 5 January 2023 Extension of Time Expiry Date: 7 April 2023

Reason for Referral to Planning Committee – Called in by Cllr Parish

Neighbourhood Plan: YES

Case Summary

Full Planning Permission is sought for a holiday site comprising 20 x touring caravan pitches, 40 x grass tent pitches and 7 x bell-tent pitches. The development includes the change of use of an existing brick-built stables and office building to a reception / retail / storage building, the erection of a new building to accommodate a utility building, the creation of a parking area along with landscaping and off-road access tracks and paths.

The site measures c.6.5ha and comprises an existing farmhouse and garden, and various outbuildings such as stables, storage and an office associated with the existing permitted equine use of the site.

The development would involve the demolition of four of these out buildings (357m²) retaining the farmhouse and brick-built stables / office building.

The site lies outside of the development boundary for Heacham in land designated as countryside.

The site falls within Flood Zone 1.

It is suggested that the proposed development would generate 7.75 full time equivalent jobs.

Key Issues

Environmental Impact Assessment
Principle of development
Form and character and impact on the countryside
Highway safety
Impact on neighbour amenity
Ecology / Biodiversity
Drainage
Crime and Disorder
Any other matters requiring consideration prior to determination of the application

Recommendation

APPROVE

THE APPLICATION

Full Planning Permission is sought for a holiday site comprising:
20 x touring caravan pitches (serviced hardstanding pitches)
40 x mixed grass tent pitches and
7 x bell-tent pitches (grass pitches.)

The development includes the change of use of an existing building to accommodate a reception / retail / storage area, the erection of a new building to accommodate a visitor utility building, the creation of a 20-space car park along with landscaping and off-road paths / access tracks.

The site measures c.6.5ha and comprises an existing farmhouse and garden, and various outbuildings such as stables, storage and an office associated with the existing use of the site as a riding centre and livery yard.

The development would involve the demolition of four of these buildings (357m²) retaining the farmhouse as staff accommodation and brick-built stables and office building for reception / retail and storage. A new utility building would be constructed accommodating kitchen / wash up area, utility, drying room WCs, showers, storage and plant room.

The vast majority of the 6.5ha site would remain undeveloped.

SUPPORTING CASE

Hopefully everyone at the Council will be aware of the pioneering Wild Ken Hill project which began in 2019 and includes a nationally-unique mix of regenerative farming, rewilding, and traditional conservation practices. We have embarked on these changes as we believe land must be used to benefit wildlife, climate, and people. Many will have seen Wild Ken Hill featured on the BBC's The Watches. Reaching millions of viewers has accelerated our work to inspire the general public and engage policymakers with this important message. Locally, we have also already created 2 new jobs, 15 volunteering opportunities, placement and Masters degree opportunities for students, a new nature festival, as well as hosting 2-3 open

days for local residents, welcoming children on around 200 days per year, and operating 200+ acres of permissive access.

This, however, is just a start – we are extremely constrained by a lack of facilities. In order to fulfil our vision of fighting climate change and restoring biodiversity across the UK, Wild Ken Hill needs the ability to welcome more visitors for higher quality, longer stays. In addition, several key strands of our land management work – in particular the rewilding project – are only funded until 2028. Developing a sustainable, year-round, nature-based tourism business through these proposals would create certainty for the financial future of this important nature recovery work, and indeed allow us to fund more projects and community engagement work in our local area. Without it, however, the future of the Wild Ken Hill project would be an uncertain one.

As such, the intention behind our proposals at Heacham Bottom Farm and Mount Pleasant is to create a high quality built and natural environment which serves as an exemplar for sustainable, nature-based tourism and education which contribute significantly to the local area. The planning applications are intrinsically linked and interdependent. They have only been made following detailed engagement with Planning, Economic, Highways, and Natural Environment Officers across the Borough Council and other organisations.

We are pleased to note wide ranging support for the proposals. On ecology and landscape, the Norfolk Coast Partnership (NCP) stated “The NCP is supportive of development that serves to help boost the local economy and improve access to and understanding of the AONB whilst protecting and enhancing the special qualities”, and the Norfolk County Council (NCC) Protected Landscapes stated “We believe that the proposals submitted by Wild Ken Hill not only are compatible with the LAC (Limits of Acceptable Change) framework, but could be used as a case study for how the LAC should be applied, and even an exemplar project to showcase externally, including to other developers.” Wild Ken Hill is also pleased to note that Natural England and the RSPB have raised no objections to the proposals.

Regarding tourism, the Borough Council’s Regeneration and Economic Development Team stated: “The Wild Ken Hill proposal demonstrates a focus on sustainable tourism and local environmental issues which has already gained national exposure and interest. The proposal will (therefore) support delivery towards the strategic tourism and economic objectives of the Borough Council”, and the proposals have also received a supporting statement from NCC’s EXPERIENCE project.

Following early-stage and thorough engagement with NCC Highways we are pleased that it offers no objection to the applications. Our proposals include an off-road path which will create the safest and most direct sustainable route between Snettisham and Heacham, new traffic signage, and improvements to the Heacham Bottom bus stops on the A149. In addition, we will be closing two accesses from the farmyard onto the A149 and removing agricultural vehicle movements. We welcome one local resident’s comment: “Although it is possible that the Lamsey Lane junction could become busier, we also have to think about the positive impacts on our roads. For one, there won’t be any more agricultural traffic originating from the farmyard which can be dangerous. The scheme would also take visitors off the A149 earlier, releasing pressure on the road network further around the coast.”

Officers of the Borough Council and County Council have rigorously assessed our applications since they were submitted for planning in August. There is no objection to the applications from any technical consultee. Both of these interdependent and linked planning applications are crucial to the future of Wild Ken Hill. We therefore respectfully request that Councillors support Officer recommendation and approve the applications so we can proceed to develop out our plans and continue our pioneering work.

PLANNING HISTORY

08/01074/CU: Application Permitted: 29/05/08 - Change of use of buildings to riding centre and livery yard

RESPONSE TO CONSULTATION

Heacham Parish Council: OBJECT The idea of a touring caravan site and a legal camping site would be good for the tourism of Heacham, but as in the Heacham Bottom application we have the same objections and issues.

The number of vehicles accessing Lamsey Lane off the A149 to both applications, which after 50m is national speed limit (60MPH!) will cause problems at the junction A149/Lamsey Lane. Although visitors may not all turn up at once, you can never predict the holiday traffic. Listen to roads reports on local radio for the A149 during the summer.

Add to this the other application of Heacham Bottom by Ken Hill, with their expected visitors and up to 20 touring caravans plus camping enthusiasts also wishing to traverse this road, it will be a nightmare, not only for visitors to Hunstanton 3 miles north, local residents, who use the road, but the bus service which uses Lamsey Lane to service the whole village via this junction.

We think the traffic will also impact on nature conservation, which Wild Ken Hill has been all about.

Impact on the village. If the queue for the exit and the A149 junction blocks up, drivers will exit right and drive through the village to the controlled junction at the Lavender centre. This is something Ken Hill have said they do not wish to happen.

The current road structure does not support a scheme as presented here.

The transport assessment states no impact as there are bus services and footpaths. Heacham, prior to 1969 had a railway link to Kings Lynn, but as people used cars more, rail traffic declined, and this section of the line was closed. Nothing has changed, people still prefer to go out for the day with their own transport.

The current access road off Lamsey Lane is not a good access point for touring caravans nor vehicles, even though in the past it was an access point for the equestrian business.

One presumes that the vehicles towing the touring caravans will be parked beside their units, the only parking shown is "temporary" parking, so where will vehicles belonging to the pitched tents park? If opposite in the Heacham Bottom car park, then having families trying to get across Lamsey Lane to access the bridleway to the campsite could be dangerous.

Plans are unfortunately considered in isolation, but what also has to be considered here, is that the Plans for the 160 plus dwellings approved for Cheney Hill will also add traffic to A149/Lamsey Lane junction.

Snettisham Parish Council: OBJECT At a council meeting on 28th February 2023 Councillors considered the application and resolved to object to the planning application, they

were concerned about the safety of pedestrians and other road users at the Lamsey Lane Junction and along routes to Snettisham. It was considered that this junction was already very busy and considered a danger locally. The increase in traffic brought by the development would also cause significant problems on already overburdened local infrastructure.

Highways Authority: NO OBJECTION Having considered the revised information submitted, I can confirm that there are no outstanding issues from a highway perspective.

The applicant has now submitted revised drawings, which demonstrate the indicative package of highway mitigation measures proposed within the previously submitted position statement and has revised the site layout to provide links to them.

In light of the above, I can confirm that the previously suggested conditions remain valid, updated to reflect the amended plan numbers.

As such, should you be minded to approve the application I would request conditions relating to access details and provision including visibility splays and gradient, parking provision, cycle provision, off-site highways works, closure of other access(s) and access obstruction, are included on any decision notice issued.

PROW: NO OBJECTION We have no objections on Public Rights of Way grounds as although Heacham footpath 15 is in the vicinity, it does not appear to be affected by the proposals.

Natural England: NO OBJECTION SUBJECT TO APPROPRIATE MITIGATION BEING SECURED.

It should be noted that Natural England amended their advice in relation to necessary mitigation when taking this site in isolation via an email received on 10 March. The below outlines the amended advice.

We consider that without appropriate mitigation the application could have an adverse effect on the integrity of:

- The Wash and North Norfolk Special Area of Conservation (SAC)
- The Wash Special Protection Area (SPA)
- The Wash Ramsar
- North Norfolk Coast SPA
- North Norfolk Coast Ramsar
- Damage or destroy the interest features for which the following Sites of Special Scientific Interest (SSSI) have been notified
 - The Wash Site of Special Scientific Interest (SSSI)
 - North Norfolk Coast SSSI

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required to be secured:

- A financial contribution to be paid into the Norfolk Green Infrastructure and Recreational Avoidance Mitigation Strategy (GIRAMS).
- Provision of leaflets to all visitors and provision and maintenance of permanent information boards within the site indicating nearby public rights of way and alternative visitor attractions not in the proximity of designated sites, as well as the details of nearby designated sites and recreational pressures upon them.

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

Natural England's further advice on designated sites/landscapes was also given with an acknowledgement that whilst the Appropriate Assessment was not produced by the LPA they [NE] considered it was acceptable for the LPA to adopt it to fulfil our duty as competent authority.

PROTECTED LANDSCAPES: ...We advise that you consult the relevant AONB Partnership or Conservation Board. Their knowledge of the site and its wider landscape setting, together with the aims and objectives of the AONB's statutory management plan, will be a valuable contribution to the planning decision.

Norfolk Coast Partnership: NO OBJECTION The proposal covers two sites, Heacham Bottom and Mount Pleasant.

The following comments relate specifically to the Mount Pleasant application:

Further camping [to that proposed at the Heacham Bottom site is proposed] to the north in the Mount Pleasant area.

Although much of the development is technically outside of the AONB boundary, it is close enough to it to have a direct impact.

NPPF para 176 states that 'Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. Development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas'.

The Landscape and Visual Appraisal has demonstrated that visual impact is relatively contained due to the site's topography, tree cover and hedgerows which all help to minimise impact.

There will be an increase in movement on site as well as associated works such as car parking, lighting, noise, and other structures associated with the development. This needs to be considered in the wider context.

The AONB has for a while seen a proliferation of small, isolated camping / holiday sites which cumulatively has a big impact on the designation and the social and economic impact does not outweigh the environmental impact to the landscape. Here the focus has been on making a contribution to the enhancement of the landscape and the wider aims of the estate in its sustainable farming practices and rewilding project helping to meet CS12 and para 176 of the NPPF. There is a net gain of 27.37% in terms of habitat creation on site as well as access improvements both on site and by way of creation of a new path that will link Snettisham and Heacham. 24 new jobs will be created, the complex will provide informal and formal recreational areas and there is an environmental educational element in conjunction with the wider work on the estate. The Norfolk Coast Partnership is supportive of development that serves to help boost the local economy and improve access and understanding to and of the AONB whilst protecting and enhancing the special qualities.

Care needs to be taken so as not to increase light pollution on site. which would impact the AONB dark skies, a special feature of the AONB. All external lighting on site should be conditioned.

NCC Protected Landscape Team (PLT): SUPPORT The Protected Landscapes Team at Norfolk County Council works to restore, enhance, protect and sustainably promote designated areas across Norfolk. We believe environmental protection and thriving rural communities and economies can exist side by side; and are supportive of sensitive and sustainable development which can bring net gain to each. We also work to create new opportunities for people of all abilities and backgrounds to access Norfolk's unique nature and culture, and the associated health and wellbeing benefits.

Additionally, comments relating to a Limits of Acceptable Change (LAC) study were also submitted of which the PLT concludes that *Due to the numerous ways in which the proposals submitted by Wild Ken Hill are consistent with the LAC framework, I believe there is potential to showcase these proposals and the wider Wild Ken Hill project as an exemplar for the LAC, demonstrating to external stakeholders and other developers how it should be interpreted and implemented. I have discussed the above with Wild Ken Hill, who have indicated they would be keen to collaborate on this.*

Furthermore, PLT acknowledges that the proposals are aligned to several local sustainable tourism initiatives and concludes with support for the two planning applications submitted by Wild Ken Hill on the basis that they represent an exemplar for the new LAC framework, are a model for the future of sustainable tourism, and would enhance sustainable all abilities access to the area.

Historic Environment Service: NO OBJECTION Thank you for directly consulting Norfolk County Council Environment Service historic environment strategy and advice team regarding the above-mentioned application and apologies for the long delay in responding.

In broad terms we concur with some of the conclusions of the Heritage Statement and archaeological desk-based assessment. There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development.

If planning permission is granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework (2021) that should be secured by condition.

RSPB: NO OBJECTION The Royal Society for the Protection of Birds (the RSPB) is a registered charity that takes action for wild birds and the environment. We are the largest wildlife conservation organisation in Europe with a membership of over one million. The principal objective of the RSPB is to save nature.

Information in Support of Habitats Regulations Assessment and Shadow Habitats Regulations Assessment – RSPB comments

In our letter dated 26 October we suggested several lines of enquiry for further investigation. We are happy that these enquiries have been addressed and we have spoken to Wild Ken Hill about habitat enhancement for non-breeding birds such as curlew, a species which they support through habitat management of their own wetland and farmland, but also via the curlew head-starting programme and the range of valuable conservation activities associated with that project. We are also pleased to see further information about mitigation options and a commitment to making a contribution to the Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS) in the Shadow HRA.

We understand it is likely that Wild Ken Hill will be required to create a Landscape Management Plan and the RSPB would be pleased to consult with them on any habitat creation and enhancement aspects, including any possible additional mitigation measures, as they finalise a detailed Landscape Masterplan.

As competent authority, it is the Borough Council's responsibility to assess the findings of the assessment and to make its own conclusions regarding the likelihood of significant effects arising from the proposal, either alone or in-combination. With appropriate mitigation in place, the RSPB is satisfied that the proposals are not likely to result in significant adverse impacts on IIVSs.

LLFA: NO OBJECTION I can confirm that the County Council as Lead Local Flood Authority (LLFA) has no comments to make.

Internal Drainage Board: NO OBJECTION Having screened the application, the site in question lies outside the Internal Drainage District of the King's Lynn Internal Drainage Board and as per our Planning and Byelaw Strategy the proposed application does not meet our threshold for commenting. Therefore, the Board has no comments to make.

Anglian Water: NO OBJECTION Having reviewed the development, there is no connection to the Anglian Water sewers, we therefore have no comments.

NCC Minerals: NO OBJECTION While the site is partially underlain by a safeguarded mineral resource (carstone), due to the nature of the proposed development it is considered the application would be exempt from the requirements of Policy CS16-safeguarding of the adopted Norfolk Minerals and Waste Core Strategy.

Environmental Health & Housing – Environmental Quality: NO OBJECTION We have no objection in terms of contaminated land subject to the following recommended conditions, but additional information is requested in terms of air quality.

Contaminated Land: In terms of contaminated land the site is partially on an investigated Part 2A site.

The application is for a change of use to provide caravan and camping pitches. Demolition of structures and construction of a utility building, creation of parking area and change of use to provide a reception, retail and storage area.

The applicant has provided a Phase 1 Geo-Environmental Assessment by pwa Geo-Environmental dated July 2022. The report identifies the risk from the former brickworks on site but assess this risk to be negligible. The site has also been subject to a Part 2A investigation by the council as part of its duties under the Environmental protection act 1990. This investigation was undertaken using documents about the site and a site visit. The brickworks were operated in the late 19th Century. We found no evidence that the clay pits had been landfilled and no visible evidence was found of brickmaking waste in residential gardens. The site in its current use was found to be unlikely to pose a significant risk to human health, property, or controlled waters, and was determined as not contaminated land. This portion of site is not proposed to be developed in the drawing plan provided.

We have reviewed our files and the main area of the site to be developed around mount pleasant farm has been seen developed for the duration of our records. The surrounding fields to house the camping and caravan pitches are not seen developed excluding the brickworks previously discussed. The surrounding landscape is largely agricultural with some residential properties.

The information submitted does not indicate the presence of significant land contamination. However, the former agricultural use and the proximity to a former brickwork means that it's possible that some unexpected contamination could be present. Therefore, I recommend a condition relating to unexpected contamination be appended to any permission granted.

Additionally, due to the age of the property on site there is the potential for asbestos containing materials to be present. With this in mind we recommend a suitable informative be appended to any permission granted.

Air Quality: Further to the development proposals (22/01648/FM and 22/01650/FM) I have now had the opportunity to review the additional information submitted since our initial observations were made. An air quality assessment has been submitted by Dustscan (ref Rev A dated 21/12/22).

As explained the concern in terms of air quality from additional traffic arises when the changes in daily traffic movements (as 24-hr Average Annual Daily Traffic or AADT) are significant and in excess of IAQM EPUK (2017) indicative criteria. The transport assessment had suggested that changes in traffic would be significant during the summer months (March-Aug) and a business case based on car park capacity of 320 spaces with average dwell time based on 4-hrs turn-around.

In the absence of an Air Quality Management Area (AQMA) adjacent to the site, IAQM EPUK (2017) refer to significant traffic as around 500 light duty vehicles per day. The applicant has explained that additional traffic will be around an average of 408 AADT as a result of these developments. Based on the background air quality levels as quoted and absence of an AQMA in this area this is not sufficient to warrant a more detailed assessment for the changes to air pollution occurring in the area. I would therefore have no objection to this part.

We however mentioned that the principles of minimising emissions according to best practice apply to all developments, and especially, the larger major applications as in this case as set out by IAQM. We explained that whilst the development does not fall within a Smoke Control Area there still can be matters that are of material concern especially where they are not controlled elsewhere. Smoke emissions can be controlled via condition.

Finally, we did comment on electric vehicle (EV) charging infrastructure for the additional car-parking spaces including the 320-space car park with average dwell times quoted as around 4hrs. Norfolk CC parking guidelines refers to EV charging in such scenarios to be based on dwell time and travel distances i.e., it is for the applicant to define this. The information that has been provided within the air quality assessment only refers to the minimum will be provided. To ensure there is adequate EV charging and cable routes where necessary to meet the needs of all users and help future proof this development towards ultra-low emission vehicles further information is necessary. This can be suitably conditioned.

Arboricultural Officer: NO OBJECTION No trees are to be removed, and therefore I have no objection.

Fire Safety Carrow Fire Station, Norwich: NO OBJECTION Detailed correspondence submitted relating to Building Regulations.

Norfolk Constabulary: NO OBJECTION Detailed information sent to the applicant in relation to how to meet Secured by Design standards.

REPRESENTATIONS

TWELVE letters of **OBJECTION** have been received from third party representatives. A number of responses related to development proposed on the adjacent site, and are not specific to this application, although cumulative impacts are noted. The reasons for refusal, that are material to the consideration of this application, can be summarised as:

- Highway safety and congestion
- Noise and disturbance. The expansion of the Meadows Caravan Park has already resulted in an increase in people walking past properties, thus reducing privacy. This would be exacerbated by this development
- How will waste water be dealt with?
- Heacham Neighbourhood Plan expressly states that it does not support extensions or intensification of existing holiday sites
- Impact on protected landscapes and landscape character
- The access to Mount Pleasant Farm is at a hazardous section of Lamsey Lane
- Offering alternative holiday accommodation would take away from established related businesses in the village (e.g., hotels, B&Bs, other caravan sites, etc)
- Impacts on wildlife are at the expense of commercial gain
- There are already more caravans than residential properties in Heacham; we do not need more
- Extra pressure on infrastructure
- An alternative access should be proposed
- Following receipt of the traffic survey a further accident occurred at the Lamsey Lane junction on 23 December 2022

The following letter of **SUPPORT** has been received from the EXPERIENCE project: *Wild Ken Hill has actively engaged with our project and has been the first enterprise to submit experiences to the project.*

Wild Ken Hill works on developing a strong connection between people and nature, providing visitors with a unique experience while protecting the environment. Some activities are tailored to be best experienced during the low season, and the focus on cycling is of interest to the project. All this impacts positively the sustainability of tourism in Norfolk and echoes the founding principles of our project.

Through the EXPERIENCE project we look to support businesses develop off-season sustainable experiences. Our aim is to increase the number of visitors in Norfolk, and support a year-round visitor economy, providing lasting benefit for the local economy, our environment and the community.

We believe the application put together by Wild Ken Hill will go towards helping our project achieve those goals and help Norfolk be more sustainable.

We are committed to supporting any tourism business wishing to become more sustainable, and this letter confirms this.

Additionally, a further **SEVEN** letters of **SUPPORT** have been received from third party representatives. A number of responses relate to development. The reasons for support, that are material to the consideration of this application, can be summarised as:

- The development is required to enable Wild Ken Hill to keep delivering its ambitious programme of work and will help to support Wild Ken Hill by providing income that can be used to restore the natural environment
- Job creation
- The camp site will be ideally suited for viewing birds and other wild creatures given its five-acre coverage and will allow the Wild Ken Hill experience to be offered to visitors coming from further afield
- This development would have minimal impact on the A149 / Lamsey Lane junction given that it sees an average of over 23,000* vehicles use it each day (*BCKLWN Detailed Traffic Flow Data).

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS10 - The Economy

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM11 – Touring and Permanent Holiday Sites

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

DM19 - Green Infrastructure/Habitats Monitoring & Mitigation

NEIGHBOURHOOD PLAN POLICIES

Policy 5: Design Principles

Policy 9: Holiday Accommodation

Policy 11: Green Infrastructure

Policy 12: Provision of Electric Vehicle Charging

Policy 13: Dark Skies

Policy 15: Settlement Breaks

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Environmental Impact Assessment
Principle of development
Form and character and impact on the countryside
Highway safety
Impact on neighbour amenity
Ecology / Biodiversity
Drainage
Crime and Disorder
Any other matters requiring consideration prior to determination of the application

Environmental Impact Assessment (EIA):

The development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) as consisting of tourism and leisure uses exceeding 1ha. Whilst the land take is large (c6.5ha), in this instance the majority of the area will remain devoid of any / extensive operational development and the amount of new / retained buildings is comparable to the existing. Therefore, the development was screened both in isolation and in-combination with the proposed development at Heacham Bottom and the Cheney Hill residential developments.

EIA thresholds suggest further consideration of this type of development is required when pitches reach 200. The 67 proposed under the current application are well below that figure. As such, in terms of EIA, these impacts (ecosystems) do not need further investigation via the EIA route and can be fully considered as part of the planning application.

The in-combination impacts were likewise ruled out as all four developments fall below threshold.

The development was therefore not considered to be EIA development for the purposes of the Regulations.

Principle of Development:

The application is for a holiday site on a predominately redundant farmstead most recently used as an equestrian centre comprising a range of redundant buildings, a rough surfaced yard area and pastoral fields.

Access is off Lamsey Lane via an existing gated agricultural access.

The proposed development site extends to a total area of 6.5 hectares and will comprise:

- A small reception / office / retail area hosted in a repurposed single storey stone (brick and clunch) building under a pantile roof
- A purpose-built facilities block, housing WCs, showers, accessible facilities, kitchen, washup area, utility area and drying area
- An area of hard standing pitches, accessed by a gravelled track with electric and water to each pitch
- An area of grass pitches to host tents and small motorhomes / camper vans with shared services including electric hook up and water taps
- An area allocated for the provision of seasonal glamping in bell tents
- An area of open land provided for visitors to commune and play, including some informal play structures made from natural materials.
- Existing residential property which will be let to provide staff accommodation under multiple occupancy (maximum 4 people)
- Existing tracks and informal paths.

The application falls under the 'banner' of both farm diversification and rural tourism. Both of which are supported at national and local level. Other relevant policy and guidance primarily revolves around protecting the natural environment (AONB and countryside), although other issues such as highway safety and residential amenity are obviously key material considerations too.

The NPPF covers the rural economy at paragraphs 84 and 85:

84. Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings*
- b) the development and diversification of agricultural and other land-based rural businesses*
- c) sustainable rural tourism and leisure developments which respect the character of the countryside and*
- d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.*

85. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

Core Strategy Policy CS06 states: *The strategy will be supportive of farm diversification schemes and conversion of existing buildings for business purposes in accordance with Policy CS10 providing any proposal:*

- *meets sustainable development objectives and helps to sustain the agricultural enterprise*
- *is consistent in its scale with its rural location*
- *is beneficial to local economic and social needs*
- *does not adversely affect the building and the surrounding area or detract from residential amenity.*

Core Strategy Policy CS10, where it relates to tourism, states: *The Council will promote opportunities to improve and enhance the visitor economy:*

- *Supporting tourism opportunities throughout the borough*
- *Promoting the expansion of the tourism (including leisure and culture) offer in Hunstanton to create a year-round economy*
- *Smaller scale tourism opportunities will also be supported in rural areas to sustain the local economy, providing these are in sustainable locations and are not detrimental to our valuable natural environment.*

The Council will permit the development of new tourism accommodation in rural areas subject to the following criteria being met:

- *It should be located in or adjacent to our villages and towns*
- *It should be of a high standard of design in line with national guidance*
- *Will not be detrimental to the landscape*
- *Mechanisms will be in place to permanently retain the tourism related use.*

As stated above, the application falls under the 'banner' of both farm diversification and rural tourism. Given that agricultural enterprises are more often than not, not adjacent to the towns and villages there is some conflict between these two policies. However, taking a pragmatic approach as to how these two policies interrelate, it is considered that the development accords with Policy CS10 in so far as tourism as it relates to farm diversification is concerned.

Development Management Policy DM2 allows development within the countryside where is complies with Core Strategy Policies CS06 and CS10.

Development Management Policy DM11 states: *Proposals for new holiday accommodation sites or units or extension or intensification to existing holiday accommodation will not normally be permitted unless:*

- *The proposal is supported by a business plan demonstrating how the site will be managed and how it will support tourism or tourist related uses in the area*
- *The proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on visual amenity and the historical and natural environmental qualities of the surrounding landscape and surroundings*
- *The site can be safely accessed*
- *It is in accordance with national policies on flood risk*
- *The site is not within the Coastal Hazard Zone indicated on the Policies Map, or within areas identified as tidal defence breach Hazard Zone in the Borough Council's Strategic Flood Risk Assessment and the Environment Agency's mapping.*

Small scale proposals for holiday accommodation will not normally be permitted within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) unless it can be demonstrated that the proposal will not negatively impact on the landscape setting and scenic beauty of the AONB or on the landscape setting of the AONB if outside the designated area. Proposals for uses adversely affecting Sites of Special Scientific Interest (SSSIs) or European Sites will be refused permission.

Policy DM11 also requires certain restrictive conditions relating to holiday use.

In relation to the points raised above the LPA responds as follows:

1. A suitable business plan accompanied the application
2. The re-use of some buildings and design of new buildings (to reflect the agricultural nature of the locality) along with landscaping that will be conditioned if permission is granted suggests that the development would not have an unacceptable impact on the locality

3. The local highway authority raises no objection in relation to safe access or highway safety in general subject to conditions
- 4 and 5. The site does not lie in an area at risk of flooding or within the Coastal Hazard Zone.

The Business Plan that accompanied the application largely relates to the Heacham Bottom Proposal. However, the addendum received via email covering check-in / check-out times, what is prohibited to bring, curfews and how breaches would be managed and safety measures in terms of fire / medical emergencies etc. is as relevant to this application as the Heacham Bottom one. This would be suitably conditioned if permission were granted.

It is therefore considered that the proposed development accords with Policy DM11 of the SADMP.

Heacham Neighbourhood Plan (HNP) is adopted and therefore forms part of the Development Plan and must be given significant weight in consideration of the application.

Heacham Neighbourhood Plan

Heacham Neighbourhood Plan Policies, relevant to this application, are: Policies: 5 (Design Principles), 9 (Holiday Accommodation), 11 (Green Infrastructure), 13 (Dark Skies) 14 (Community Facilities) and 17 (Settlement Breaks).

Taking each in turn, where relevant to this application:

Policy 5: Design Principles

Development proposals should deliver high quality design. As appropriate to their scale, nature and location development proposals should:

1. Preserves or enhances the village of Heacham, be sensitive to its surroundings, and demonstrate that it minimises adverse impacts on neighbouring residences – considered acceptable and covered later in this report

2. Recognise and reinforce the character of the local area in relation to height, scale, spacing, layout, orientation, design, and materials of neighbouring buildings - The replacement building is considered to be of an appropriate height, scale, mass etc. Materials are considered acceptable and would be suitably conditioned if permission is granted.

5. Incorporate measures which increase energy efficiency and which reduce energy and resource loss, e.g. installation of solar panels, use of grey water, use of alternatives to plastic - solar panels are proposed on the roof of the utility building and an air source heat pump will augment the hot water heating needs of the utility building

6. Provide sufficient external space for:

- refuse and recycling storage
- bicycle parking
- child and disabled facilities where appropriate
- the integration of meter boxes, lighting, flues and ventilation ducts, gutters and pipes, satellite dishes, aerials and telephone lines - Appropriate for the type of development sought

10. There is no unacceptable adverse impact (visual or otherwise) on the area's landscape, and proposals for development will be expected to demonstrate how they have minimised landscape impacts on the open countryside and coastline – considered acceptable and covered later in this report

11. Incorporate adequate landscaping to mitigate the visual impact of the development and to ensure that proposals are in keeping with the existing village context. Where possible, sites are screened through the use of landform, native trees and locally appropriate planting - Would be suitably conditioned if permission is granted

14. Where practicable, make better connections to other areas of the parish, including access to local services and public open spaces – considered acceptable and covered later in this report

15. Retain mature or important trees (NPPF 2019 Section 175 applies) – No trees are to be removed

16. Ensure new boundary treatments reflect the distinct local character and incorporate semi-mature street planting and hedges to boundaries with open countryside – would be suitably conditioned if permission is granted

17. Access to the site is provided/improved to highway authority standards – considered acceptable and covered later in this report

18. Where appropriate, proposals make a positive contribution towards open spaces, whether respecting the amenity, recreational and wider environmental value of existing spaces or, especially for developments of more than 8 dwellings, provide additional public open space to meet the needs of new residents – considered acceptable and covered later in this report.

Notwithstanding issues that are covered later in this report, it is considered that the proposed development is in general compliance with Policy 5 of the HNP.

Policy 9: Holiday Accommodation

In order to maintain and improve Heacham's attraction as a quiet uncommercialised holiday centre, applications for further holiday accommodation beyond existing defined holiday areas, will only be supported where the proposals:

1 Maintain the distinction between the contrasting holiday centres of Heacham and Hunstanton and do not diminish the physical separation between these centres - The site does not diminish the physical separation between these centres

2 Do not have any unacceptable impact on local infrastructure, including green infrastructure - Heacham is a Key Rural Service Centre with many services and facilities. It is not considered that the scale of the proposed development would have an unacceptable impact on local infrastructure.

3 Minimise any visual and physical impact on the village by including, where appropriate, a landscaping plan incorporating the use of landform, native trees and locally appropriate planting - A detailed landscaping plan would be suitably conditioned if permission is granted

4 Are not directly adjacent to any residential areas – considered acceptable and covered later in this report

5 Do not need to be accessed through the village centre of Heacham - The site does not have to be accessed through the village centre

6 Incorporates high quality accommodation for which adequate parking and servicing arrangements are provided - The proposed units are a scale, mass, design and utilise appropriate materials, and appropriate parking is proposed

7 Can demonstrate a link to wider tourism or land use initiatives that provide demonstrable benefits to the local area – This application forms a key part of the overall proposals. However, Members will need to consider if in isolation (i.e., if the previous application at Heacham Bottom Farm was refused), this development provides a demonstrable benefit to the local area.

In relation to the latter point, it is suggested this development would still provide 7.75 full-time equivalent (FTE) jobs and, in combination with the Mount Pleasant application could generate an additional £4.3 million of visitor spending per year into the local economy (based on Visit Britain figures for average spend per overnight stay of £67 and a day trip of £40(2019 figures) and visitor number projections of 80,000 per annum for Heacham Bottom and 16,500 per annum overnight accommodation.)

Staff	FTE
General Manager	0.25
Accommodation Lead	0.75
F&B Lead	0.25
Admin / bookkeeping	0.5
Sales & Marketing	0.5
Cleaning & Maintenance	1.5
Operational	2
Seasonal	2

Policy 11: Green Infrastructure:

As appropriate to their scale, nature and location, development proposals should protect and where practicable enhance existing green infrastructure and where practicable provide new green infrastructure facilities. In particular, support will be given to proposals that further enhance:

- 1. The quality, accessibility and usage of public open spaces, allotment provision and areas of sport provision*
- 2. Existing public rights of way within the parish, and to seek opportunities to create new public rights of way to create linkages to the beaches, and into the wider countryside locally*
- 3. The preservation and enhancement of Area of Natural Beauty and local habitats*
- 4. Increasing the number of trees in the village and enriching green areas with wildflower planting*
- 5. Maintain existing grass verges where possible, e.g., where there is a footpath on the opposite side of the road...*

The development is therefore considered to accord with the overarching aims of this policy where relevant.

Policy 13: Dark Skies

External lighting associated with development proposals should be sensitively designed to safeguard the dark skies environment of the neighbourhood area and minimise the extent of any light pollution...

Lighting would be suitably conditioned if permission is granted to ensure compliance with Policy 13 of the HNP.

The development is therefore considered to accord with the overarching aims of this policy.

Policy 17: Settlement Breaks

Development proposals outside the development boundaries of Heacham (and as shown in Inset G47 of the SADMP) will only be supported where they:

** do not cause unacceptable harm to the landscape setting and distinct identity of Heacham*

- do not detract from the visual separation of Heacham from Hunstanton*
- do not detract from the views or settings of the Norfolk Coast AONB*

New development must not result in the coalescence of Heacham with Hunstanton to the north.

In relation to the policy criteria above the LPA comments as follows:

- Impact on the landscape (and AONB in particular) is covered in more detail later in this report*

- The development would not detract from the visual separation between the settlements.

No part of the site falls within the Snettisham Neighbourhood Plan Area, and therefore, whilst impacts can be given due consideration, the NP Policies cannot form the basis of approval or refusal of this application.

Summary – Principle of Development:

In summary it is considered that the principle of development is to be supported and that the development accords with the overarching national and local policy criteria outlined above.

Form and Character and Impact on the Setting of the AONB:

The Design and Access Statement (DAS) that accompanied the application suggests that careful consideration was given to which buildings should be demolished as well as the siting and orientation of the new utility building which measures 4.8m to ridge, 2.3m to eaves and is 27.6m long and 9.1m wide and is to be constructed from vertical profile cladding under a profiled metal roof.

Details of the buildings being demolished are as follows:

- The existing barn measures 5.1m to ridge, 3.7m to eaves and is 13.6m long x 9.1m wide and is constructed from steel portal frame with concrete block and vertical timber cladding, profiled metal roof.
- The adjoining long shed (to the rear of the cluster) measures 4m to ridge, 3.3m to eaves and is 20.6m long x 7.3m wide and is constructed from steel portal frame with vertical & horizontal timber cladding, profiled metal roof.
- The adjoining stable block (to the front of the cluster) measures 3.3m to ridge, 2.7m to eaves and is 9.7m long x 4m wide and is constructed from timber, with horizontal timber cladding and roofing felt.
- The stable block (freestanding to the front of the cluster) measures 3.2m to ridge, 2.6m to eaves and is 7.3m long x 4.3m wide and is constructed from timber, with horizontal timber cladding and roofing felt.

Your officers agree that the buildings to be demolished are of no particular merit being constructed generally from block and timber under felt or metal profile roof coverings.

The building being retained is an attractive traditional brick building under a pantile roof. Existing openings are to be retained, retaining the character of the building. This building will be repurposed into an office / retail space and reception area.

Additionally, the pitch layouts and associated landscaping are stated to be informed by the landform to minimise any visual impact, with the hard standing pitches being positioned in the area of the site least visible from the road and other viewpoints, and the grass pitch area being well screened by an existing line of mature trees at the highest point of the site.

Existing trees and shrubs are to be retained with further planting to create screening and small 'glades' to enhance the camping experience as well as increase biodiversity.

There are relatively extensive areas of landscaping (relative to the size of the camping area), principally soft but some hard, including the car park, courtyard area, internal tracks and footpaths and a recreation and play area that require further detailed consideration. This would be suitably conditioned if permission were granted.

The indicative biodiversity enhancement plan shows:

- Hedge planting (both infilling / reinforcing of existing hedgerows and new hedge planting)
- Creation of a new scrubby woodland edge habitat
- Enhance existing meadow by sowing additional species-rich seed mix
- Standard tree planting to provide shade to glamping pitches

Other details that will need to be conditioned are lighting and internal signage.

In relation to lighting, a lighting statement accompanied the application confirming that lighting will be kept to a minimum with low-level bollards with downcast lighting being placed, as appropriate, to mark the primary routes. In the vicinity of the utility building, small bulkhead fittings will be placed under the projecting canopy to highlight the entrances to the showers, WCs and kitchen. The DAS also suggests that the courtyard will act to naturally limit any external light leakage from this area into the wider landscape. All lighting will be turned off post curfew except for the utility building bulkhead fittings.

Additionally, all light sources shall be shielded from direct external view or shall exhibit a maximum source intensity below 2,500cd (as suggested by the Institute of Lighting Professional Guidance Note GN01.)

No details of the bell tents have been provided. However, this would be suitably conditioned if permission were granted.

The site does not fall within the AONB, however paragraph 176 of the NPPF states that *development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas*. Additionally, impact on the intrinsic character and beauty of the countryside is also a key consideration.

Protection of the countryside and AONB's is reiterated in Heacham Neighbourhood Plan.

As previously stated, it is suggested that pitch location will lessen visual impacts by using the topography of the site and existing mature screening.

The new building is of a scale, mass, design and appearance that is reflective of the site's agricultural setting.

It is therefore considered that the built form associated with the proposed development is acceptable. However, the use of the site will have an impact on the locality, principally by activity associated with the use. There will be greater vehicular activity, general activity and light pollution, although it is noted that the latter would be limited and suitably conditioned if permission was granted.

In relation to the former issue, activity, Members will need to consider whether this would result in an acceptable impact on the setting of the AONB and if the benefits to the existing enterprise and wider economy outweigh the harm these activities may have.

A detailed Landscape and Visual Appraisal (LVA) accompanied the application. The LVA assessed a total of 13 viewpoints comprising transport, recreational, residential and PROW receptors.

The LVA concluded, in the overall summary, that *It is considered that as the proposed development has followed a landscape led approach which adopts rewilding, natural regeneration and traditional conservation approaches in order to successfully integrate new nature-based tourism within the wider agricultural setting. This will facilitate the sensitive*

integration of the new facilities to support its intended function and has demonstrated a successful approach to accommodating the level of change within the landscape without establishing important levels of harm to the landscape characteristics and those elements which define the site.

It is considered that the proposed development can be accommodated to form an acceptable day visitor and tourist attraction together with the wider beneficial approach to integrating rewilding characteristics at the heart of the proposals.

The potential for adverse landscape and visual effects which would be considered at most, moderately harmful at day one, can be appropriately mitigated through the implementation of the site-specific landscape proposals.

It is therefore considered that the level of potential adverse landscape and visual effects associated with the proposed development has been reduced to an acceptable low level.

In this regard neither your officers nor NCC Protected Landscape Team consider the impacts to the setting of the AONB or wider countryside are unacceptable.

A key consideration in the determination of this application is the seasonal nature of the camping element of the proposal, which means that the site would be devoid of tents / bell tents and the activity associated with them for four months of the year (November - February.) The touring pitches however are not seasonal and are proposed year-round.

Your officers believe that the development would conserve the setting of the AONB and the wider rural landscape, and that any harm is outweighed by the benefits associated with the proposed development.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to impacts on protected landscapes and visual impact in general.

Highway Safety:

The site will operate on a 'park at pitch' basis, limited to one car per pitch, with additional parking provided adjacent to the reception area (20 spaces) and at the larger car park at the Heacham Bottom site if necessary.

A new permissive footpath is proposed to the northwest of the site where it will be required to connect to the existing highway footway. This would be secured by condition if permission were granted.

Likewise, a new permissive footpath is proposed leading to the south of the site opposite the access with the Heacham Bottom Site. If both applications are approved a pedestrian crossing in this location would be secured by condition.

In relation to transport paragraphs 85, 104, 105, 110 - 113 of the NPPF, whilst acknowledging that sites to meet local business needs, including tourism, may be beyond existing settlements and not be well served by public transport, require developments to be safe, offer alternative modes of transport, enable charging of plug-in and other ultra-low emission vehicles, and concludes that *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

These requirements are reiterated in Development Plan Policies CS11 and DM12 and Heacham Neighbourhood Plan Policies 5, 12 and 18.

Highway safety, impacts on the road network and congestion are some of the most contentious issues associated with this development.

Notwithstanding this, the scale of this development does not require a Transport Assessment (TA), and therefore analysis of the traffic associated with this development has not been assessed in the same detail as the Heacham Bottom site. In this regard the TA states that *the Mount Pleasant site will generate a small number of arrivals and departures spread throughout the day. As such it will be negligible in any given hour and likely to exclude travel within highway peak periods. This has therefore been excluded from analysis in regard to peak hour traffic capacity. However, it is borne in mind when assessing the result of the capacity analyses.*

Likewise, the Local Highway Authority would have considered the cumulative impacts of the two developments on the road network including the Lamsey Lane / Lynn Road (A149) junction.

Notwithstanding this, some of the assessments undertaken are relevant to this application e.g., existing highway characteristics and speed analysis to ensure appropriate visibility splays.

Whilst excluding the Mount Pleasant site from peak hour traffic capacity analysis, traffic flow characteristics adjacent to the Mount Pleasant site were undertaken using the same Manual Classified (traffic) Count (MCC) and Automatic Traffic Count (ATC) surveys as that of Heacham Bottom.

The ATC concluded that school term-time (last week of school (Thursday 15th to Wednesday 21st July)), two-way, weekday movements adjacent to the Mount Pleasant access were 4,046 with Saturdays being 4,807; and 3,991 and 3,561 during the school holidays (first week of summer holidays (Thursday 22nd to Wednesday 28th July.)) In all instances, the vast majority of movements were from light vehicles (e.g., cars). These are unsurprisingly almost identical to the movements adjacent to the Heacham Bottom site.

The TA concluded that current visibility from the Mount Pleasant access with Lamsey Lane, with appropriate hedgerow management, is: 2.4m x 131m to the left and 2.4m x 141m to the right. The TA concludes, when applying the 85th percentile speeds recorded, that the requirements are 2.4m x 129m to the left and 2.4m x 127m to the right. These can clearly be achieved.

In summary, the TA concludes that the development at Mount Pleasant would not have a material impact on the detailed assessment undertaken in relation to the Heacham Bottom proposal, and that the development:

- Would not cause issues on the local highway network, given the spare capacity identified at the Lamsey Lane / Lynn Road (A149) junction, including during high tourist season
- Can achieve safe visibility requirements at the proposed access
- Is located on highway with a good safety record
- Is sustainably located for its rural location with the potential to increase sustainability
- Is compliant with local and national policy
- There is no defensible reason for refusal on the grounds of traffic, transport or highway safety.

The Local Highway Authority has found the findings of the TA to be an acceptable basis on which to make their recommendation [no objection] subject to conditions relating to access, visibility splays, gradient, parking provision, cycle provision, off-site highways works, closure of other access(s) and access obstruction being appended to any permission granted.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to highway impacts.

Impact on Neighbour Amenity:

The NPPF requires development to have a high standard of amenity for existing and future users (para 130f.) This is reiterated in Development Plan Policies CS06 and DM15 and Heacham Neighbourhood Plan Policy 5.

The nearest development to the site is another holiday site to the north, Meadows Caravan Park. It is therefore considered that the proposed development is compatible with its nearest non-associated neighbour. Furthermore, operation of the site, in line with the addendum received in relation to the Business Plan that accompanied the application, would be conditioned if permission were granted.

Additionally, if a statutory nuisance did occur then the Local Authority has powers to intervene.

4 Collingwood Close is the closest non-associated residential dwelling and occupiers have objected in relation to privacy as a result of increased pedestrians walking past their property that has already substantially increased following the expansion of Meadows Caravan Park.

Whilst it is acknowledged that footfall may increase, this is not something that could be controlled. Notwithstanding this, and contrary to the third-party representative, the LPA does not consider that the scale of the proposed development would result in material impacts.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to impacts on neighbour amenity.

Ecology / Biodiversity:

The NPPF, at Chapter 15, requires planning policies and decisions to protect and enhance biodiversity. This is reiterated in Development Plan Policies CS01, CS12 and DM19 and Hunstanton Neighbourhood Plan Policy 11.

The application was accompanied by a detailed Shadow Appropriate Assessment, Biodiversity Net Gain Assessment, Preliminary Ecological Appraisal and Bat Risk Assessment.

Natural England confirmed that it would be appropriate for the LPA to adopt the Shadow Appropriate Assessment as its Appropriate Assessment (as the competent authority.)

Appropriate Assessment is the method of assessing whether a development would have a likely significant effect on protected sites. In this instance the sites are:

- The Wash and North Norfolk Special Area of Conservation (SAC)
- The Wash Special Protection Area (SPA)
- The Wash Ramsar
- North Norfolk Coast SPA
- North Norfolk Coast Ramsar.

The Appropriate Assessment concludes that without mitigation the development could have an adverse effect on the integrity of the above protected site. The following mitigation was therefore proposed, and accepted as appropriate by Natural England:

- A financial contribution to be paid into the Norfolk Green Infrastructure and Recreational Avoidance Mitigation Strategy (GIRAMS)
- Provision of leaflets to all visitors and provision and maintenance of permanent information boards within the proposal site and with the Coastal Park indicating nearby public rights of way and alternative visitor attractions not in the proximity of designated site, as well as the details of nearby designated site and recreational pressures upon them.

The GIRAMS payment has been paid (£929.65), but provision of information boards and leaflets would be suitably conditioned if permission is granted.

A Preliminary Ecological Appraisal / Bat Risk Assessment accompanied the application.

The Appraisal / Assessment is concerned with site specific ecological issues and considered badgers, bats, great crested newts, birds, reptiles and invasive species.

The Appraisal concluded that no further studies are required, and other than precautionary approaches and best practise (such as vegetation removal outside of the bird breeding season) no further mitigation is required. The following enhancements are proposed:

- Incorporation of bird and bat boxes across the site providing extra potential roosting / nesting resource thus improving biodiversity
- Replanting of a range of ruderal type plants and scrub that will attract pollinators
- Reinstating hedgerows with native species
- New hedgerow to be native

The best practice mitigation and enhancements would be suitably conditioned if permission is granted.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to ecology and biodiversity.

Drainage: Foul drainage will utilise a new package treatment plant with surface water drainage being distributed to soakaways in appropriate locations.

Full details will be sought by condition if permission is granted.

Crime and Disorder: There are no specific concerns relating to Crime and Disorder, and the Police Architectural Officer has supplied the applicant with advice in regard to Designing out Crime.

Other matters requiring consideration prior to the determination of this application:

Trees: No trees are to be removed to enable the proposed development.

Retail: The modest retail element proposed is to serve the campsite and would offer a small selection of 'camping essentials' such as firewood, firelighters, matches, confectionary, snacks, beverages, toilet roll and a small range of non-perishable food items and toiletries. This would be suitably conditioned if permission were granted.

Sustainable Design: Paragraphs 129 and 154 of the NPPF relate to the sustainability of buildings and Development Plan Policy CS08 is concerned, in part, with sustainable design and energy efficiency.

The following design principles have been considered during the evolution of the proposal:

- Re-use of the most suitable existing building on the site from both an operational and structural perspective which minimises embodied carbon related to demolition and construction activities
- Orientation of the new building to make the most of passive solar gain
- High levels of insulation, airtightness and heat-recovery based ventilation on all buildings both new and converted
- Main energy supply being via renewable energy in the form of solar panels and air source heat pumps
- Materials are durable using recycled elements whilst still ensuring their appearance is appropriate to the local agricultural vernacular.

It is therefore considered that the development accords with the relevant national and local planning policy outlined above in relation to sustainable design.

Flooding: The site does not lie in an area at risk of flooding.

Environmental Quality: The requested conditions relating to contamination, smoke emissions and EV charging will be suitably conditioned if permission is granted.

Historic Environment Service: The requested archaeological conditions will be appended to any permission granted.

CIL: The development is not CIL liable.

Specific comments and issues:

In relation to objections received from the Parish Councils and third-party representatives, your officers respond as follows:

- Highway safety and congestion – covered in report
- Following receipt of the traffic survey a further accident occurred at the Lamsey Lane junction on 23 December 2022 – the LHA are aware of the accident; it does not change their opinion as to the acceptability, on the grounds of highway safety, of the proposed development
- Pedestrian safety if some parking is provided at the Heacham Bottom site – if both applications are approved a pedestrian crossing will have to be provided
- Noise and disturbance – covered in report
- How will drainage be dealt with? – covered in report
- Heacham Neighbourhood Plan expressly states that it does not support extensions or intensification of existing holiday sites – this is not a correct interpretation of the policy; the policy allows some development that is policy compliant. This is covered in the report
- Impact on protected landscapes and landscape character – covered in report
- The access to Mount Pleasant Farm is at a hazardous section of Lamsey Lane – the TA has shown that the site access can provide adequate visibility splays which has been confirmed by the LHA. This is covered in the report
- Offering alternative holiday accommodation would take away from established related businesses in the village (e.g., hotels, B&Bs, other caravan sites, etc.) – it is not the role of the planning system to prevent competition

- Impact on wildlife - covered in report
- An alternative access should be proposed – developments must be assessed as submitted
- Extra pressure on infrastructure – Heacham is a Key Rural Service Centre with the infrastructure and facilities considered appropriate for this scale of development.

CONCLUSION / PLANNING BALANCE:

Applications for planning permission should be determined in accordance with the Development Plan and any other material considerations. The application falls under the 'banner' of both farm diversification and rural tourism, both of which are supported at national and local level, subject to other relevant planning policy and guidance and for the reasons outlined in the report above, it is considered that the development is in general accordance with these enabling policies.

The site lies outside of the AONB but within its setting. However, an LVA has satisfied the NCC Landscape Protection Team and Norfolk Coast Partnership that the development would not adversely affect the setting of this designated landscape or the wider countryside in general.

It is considered that the scale, mass, design and appearance of the proposed replacement building is acceptable in its rural setting. However, it is acknowledged that there would be some impact from the proposed use itself. Notwithstanding this, it is considered that, given the scale proposed, this impact would not be significant and would not result in material harm. Furthermore, the proposal comes with benefits both to the existing agricultural enterprise and to the tourism offer as well as enabling development of the parallel application at Heacham Bottom. These issues are given weight in this decision.

The proposed development would not result in any material highway safety or neighbour amenity issues.

It is therefore recommended that this application be approved subject to the following conditions.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

- 1 Condition: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 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.
- 2 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans:
Demolition Plan As_Proposed Drawing Package Rev.B
Site Plan_As Proposed Drawing Package Rev.B
Wider Site Plan_As Proposed Drawing Package Rev.B
Reception Building Floor Plan_As Proposed Drawing Package Rev.B
Reception Building Elevations_As Proposed Drawing Package Rev.B
Utility Building Floor Plan_As Proposed Drawing Package Rev.B

Utility Building Elevations_As Proposed (south and west) Drawing Package Rev.B
Utility Building Elevations_As Proposed (north and east) Drawing Package Rev.B
Utility Building Roof Plan_As Proposed Drawing Package Rev.B
Proposed Landscape Masterplan (1 of 2) WKH-DIG-00-PL-0001 (1 of 2) Rev.P10
Proposed Mount Pleasant Masterplan WKH-DIG-00-PL-0002 Rev.P05
Biodiversity Enhancement Plan WKH-DIG-00-PL-0003 Rev.P03

- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: No development shall commence until full details of the foul and surface water drainage arrangements for the site have been submitted to and approved in writing by the Local Planning Authority. The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.
- 3 Reason: To ensure that there is a satisfactory means of drainage in accordance with the NPPF. This needs to be a pre-commencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.
- 4 Condition: No demolition/development shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and
 - 1) The programme and methodology of site investigation and recording
 - 2) The programme for post investigation assessment
 - 3) Provision to be made for analysis of the site investigation and recording
 - 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - 5) Provision to be made for archive deposition of the analysis and records of the site investigation and
 - 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.
- 4 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 5 Condition: No demolition/development shall take place other than in accordance with the written scheme of investigation approved under condition 4 and any addenda to that WSI covering subsequent phases of mitigation.
- 5 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 6 Condition: The development shall not be occupied or put into first use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 4 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 6 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.

- 7 Condition: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the scheme of off-site highway improvement works have been submitted to and approved in writing by the Local Planning Authority.
- The scheme of works shall include:
 - Provision of a new pedestrian footway connection between the Mount Pleasant site (on site path) and Heacham (existing highway footway) - as indicatively outlined on drawing 2021-F-015-026
 - Suitable pedestrian crossing of Lamsey Lane between Heacham Bottom Farm & Mount Pleasant farm as indicatively shown on drawing no: WKH-DIG-00-PL-0002 Rev.P05.
- 7 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.
- 8 Condition: Prior to the first use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in condition 7 shall be completed to the written satisfaction of the Local Planning Authority.
- 8 Reason: To ensure that the highway network is adequate to cater for the development proposed.
- 9 Condition: Prior to the first use of the development hereby permitted the vehicular access onto Lamsey Lane shall be constructed (for the first 10 metres) in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in accordance with the highways specification and thereafter retained at the position shown on the approved plan (2021-F-015-005 REV A). Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.
- 9 Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety.
- 10 Condition: Any access gates, bollard, chain or other means of obstruction, shall be hung to open inwards, set back, and thereafter retained a minimum distance of 10 metres from the near channel edge of the adjacent carriageway. Any sidewall, fences or hedges adjacent to the access shall be splayed at an angle of 45 degrees from each of the outside gateposts to the front boundary of the site.
- 10 Reason: In the interests of highway safety enabling vehicles to safely draw off the highway before the gates / obstruction is opened.
- 11 Condition: The gradient of the vehicular access shall not exceed 1:12 for the first 10 metres into the site as measured from the near channel edge of the adjacent carriageway.
- 11 Reason: In the interests of the safety of persons using the access and users of the highway.

- 12 Condition: Prior to the first use of the development hereby permitted visibility splays measuring 120 metres x 2.4 metres shall be provided to each side of the access where it meets the near edge of the adjacent highway carriageway. The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.
- 12 Reason: In the interests of highway safety in accordance with the principles of the NPPF.
- 13 Condition: Prior to the first use of the development hereby permitted the proposed on-site access, car parking, on-site pedestrian paths, servicing, loading, unloading, turning and waiting area(s) shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved masterplan and retained thereafter available for that specific use.
- 13 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.
- 14 Condition: Prior to first use of the development hereby permitted a scheme for the parking of cycles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.
- 14 Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.
- 15 Condition: Prior to first use of the development hereby permitted, details of a suitable electric vehicle charging scheme shall be submitted to and approved by the LPA. The scheme shall be implemented as approved prior to the first use of the development hereby permitted.
- 15 Reason: To ensure the charging is safe, accessible and convenient in accordance with section 112(a) of the NPPF, AQAP, emerging local policy LP14/18 and the NCC's parking standards (July 2022).
- 16 Condition: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with current best practice, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.
- 16 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 17 Condition: Notwithstanding the information that accompanied the application, prior to the first occupation of the development hereby approved, a detailed outdoor lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting columns, the extent/levels of illumination over the

site and on adjacent land and the measures to contain light within the curtilage of the site. The development shall be implemented in accordance with approved scheme prior to the first occupation of the development hereby permitted and thereafter maintained and retained as agreed.

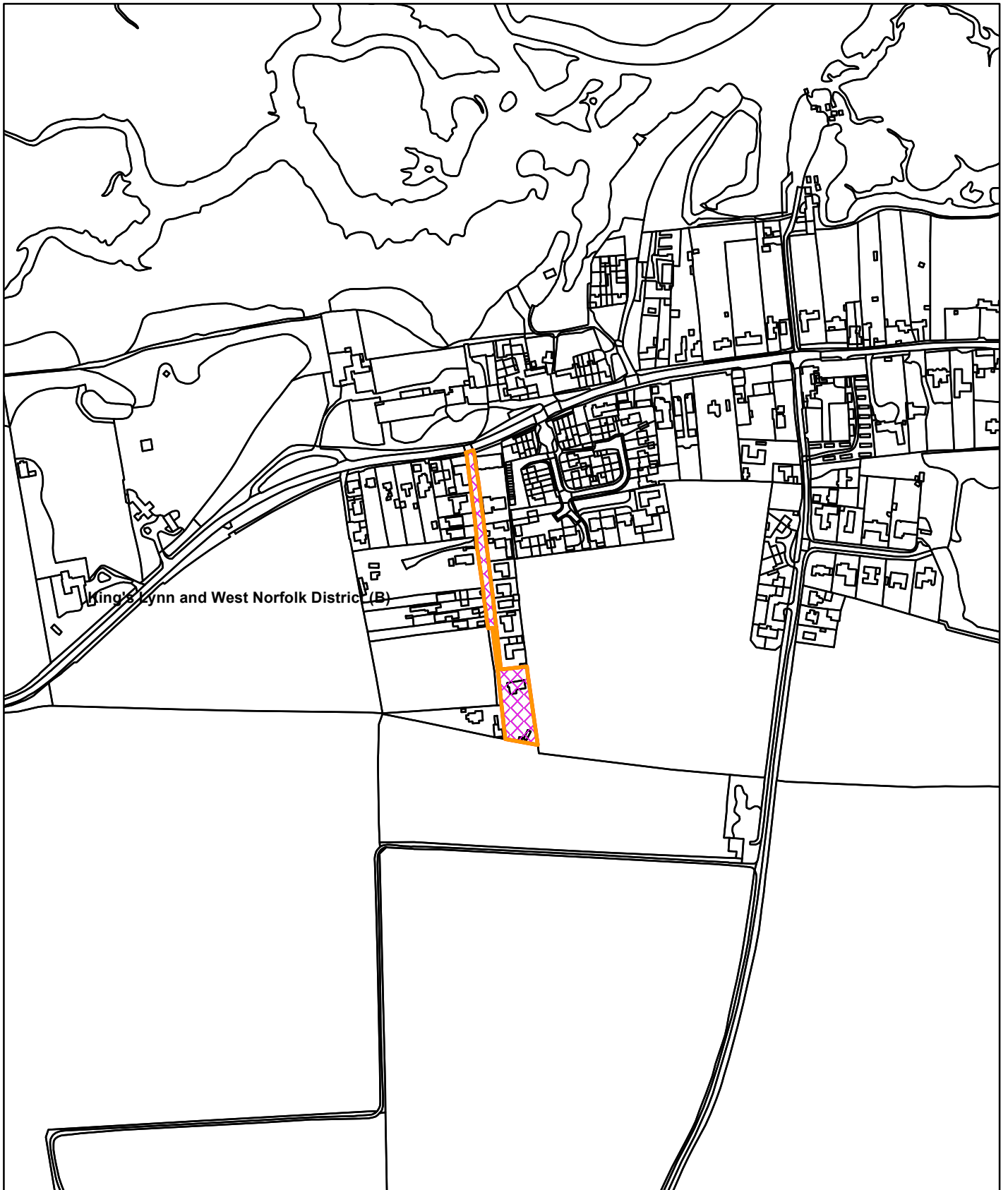
- 17 Reason: In the interests of minimising light pollution to safeguard the amenities of the locality and minimise the impact on bats in accordance with the NPPF and Development Plan.
- 18 Condition: Prior to the first use of the development hereby permitted, details of information boards, to be located within the application site (locations to be approved as part of this condition) that indicate nearby public rights of way and alternative visitor attractions not in the proximity of designated sites as well as details of nearby designated sites and recreational pressures upon them shall be submitted to and agreed in writing by the local planning authority. The approved information boards shall be erected in the approved locations, and thereafter be retained and maintained in those locations, prior to the first use of the development hereby permitted. Additionally, information leaflets, containing the same information as the information boards shall be made available to all visitors of the development.
- 18 Reason: To ensure the development does not have a likely significant impact on protected sites in accordance with the NPPF, Development Plan and Habitats Regulations.
- 19 Condition: The development hereby permitted shall be implemented and retained in full accordance with the Conclusions and Recommendations contained within Chapter 5 of the of the Preliminary Ecological Appraisal and Bat Risk Assessment that accompanied the application (Ref: BOM-RSC-21-11, dated July 2022 undertaken by Bombus Ecology.)
- 19 Reason: In the interests of ecology and biodiversity in accordance with the NPPF and Development Plan.
- 20 Condition: Construction or development work on site, along with collections and deliveries of waste products, material and equipment, shall only be carried out between the hours of 0800 and 1800 weekdays, and 0900-1300 on Saturdays, with no work allowed on Sundays and Bank/Public Holidays.
- 20 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 21 Condition: The development hereby permitted shall be operated in full accordance with the Business Plan that accompanied the application (dated November 2022) and the supplementary information contained within an email from the agent (James Ellis) dated 09 March 2023, 12:24 unless otherwise agreed in writing by the Local Planning Authority.
- 21 Reason: To ensure satisfactory operation of the site in accordance with the NPPF and Development Plan.
- 22 Condition: No development shall take place on any external surface of the development hereby permitted until samples of all materials to be used for the external surfaces of the new and refurbished buildings, including roof materials, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

- 22 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 23 Condition: Notwithstanding the approved plans or additional information that accompanied the application, prior to any works above ground floor finish floor level of the development hereby approved, full details of both hard and soft landscape works shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include the car park, courtyard, access ways / service tracks, permissive footpaths, outdoor play equipment / structures, refuse or other storage units, internal signage, other 'street' furniture, structures and minor artefacts and shall include finished levels / contours and materials. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) schedules of plants noting species, plant sizes and proposed numbers and densities where appropriate of all landscape areas and shall include boundary treatments.
- 23 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 24 Condition: Prior to the first use of the development hereby permitted or within the first planting season all hard and soft landscape works shall be carried out in accordance with the details approved under Condition 24 of this permission. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.
- 24 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 25 Condition: The development hereby permitted shall comprise of no more than 20m² GIA of retail space. The sale of goods shall be limited to camping essentials such as firewood, firelighters, matches, confectionary, snacks, beverages, tent pegs, plasters, toilet roll and a small range of non-perishable food items and toiletries.
- 25 Reason: To ensure an appropriate retail element in accordance with the NPPF and Development Plan.
- 26 Condition: No deliveries shall be taken at or despatched from the site outside the hours of 0700 and 1900 on weekdays, 0900 and 1700 on Saturdays and 1000 and 1700 on Sundays, Bank or Public Holidays.
- 26 Reason: In order that the Local Planning Authority may retain control over the development in the interests of the amenities of the locality in accordance with the NPPF and Development Plan.
- 27 Condition: Prior to the erection of the bell tents hereby permitted full details of the bell tents shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 27 Reason: For the avoidance of doubt and in the interests of proper planning.

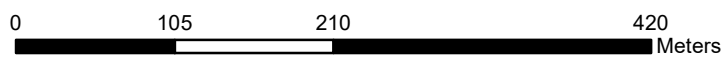
- 28 Condition: The development hereby permitted shall include no more than:
20 x hard standing touring caravan pitches
40 x mixed grass tent pitches and
7 x bell-tent pitches.
The pitches shall be located as shown on drawing no: WKH-DIG-00-PL-0002 Rev.P05.
- 28 Reason: For the avoidance of doubt and in the interests of proper planning.
- 29 Condition: Other than the existing dwelling that occupies the site, the development hereby permitted shall only be occupied as short-stay holiday lets (no more than 28 days per single let), shall only be made available as commercial holiday lets and shall not be occupied as a person's sole or main place of residence.
- 29 Reason: The site lies within in an area in which the Local Planning Authority would not normally permit permanent residential development. This permission is granted because accommodation is to be used for holiday purposes only in accordance with the NPPF.
- 30 Condition: The owners / operators of the development hereby permitted shall maintain an up-to-date register of lettings/occupation of the yurts hereby permitted and shall make this available at all reasonable times to the Local Planning Authority.
- 30 Reason: The site lies within in an area in which the Local Planning Authority would not normally permit permanent residential development. This permission is granted because accommodation is to be used for holiday purposes only in accordance with the NPPF.
- 31 Condition: The development hereby permitted shall at all times be held, owned and operated in association with Wild Ken Hill, Heacham and shall not be sold off separately.
- 31 Reason: For the avoidance of doubt and to ensure that the building is not used for unrelated purposes that would be incompatible with the provisions of the NPPF and Policy DM11 of the SADMPP 2016.
- 32 Condition: The use of the land for camping (tents / bell tents) shall be limited to the period between 1st March and 31st October in any calendar year. No tents / bell tents shall be sited on the land outside of this period.
- 32 Reason: For the avoidance of doubt and to reduce the impacts associated with the proposed development in accordance with the NPPF and Development Plan.

21/01607/O

West Lee 19 Town Lane Brancaster Staithe PE31 8BT



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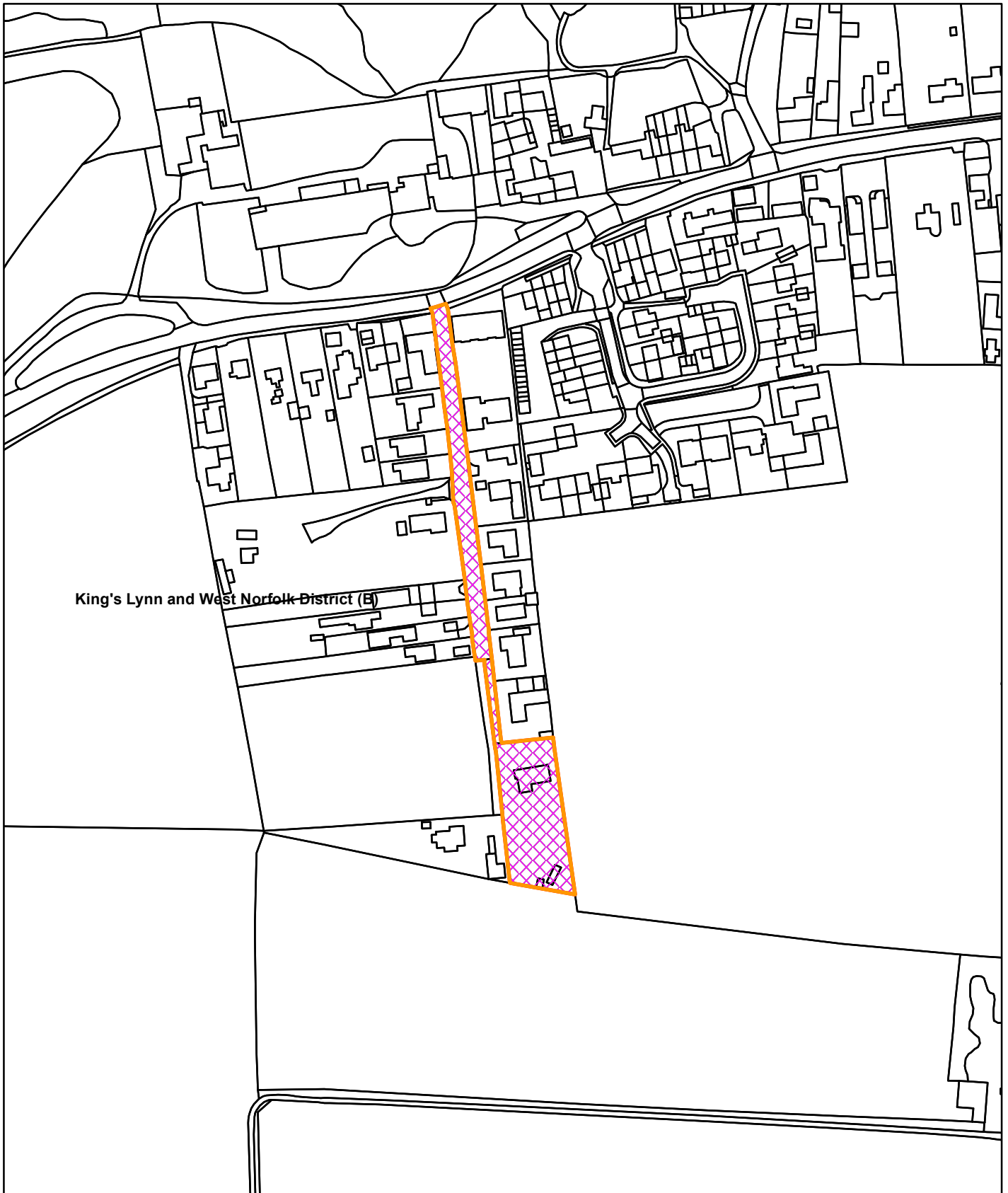
23/03/2023

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21/01607/O

West Lee 19 Town Lane Brancaster Staithe PE31 8BT



King's Lynn and West Norfolk District (E)

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23/03/2023

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Parish:	Brancaster	
Proposal:	Outline Application: The erection of one additional dwelling (in addition to that granted under permission under permission 20/00055/O) with associated garaging, parking and turning areas and other associated works.	
Location:	West Lee, 19 Town Lane, Brancaster Staithe, King's Lynn, Norfolk, PE31 8BT	
Applicant:	HD Planning Ltd	
Case No:	21/01607/0	
Case Officer:	Kelly Sweeney	Date for Determination: 13/10/21 Extension of Time Expiry Date: 5/4/23

Reason for Referral to Planning Committee – It was resolved at sifting panel that the application should be determined by the Planning Committee.

Neighbourhood Plan: No.

Case Summary

The site is located down a private access, Town Lane, Bancaster and forms part of the residential curtilage of No. 19 Town Lee, a large, detached dwelling.

Outline permission is sought for the erection of one additional dwelling (in addition to that already granted permission under the ref: 20/00055/0 with associated garaging, parking and turning areas and other associated works). In this case it is only the acceptability of the access arrangement for the site being sought with all other matters such as 'Appearance', 'Landscaping', 'Layout' and 'Scale' reserved. If approved a total of 3 houses would be within the red line boundary of the site. The original house (No. 19) and two new dwellings (including the aforementioned dwelling which already has outline permission).

Indicative plans show a tandem residential development with the original dwelling fronting the road on Town Lane and two 1.5m storey dwellings located to the rear.

Key Issues

- Principle of development
- Form and Character and Impact on the Area of Outstanding Natural Beauty
- Impact on Neighbour Amenity
- Highways Implications
- Other material Considerations

Recommendation:

APPROVE

THE APPLICATION

The site lies within the development boundary for the settlement which is classified as a Joint Key Rural Service Centre in the Settlement Hierarchy of the Core Strategy, within an Area of Outstanding Natural Beauty (AONB), and within the buffer zone of a Special Site of Scientific Interest (SSSI). There is also a tree subject to a Tree Preservation Order (TPO) on the site boundary. It forms part of the residential curtilage of 'West Lee', 19 Town Lane, Brancaster which is a large, detached dwelling with a large rear garden. On the far side of the plot next to the southern boundary there is an existing static caravan.

Outline permission is sought for the erection of one additional dwelling (in addition to that granted under planning permission 20/00055/O with associated garaging, parking and turning areas and other associated works). As such a total of 3 dwellings would be located within the site boundary (the original dwelling at No. 13, a dwelling already granted outline permission and a third additional dwelling. In this case it is only the acceptability of the access arrangements for the site being sought with all other matters such as 'appearance', 'Landscaping', 'Layout' and 'Scale' reserved.

An indicative plan has been submitted which shows a tandem residential development with the original dwelling fronting the road access on Town Lane and two detached 1.5m storey dwellings with associated parking and garden space located side by side behind the existing dwelling. The indicative plan shows that parking and garden space would be retained for the existing house at No. 19.

PLANNING HISTORY

20/00055/O: Application Approved- 15/5/2020: Erection of 1No. Dwelling with garage.

RESPONSE TO CONSULTATION

Parish Council: OBJECT on the following grounds:

Consider the proposal to be an overdevelopment of the site. Concerns raised over the safety and suitability of the access road and the lack of suitable footway for pedestrians and non-car traffic.

Environment Agency: NO OBJECTION

Environmental Quality: NO OBJECTION.

Natural England: NO OBJECTION.

Norfolk Coast Partnership: NO OBJECTION.

CSNN: NO OBJECTION.

Waste and Recycling Officer: NO OBJECTION.

NCC Highways: Following the receipt of additional information, **NO OBJECTION** subject to conditions. Given that the development would represent a 4.7% increase in traffic generation to the site over and above that already granted planning permission it would not be

reasonable to object to the application or require the applicant to carry out any works to the access into the site.

Arboricultural Officer: NO OBJECTION.

REPRESENTATIONS

SIX letters of **OBJECTION** were received, commenting as follows:-

- The development would constitute an overdevelopment of the site.
- The development would lead to dangerous conditions from a highway's perspective particularly onto the A149.
- The development would lead to the erosion of green space and the AONB.
- The development would endanger pedestrians.
- Comments made with respect to the how the Council has consulted on the application.

LDF CORE STRATEGY POLICIES

CS01 – Spatial Strategy

CS02 – The Settlement Hierarchy

CS08 - Sustainable Development

CS09 – Housing Distribution

CS11 - Transport

CS12 – Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM17 – Parking Provision in New Development

DM19 – Green Infrastructure / Habitats Monitoring & Mitigation

NEIGHBOURHOOD PLAN POLICIES

Policy 1 – Size of Houses

Policy 2 – Design, Style and Materials

Policy 3 – Footprint for New and Redeveloped Dwellings

Policy 4 – Parking Provision

Policy 9 – Protection and Enhancement of The Natural Environment and Landscape

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

PLANNING CONSIDERATIONS

The key considerations in assessing this application are as follows:

- Principle of development
- Form and Character and Impact on the Area of Outstanding Natural Beauty (AONB)
- Impact on Neighbour Amenity
- Highway implications
- Other material considerations

Principle of the Development

The site lies within the development boundary of a Joint Key Rural Service Centre. In such locations the principle of residential development is supported subject to compliance with other relevant planning policy and guidance.

As previously discussed this application is a re-submission of a previously approved outline application (ref: 20/00055/O) for the development of the site to provide an additional dwelling located in the rear garden of No. 19 Town Lane to be retained. In this case a further new dwelling is proposed. As such it is proposed to retain the original house at No. 19 and build two new dwellings within the site boundary.

Form and Character and Impact on the AONB

This cannot be fully assessed due to the outline nature of the development. However indicative plans have been provided which demonstrate that two small, 3 x bedroom houses along with no. 19 can be comfortably accommodated on the site. Each dwelling would appear to have sufficient space with their own off-street parking and generous private rear garden spaces.

The immediate surrounding area comprises of similar sized detached houses to that proposed on the indicative plans submitted and set with similar sized plots. To the northeast of the site along Town Lane there are five detached dwellings each set with a relatively small plot which are similar in size to the plot sizes proposed in this case. Further north off the A149 there is a residential area where the density of dwellings is greater than the application site and dwellings are located much closer together. Further west along the A149 there are also examples of houses set in a tandem layout with a house fronting the main road and further houses located behind. One such example can be seen at 'Brambles', 'Field Cottage' and 'Iper Cottage'. This reflects the layout proposed under this current application.

It is noted that when application ref:20/00055/O was initially submitted it included indicative plans for 3 x new dwellings plus the existing dwelling retained at No. 19. As such originally it was proposed that a total of four dwellings would be on the site.

Following negotiations with the Case Officer the indicative plans were amended to show only one, new large 4 bedroom dwelling (instead of 3) with an associated garage, car port and parking leaving much of the southern end of the site open and undeveloped.

This current outline application differs from the previously approved 2020 application in that it is now proposed to provide two new dwellings (one more than that previously approved under the 2020 application) along with the retention of No. 19. The indicative plans show two proposed houses, and each would be much smaller in footprint than the previously approved 4 bedroomed house. Each of the proposed houses would also have 3 bedrooms rather than 4 bedrooms. It is considered that this new layout is more reflective of the prevailing character and pattern of development of the area as described above

It is noted that Norfolk Coast Partnership, Environment Agency, Environmental Quality or Natural England have objected to the development.

The proposal complies with Policy DM15 of the Site Allocations and Development Management Policies Plan.

Impact on Neighbour Amenity

This cannot be fully considered at this time given the outline nature of the proposed development. However, it is considered that any material overlooking, overbearing or overshadowing issues could be designed out; these aspects would be fully considered at the reserved matter stage. The indicative plans demonstrate that the two additional dwellings can be positioned side by side meaning that any habitable room windows can potentially be located to the front and rear elevations avoiding any overlooking or loss of privacy. The indicative plans show that sufficient distance can be preserved between the proposed new houses and No. 19 to avoid any overshadowing or loss of outlook.

The proposal complies with Policy DM15 of the Site Allocations and Development Management Policies Plan.

Highway Implications

Several objections have been received with respect to the pedestrian and highways implications of the development.

The Highway Authority has assessed the proposals in full as the access arrangements are not a reserved matter in this case. They have concluded that whilst the development would lead to a greater intensification of the access into the site which would benefit from some improvements, given that the development in this case would represent only a 4.7% increase in vehicle movements into and out of the access it would not be reasonable to refuse the application on highways grounds or to request that the application enter into a legal agreement to make improvements to the existing access.

It is also noted that the red line plan submitted with the application surrounds the entirety of Town Lane. Relevant Planning Practice Guidance requires a red line plan to identify a suitable point of access to allow for the development to be carried out. Town Lane is an existing access road. It is not proposed to construct a new access as such it was not necessary for Town Lane to be included within the application site boundary.

No objections or concerns have been raised with respect to the layout of the development which would provide an appropriate level of parking for both the existing and proposed houses as well as sufficient manoeuvring and turning space.

Overall it is considered that the development would be acceptable from a highway and pedestrian safety perspective in accordance with Policy CS11 of the Core Strategy and DM17 of the Site Allocations and Development Management Policies.

Other material considerations

Foul and surface water drainage shall be conditioned if permission is granted.

The Neighbourhood Plan has a number of policies that relate to the proposed development. Whilst these would be fully considered at the reserved matters stage, it is considered appropriate to include an informative if permission is granted. The informative will highlight:

- Limitation on number of bedrooms (the dwellings shall have no more than three bedrooms)(NP Policy 1)
- The footprint of the dwellings shall not occupy more than 50% of the site (NP Policy 3)
- Each dwelling shall have at least two parking spaces (NP Policy 4).

Specific Comments:

A Shadow Habitats Risk Assessment (SHRA) is required. It is considered that every new dwelling created within Norfolk has the potential to cause significant recreational impacts when considered in combination with all other developments brought forward with the Local Plan. The Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS) allows the developer to pay into a collective county pot which administers the funds to implement mitigation measures at impacted Habitats Sites.

A SHR assessment has been carried out and concludes that a contribution of £371.86 would be required. It also concludes that provided this financial contribution is made the development would not result in adverse effects on the integrity of internationally designated wildlife sites in relation to recreation. The proposed development is of a nature and scale that there are no additional recreation implications beyond those being mitigated by the Norfolk GIRAMS. This contribution will need to be paid when the Reserved Matters application is submitted.

The proposal is CIL Liable. Collection of CIL will be covered under the relevant legislation.

There are no specific Crime and Disorder issues arising from the proposed development. The Arboriculture Officer raised no objection to the previously approved application on the grounds of the impact on the TPO tree subject to a condition requiring its protection prior to works commencing on site.

CONCLUSION

Overall the outline application is considered to be acceptable in terms of its access arrangements including any highways or pedestrian safety matters. The development would be acceptable in principle and any other matters would be dealt with as part of a separate reserved matters application. Overall it is considered that this application is acceptable and is in accordance with Policy CS11 of the Core Strategy and DM17 of the Site Allocations and Development Management Policies. Approval of the application is therefore recommended.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

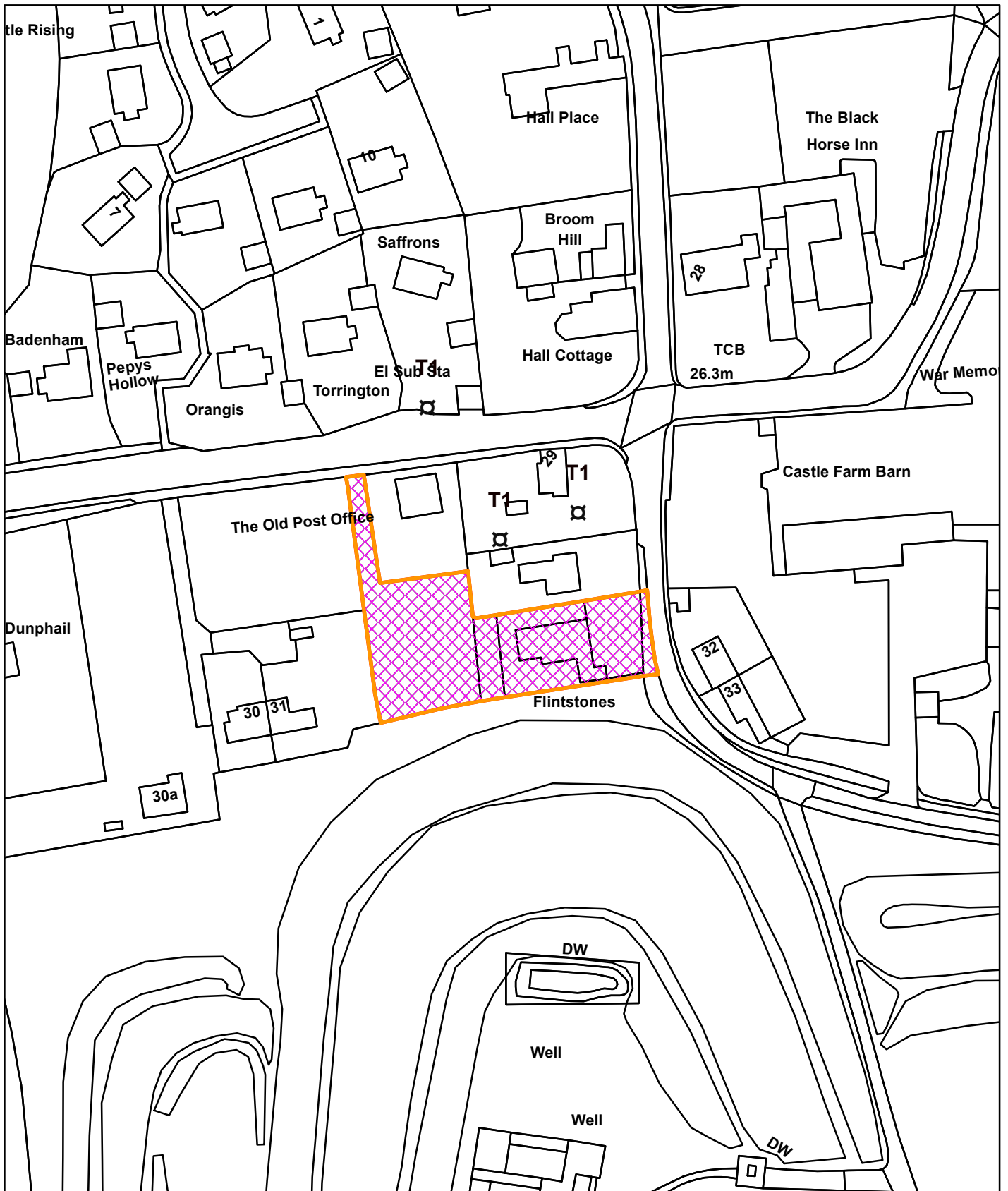
1. Condition: Approval of the details of the means of access, layout, scale, appearance and landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority before any development is commenced.
1. Reason: To comply with Section 92 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
2. Condition: Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted to the Local Planning Authority in writing and shall be carried out as approved.
2. Reason: To comply with Section 92 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
3. Condition: Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
3. Reason: To comply with Section 92 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
4. Condition: The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the latest such matter to be approved.
4. Reason: To comply with Section 92 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
5. Condition: The development hereby permitted shall comprise of no more than two new residential properties.
5. Reason: For the avoidance of doubt and to ensure the development is not of detriment to the amenity of the locality in accordance with the NPPF and Development Plan.
6. Condition: No development shall commence until full details of the foul and surface water drainage arrangements for the site have been submitted to and approved in writing by the Local Planning Authority. The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.
6. Reason: To ensure that there is a satisfactory means of drainage in accordance with the NPPF. This needs to be a pre-commencement condition as drainage is a fundamental issues that needs to be planned for and agreed at the start of the development.
7. Condition: No development or other operations shall commence on site until the existing trees and/or hedgerows to be retained have been protected in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the erection of fencing for the protection of any retained tree or hedge before any equipment, machinery, or materials are brought on to the site for the purposes of development or other operations. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. If the fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor

shall any excavations be made without the written approval of the Local Planning Authority.

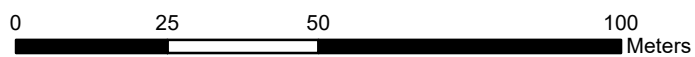
7. Reason: To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.
8. Condition: Prior to the commencement of the use hereby permitted the vehicular access shall be upgraded in accordance with the Norfolk County Council residential access construction specification for the first 10 metres as measured back from the near channel edge of the adjacent carriageway Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
8. Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety and traffic movement'.
9. Condition: Prior to the first occupation of the development hereby permitted the proposed on-site car parking/servicing/loading/unloading/turning/waiting area shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
9. Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.

22/02256/F

Flintstones Lynn Road Castle Rising Norfolk PE31 6EJ



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22/03/2023

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Parish:	Castle Rising	
Proposal:	Demolition of existing house and construction of 2 pairs of semi-detached cottages	
Location:	Flintstones Lynn Road Castle Rising Norfolk PE31 6EJ	
Applicant:	Castle Rising Estate	
Case No:	22/02256/F (Full Application)	
Case Officer:	Lucy Smith	Date for Determination: 1 March 2023

Reason for Referral to Planning Committee – The applicant is Cllr. Lord Howard

Neighbourhood Plan: No

Case Summary

Full planning permission is sought for the construction of two pairs of semi-detached dwellings following the demolition of the existing dwelling known as Flintstones, Lynn Road, Castle Rising. The application site is immediately north of Castle Rising Castle and the associated 11th Century church remains which are designated as a scheduled monument and also Grade I listed. The site is also within the Castle Rising Conservation Area.

The application site is within the development boundary for Castle Rising shown on inset map G23 of the SADMPP (2016) and residential development on site is therefore considered acceptable.

Key Issues

- Principle of Development
- Impact on Designated Heritage Assets
- Design
- Impact on Neighbours
- Ecology
- Other material considerations

Recommendation

APPROVE

THE APPLICATION

Full planning permission is sought for the construction of two pairs of semi-detached dwellings following the demolition of the existing dwelling known as Flintstones, Lynn Road, Castle Rising. The application site is immediately north of Castle Rising Castle and the associated 11th Century church remains which are designated as a scheduled monument and also Grade I listed. The site is also within the Castle Rising Conservation Area.

The application site is within the development boundary for Castle Rising shown on inset map G23 of the SADMP (2016) and residential development on site is therefore considered acceptable.

The existing dwelling is an unremarkable chalet-type house of late 60s/early 70s construction built largely of brickwork beneath a steep pitched main roof of concrete interlocking tiles and a sections of flat, bituminous flet roof.

The proposed 1.5 storey semi-detached dwellings are very traditionally styled drawing great influence from the wider Castle Rising vernacular with the use of decorative brick and carrstone and feature chimneys. The proposed cottages draw particular inspiration existing cottages to the east of the site which date from the early C19.

The two pairs of semis are identical, measuring a total width of approximately 23m and gables measuring 7.3m facing east/west. Ridge heights measure approximately 7.7m, 3.9m to eaves on the main parts of the dwellings, reduced to 3m on the projections from the north elevation. The main architectural features of the front elevations are proposed to the south, facing towards the Castle however all elevations have similar levels of detailing and maintain a traditional character.

Vehicular access is proposed to be via an upgraded access to the North, adjacent to the Old Post Office House (within blue land). Pedestrian access will also be available to Lynn Road to the east.

SUPPORTING CASE

The principal driver behind this project has been to achieve the removal of the existing late C20 chalet dwelling which is considered inappropriate within this village setting. The replacement dwellings proposed are designed to be entirely in the Castle Rising style which befits the setting especially when taking into consideration the prominence of its location within the village Conservation Area but also in the context of the Castle and its earthworks, a Scheduled Monument in its own right.

The existing dwelling is very much of its era and is not well placed within its setting being of a distinct and opposing style to the general vernacular of the village, in particular Lynn Road, which is typified by traditional materials and building techniques, even where the buildings are more modern (for example the cottage to the north of the site).

The scheme proposed has been very carefully considered to emulate, without pastiche, the terrace of cottages to the east of the site which are considered not only to be exemplar in their design and detailing but also to typify the village's vernacular aesthetic. The cottages proposed are oriented to front the Castle so will present an attractive unified, but not uniform, façade of high quality, considered architecture that represents a much more attractive foreground than the bituminous flet flat roof and steep, concrete tiled main roof of the present dwelling and so avoids conflict with the Castle.

The cottages utilise traditional, vernacular materials of carrstone, soft red bricks and clay pantiles in traditional forms and proportions to incorporate the detailing of the cottages that represent the architect's inspiration.

The site is well suited to the proposed development in terms of nature, scale, and location. It permits vehicular access onto Lynn Road without the need for a new access, whilst a dedicated pedestrian access is also achieved from the west nearest to the village's most immediate amenities. The size of the site allows for the introduction of a discreet communal parking area, obscured from sight by the existing properties to the north and the new properties to the south. Each cottage will have its own amenity spaces in addition to those shared with the other 3 dwellings.

The site has been surveyed for protected species and the trees upon it too have been inspected and surveyed so that appropriate protection and mitigation measures can be undertaken to limit the impact of any works to safe levels.

Although the impact is thought to be minimal, given its position relative to the scheduled monument, archaeology has been considered and an early approach to the County Archaeologists has given direction towards the level of investigation required which will not only ensure that any features found on the site are not at risk but will also increase the understanding of the history upon it.

The scheme proposed represents a betterment of the site's projection upon the Conservation Area and Scheduled Monument by removing a dated, unsympathetic and largely unattractive structure and replacing it with new dwellings that greatly improve the appearance of the site but in doing so provide accommodation in an area where there is limited opportunity to do so without detriment to the village.

RELEVANT PLANNING HISTORY

11/00083/TREECA: Tree Application - No objection: 19/08/11 - Removal of 2 trees to the left of the property, 3 trees to the right of the property and the Yew Tree and Laurel Tree at the rear of the property. In a conservation area - The Old Post Office

CONSULTATIONS

Parish Council: SUPPORT - no reasons given.

Local Highway Authority: NO OBJECTION subject to conditions relating to the laying out of the access/parking/turning area

Environmental Quality: NO OBJECTION Recommended asbestos informative due to the age of the property.

Historic Environment Service: NO OBJECTION - provided comments on potential for archaeological remains on site, discussed below. Recommended conditions.

Historic England: SUPPORT - detailed comments are addressed within the report below.

Conservation Officer: NO OBJECTON - 'I have no objections to the proposed, but would suggest conditioning a robust landscape plan. The boundary between the Castle and the site is paramount to retain an acceptable setting for the Castle. I would suggest a verdant

green boundary should be enhanced between the sites to screen all the usual household paraphernalia from the views of the Castle and the wider conservation area.'

Arboricultural Officer: NO OBJECTION States the following comments:

- I am not altogether comfortable with the extent of tree felling.
- The trees to be removed are largely Ash which are likely to succumb to Ash Dieback Disease. However there is insufficient space to replace the trees or hedging and there will be a loss of screening and biomass.
- The use of No-Dig surfacing around a Category A beech tree (T1) is capable of causing root damage unless carefully instated.
- I would like to see an Arboricultural Clerk of Works (ACoW) be appointed to oversee and document the correct installation of Ground Protection, Protective Fencing and their sound up-keep as well as documented evidence of the No-Dig Surface being instated according to best practice. '

REPRESENTATIONS

None received at time of writing

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS08 - Sustainable Development

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Principle of Development

Impact on Designated Heritage Assets

Design

Impact on Neighbours

Ecology

Other material considerations

Principle of Development

The application seeks consent for the demolition of an existing dwelling and subsequent replacement with two pairs of semidetached dwellings.

The application site is located within the development boundary for Castle Rising as shown on Inset Map G23 and the principle of development is therefore considered acceptable.

Impact on Designated Heritage Assets

The proposed development site is located immediately adjacent to Castle Rising Castle and 11th century church remains which are designated as a scheduled monument and also Grade I listed. The site is also within the Castle Rising Conservation Area.

Any development of the site will have an impact on the setting of these designated heritage assets. Any harm to or loss of the significance of a designated heritage asset (from its alteration, destruction or from development in its setting) requires clear and convincing justification.

As set out in the submitted heritage statement, the existing 1960s-70s dwelling does not make a positive contribution to the significance of the Conservation Area or to the setting of surrounding heritage assets. The proposed replacement cottages would represent an increase in the amount of development immediately to the north of the castle site which would have some impact on the setting of the monument and conservation area. The east-west orientation of the proposed cottages replicates an existing pair of historic cottages to the west of the application site. The proposals are for the new cottages at the application site to be constructed in a style and materials (carrstone and pantiles) which accord with historic properties in the conservation area. With appropriate use of materials, the replacement of the existing 20th century dwelling with the proposed cottages has potential to make a beneficial contribution to the setting of the conservation area and castle.

Historic England considers that the proposed replacement of the existing 20th century dwelling with two pairs of carrstone cottages has potential to result in an improvement to the setting of Castle Rising Castle and the Castle Rising Conservation Area. This viewpoint is shared by the Local Planning Authority.

The application meets the requirements of the NPPF, in particular paragraph numbers 194, 199, 202, policy CS12 of the Core strategy (2011) and policy DM15 of the SADMPP (2016).

Design

The proposed dwellings broadly imitate the design and form of an existing pair of semi-detached cottages to the east; proposing reduced eaves heights, traditional stonework, dormers and detailed chimney stacks.

Plans have been amended during this application to alter the first-floor layouts of the proposal, which allows bathroom windows immediately facing the dwelling to the north to be obscure glazed.

The dwellings are proposed running parallel to the boundary with the castle, extending further into the plot than the existing dwelling, with a joint access point and parking area proposed to the north. Given the orientation of surrounding dwellings, this parking area will not be visible from the wider street scene.

Dwellings are set within modest plots, with garden areas to each side of the semi-detached pairs. The front elevations face the castle with rear elevations facing north, proposed walkways are shown on the plan to provide pedestrian access to Lynn Road to the east.

As a result of the intensification of use proposed under this application, there is potential for additional impacts on the form and character of the area through the use of permitted development rights in the future.

The raised levels on site compared to the road and the layout of the proposed development have the potential to result in an increase in residential paraphernalia (for example washing lines) adjacent to the road which will lead to impacts on the street scene and setting of heritage assets. Following discussions with the Agent regarding this impact, a hedge has been indicated on the proposed plans. Full details of this hedge will be provided via condition and will ensure this elevation is suitably screened.

As a result of the sensitivities of the site, it is considered necessary to impose restrictive conditions to prevent future extensions and alterations, or the construction of outbuildings or boundary treatments that could lead to harm to the setting of the adjoining SAM/Grade 1 Listed Building and the Conservation Area as a whole.

The development complies with the NPPF (2021), Policies CS08 and CS12 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).

Impact on Neighbours

The dormer windows serving the bathrooms on north elevations of the dwellings are located approximately 13.5m from a south facing window on the neighbouring dwelling. Considering the distances involved, it is considered that proposed obscure glazing is sufficient to limit adverse impacts in terms of overlooking of this adjoining dwelling.

Dormer windows facing east and west are considered sufficiently distanced from neighbouring dwellings to limit any adverse impacts. The angles involved are such that no significant impact between proposed dwellings is likely. Dormer windows for the central plots are 22m apart, with a similar distance provided between the dormer window facing east and the rear elevation of the neighbouring dwelling. Balanced against the existing unobscured bedroom window facing towards this neighbouring dwelling, the proposed dormer window is not considered likely to lead to severe adverse impacts on the amenity of this dwelling.

Trees to be retained to the west of the site will prevent any significant impacts on the dwellings to the west. Sufficient distance is provided to the dwelling in blue land to the north of the parking area to limit overlooking/overbearing/overshadowing impacts. Boundary treatments controlled via condition will further restrict adverse impacts in regard to privacy.

Whilst the dwellings will be visible to the nearest neighbours, given the spacing involved and the angles between windows, the proposed development is not considered likely to give rise to significant adverse impacts to an extent that would warrant refusal of the application. Conditions are recommended to ensure bathroom windows proposed on the rear elevation of the dwellings are fitted with obscure glazing. The removal of other PD rights will further restrict future impacts on adjoining properties in the future.

The development complies with the NPPF (2021), Policies CS08 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).

Ecology

The Ecological Impact Assessment outlines day roosts for pipistrelle bats within the existing roof structure. An EPS license is required for the demolition works, as such it is the LPA's responsibility to conduct the tests of derogation to determine if a license is likely to be granted by Natural England.

A mitigation licence derogating from the legal protection afforded to roosting bats by the Conservation of Habitats and Species Regulations 2017 (as amended) can only be granted in cases where the activity meets the following three tests.

1 - There is an overriding public interest.

The proposal is considered to comply with this test. The application complies with the policies of the development plan, providing four additional dwellings towards the housing supply and poses a positive improvement for the setting of designated heritage assets.

2 - There is no satisfactory alternative.

The proposal is to demolish the existing dwelling and construct four new residential dwellings. The alternative to the proposed activity is retaining the existing dwelling - this would prevent direct impacts however the dwelling will continue to deteriorate and it is likely that repair works would need to be carried out which would impact on bat roosts. The proposed development provides wider benefits related to the additional three dwellings as well as improvements to the setting of heritage assets. Any impacts are likely to be successfully mitigated and it is considered that this option provides the most appropriate solution.

3 - The resulting permitted actions will not be detrimental to the maintenance of the populations of the species concerned at a favourable conservation status within their natural range.

The bat roosting use is by modest numbers of a relatively common bat species and any impact is possible to mitigate through compensation conditions. The favourable conservation status of the local common pipistrelle population is judged as extremely likely to persist despite the proposed development, so long as there is mitigation with respect to the undertaking of the works.

It is the LPA's opinion that an EPS license is likely to be granted on the above basis. The development complies with the NPPF (2021) and Policies CS08 and CS12 of the Core Strategy (2011).

Other material impacts:

Trees - A group of trees (4 Ash Trees, groups of hedgerows and a Birch) are required to be removed to facilitate the construction of the dwellings. Some of this impact can be mitigated through landscaping conditions to require additional hedgerows and planting, and the supplementing of the existing hedgerows to the south boundary. A tree protection plan has been provided to ensure that the trees to be retained are suitably protected throughout construction.

The arboricultural officer recommended further conditions are imposed to ensure that the installation of ground protection, protective fencing and their future upkeep is evidenced and any no-dig surface is instated according to best practice. Whilst these comments are noted,

given the level of detail provided on the proposed plans, it is not considered necessary to impose further conditions on this consent. Standard conditions relating to development in accordance with the plan, landscaping details and implementation are considered to suitably control the development.

The development complies with the NPPF (2021), Policies CS08 and CS12 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).

Highway Safety – The existing dwelling has access via dual entry driveway to the east. In contrast, the proposed dwellings will be served by access track to the north, with a shared parking area.

No objections have been raised by the Local Highway Authority on highway safety grounds. Conditions are required to ensure the access track can be constructed without adverse impacts on Root Protection Areas, as discussed above.

The development complies with the NPPF (2021), Policies CS08 and CS11 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).

Archaeology - The application site is adjacent to a 11th to 12th century Castle Rising castle, a Scheduled Monument and is within the medieval park shown on a late 16th century map. Immediately lies the site of a late medieval lodge which belonged to the castle. To the north is the medieval stone cross and the 12th Century parish church, where medieval artefacts and features have been found.

It is therefore likely that this development site lies within an area of significant medieval occupation. Consequently, there is 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. Conditions are recommended to control submission of a written scheme of investigation etc. in order to ensure suitable controls are in place.

The development therefore complies with the NPPF (2021), Policy CS12 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).

Flood Risk – The application site is in Flood Zone 1 and not considered to be at risk from flooding. The application therefore complies with the NPPF (2021) in relation to guiding development to areas at the lowest risk of flooding.

Appropriate Assessment - The GIRAMS fee is required to be paid as part of any Reserved Matters application on site in order to mitigation potential impacts from recreational pressure as a result of the site's location in the Zone of Influence for protected sites such as the Wash SAC/SPA, Dersingham Bog/Roydon Common RAMSAR etc. An appropriate assessment has taken place separately to assess the suitability of this mitigation measure.

CONCLUSION

The application proposes the replacement of an existing chalet bungalow, which does not positively contribute to the character of the Conservation Area, with four modest 1.5 storey cottage style dwellings. The site is within the development boundary and residential development is acceptable in principle.

Whilst trees will be removed to facilitate the construction of the dwellings, the proposed design is considered likely to result in a improvement to the street scene and to the setting of the adjacent heritage assets. Conditions will be used to control materials and landscaping details.

Changes to the proposed plans throughout the course of this application have removed opportunities for overlooking as a result of the position of dormer windows and the impact on adjoining dwellings and future occupiers is considered acceptable.

The proposed development is considered to comply with the NPPF (2021), Policies CS02, CS08 and CS12 of the Core Strategy (2011) and Policies DM2 and DM15 of the Site Allocations and Development Management Policies Plan.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

- 1 Condition: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 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.
- 2 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans:
 - 5152-PL04 A
 - 5152/PL05 A - received 16.02.2023
 - 5152-PL07 A
 - 5152-PL08 A
 - 5152-PL09 A
 - 5152-PL10
 - 3/412/1A
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: The development hereby permitted shall be implemented in strict accordance with the mitigation measures proposed within the Arboricultural Impact Assessment and Tree Protection Plan, written by Wild Frontier Ecology and submitted as part of this application. In particular, the report states:
 - Tree protection and ground protection to be installed prior to works commencing and retained in place throughout demolition and construction, in accordance with the details shown on the tree protection plan.
 - Any additional hard surfacing to be comprised of no-dig permeable surfacing laid on top of the existing ground level, in accordance with the details shown on the tree protection plan.
 - Installation of no-dig permeable driveway to be supervised by an Arboriculturist.
- 3 Reason: To ensure existing retained trees are suitably protected in accordance with the principles of the NPPF (2021).
- 4 Condition: Prior to the first use/occupation of the development hereby permitted, full details of both hard and soft landscape works shall have been submitted to and approved in writing by the Local Planning Authority.
Hard landscaping works shall include:

- finished levels or contours,
 - hard surface materials including full details of any proposed no-dig permeable surfacing as outlined in the submitted arboricultural method statement and tree protection plan.
 - refuse or other storage units, structures and other minor artefacts
 - details of the provision of a replacement pond/waterbody, in line with section 7.4 of the Ecology Report
 - Soft landscape works shall include:
 - details of the provision of a hedgerow to the east boundary of the site and any necessary supplementing of the hedgerow to the south boundary,
 - details of replacement tree planting
 - planting plans,
 - written specifications (including cultivation and other operations associated with plant and grass establishment)
 - schedules of plants noting species, plant sizes and proposed numbers and densities where appropriate.
- 4 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 5 Condition: All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.
- 5 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 6 Condition: No development shall take place on any external surface of the development hereby permitted until details of the type, colour and texture of all materials to be used for the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 6 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 7 Condition: No development shall commence on any external surface of the development until a sample panel of the materials to be used for the external surfaces of the building(s) and/or extension(s) hereby permitted has been erected on the site for the inspection and written approval of the Local Planning Authority. The sample panel shall measure at least 1 metre x 1 metre using the proposed materials, mortar type, bond and pointing technique. The development shall be constructed in accordance with the approved details.
- 7 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 8 Condition: No development over or above foundations shall take place on site until full details of the window style, reveal, cill and header treatment has been submitted to and

approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

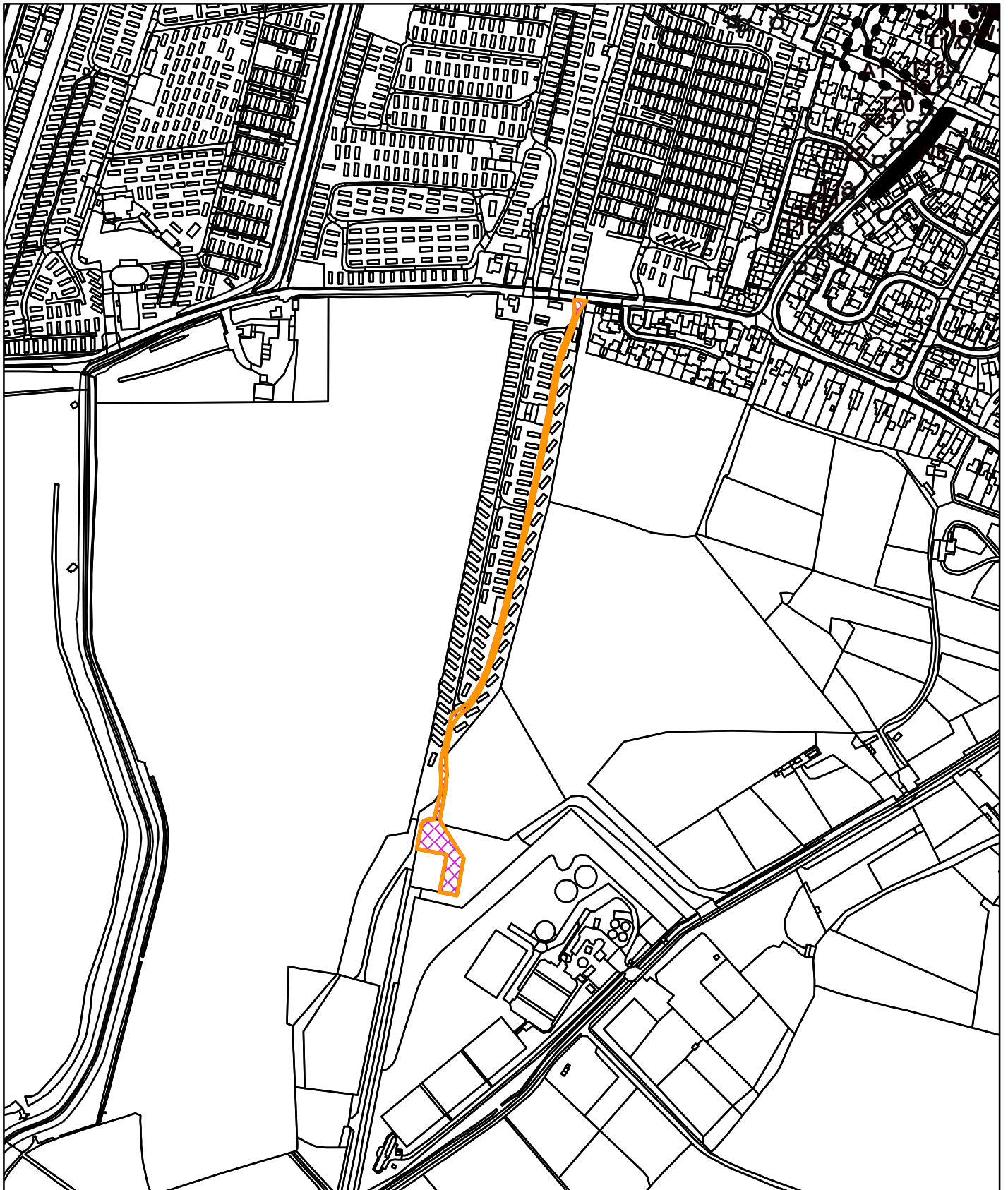
- 8 Reason: To ensure that the design and appearance of the development is appropriate in accordance with the principles of the NPPF.
- 9 Condition: Prior to the first occupation of the dwellings hereby permitted the bathroom windows at first floor on the north elevations shown on dwg No. 5152/PL05-A received 16th February 2023 shall be fitted with obscured glazing and any part of the window(s) that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening. The window(s) shall be permanently retained in that condition thereafter.
- 9 Reason: In the interests of the amenities of the locality to prevent adverse impacts on neighbours in accordance with the principles of the NPPF.
- 10 Condition: Notwithstanding the provisions of Schedule 2, Part 1, Class A, C, and E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the enlargement, improvement or other alteration to the dwelling house, other alterations to the roof of a dwellinghouse or the provision within the curtilage of the dwelling house of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.
- 10 Reason: In order that the Local Planning Authority may retain control of development which might be detrimental to the amenities of the locality if otherwise allowed by the mentioned Order.
- 11 Condition: Prior to first occupation/use of the development hereby permitted, a plan shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, heights, design, materials and type of boundary treatment to be erected within the site. The details shall include full details of the provision of a hedgerow along the east boundary of the site as shown on dwg No. 3/412/1A. The boundary treatments shall be completed in accordance with the agreed details before the occupation/use hereby permitted is commenced or before the building(s) are occupied or in accordance with a timetable to be approved in writing by the Local Planning Authority.
- 11 Reason: In order that the Local Planning Authority may retain control over the use of the premises where an alternative use otherwise permitted by the above mentioned Order would be detrimental to the amenities of the locality.
- 12 Condition: Prior to the first occupation of the development hereby permitted the vehicular access / crossing over the footway shall be constructed in accordance with the highways specification TRAD 1 and thereafter retained at the position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposal of separately so that it does not discharge from or onto the highway.
- 12 Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety in accordance with the NPPF.
- 13 Condition: Notwithstanding the submitted details unless otherwise agreed in writing by the Local Planning Authority the proposed private drive shall be maintained in perpetuity at a minimum width of 4.5 metres for a minimum length of 10 metres as measured from the near edge of the highway carriageway.

- 13 Reason: In the interests of highway safety and traffic movement in accordance with the principles of the NPPF.
- 14 Condition: Vehicular / pedestrian / cyclist access to and egress from the adjoining highway shall be limited to the accesses shown on Drawing No. 3/412/1A only. Any other access or egress shall be permanently closed and the footway / highway verge shall be reinstated prior to the first occupation of any dwelling hereby approved in accordance with a detailed scheme to be agreed in writing by the Local Planning Authority.
- 14 Reason: In the interests of highway safety in accordance with the NPPF.
- 15 Condition: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking, amending or re-enacting that Order) no gates/bollard/chain/other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.
- 15 Reason: In the interests of highway safety in accordance with the NPPF.
- 16 Condition: Prior to the first occupation/use of the development hereby permitted 2.4 metre wide parallel visibility splay (as measured back from the near edge of the adjacent highway carriageway) shall be provided across the whole of the site's roadside frontage (and additionally along the flank frontage of the adjacent property as outlined in blue on the submitted details).The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 1.05 metres above the level of the adjacent highway carriageway.
- 16 Reason: In the interests of highway safety in accordance with the principles of the NPPF.
- 17 Condition: Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking / turning area shall be laid out, levelled, surfaced and drained in accordance with the agreed details and retained thereafter available for that specific use.
- 17 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety
- 18 Condition: The development hereby approved shall be constructed in strict accordance with the mitigation and enhancement measures proposed within the Ecology Report, authored by Wild Frontier Ecology dated December 2022. In particular, the Ecology Report states:
- Provision of new roost facilities in line with sections 7.2.1 and 8.1.1 of the Ecology Report
 - Any external lighting to be installed in line with section 7.2.2 of the Ecology Report
 - Installation of two house martin nest boxes and three additional bird boxes in line with section 7.3 of the Ecology Report
 - Use of native flowering and fruiting species for green landscaping associated with the development,, in line with section 7.4 of the Ecology Report
 - Replacement of pond in line with section 7.4 of the Ecology Report
Mitigation measures shall be completed in accordance with the submitted details prior to the first occupation of any dwelling on site.

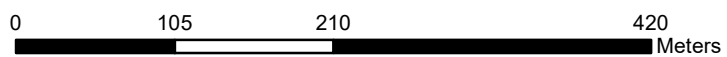
- 18 Reason: In the interests of securing appropriate mitigation to avoid adverse impacts on protected species in accordance with the principles of the NPPF.
- 19 Condition: No development shall take place until an archaeological written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation, 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation and 7) any further project designs as addenda to the approved WSI covering subsequent phases of mitigation as required.
- 19 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 20 Condition: No development shall take place other than in accordance with the written scheme of investigation approved under condition 20 and any addenda to that WSI covering subsequent phases of mitigation.
- 20 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 21 Condition: The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 20 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 21 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.

22/01774/F

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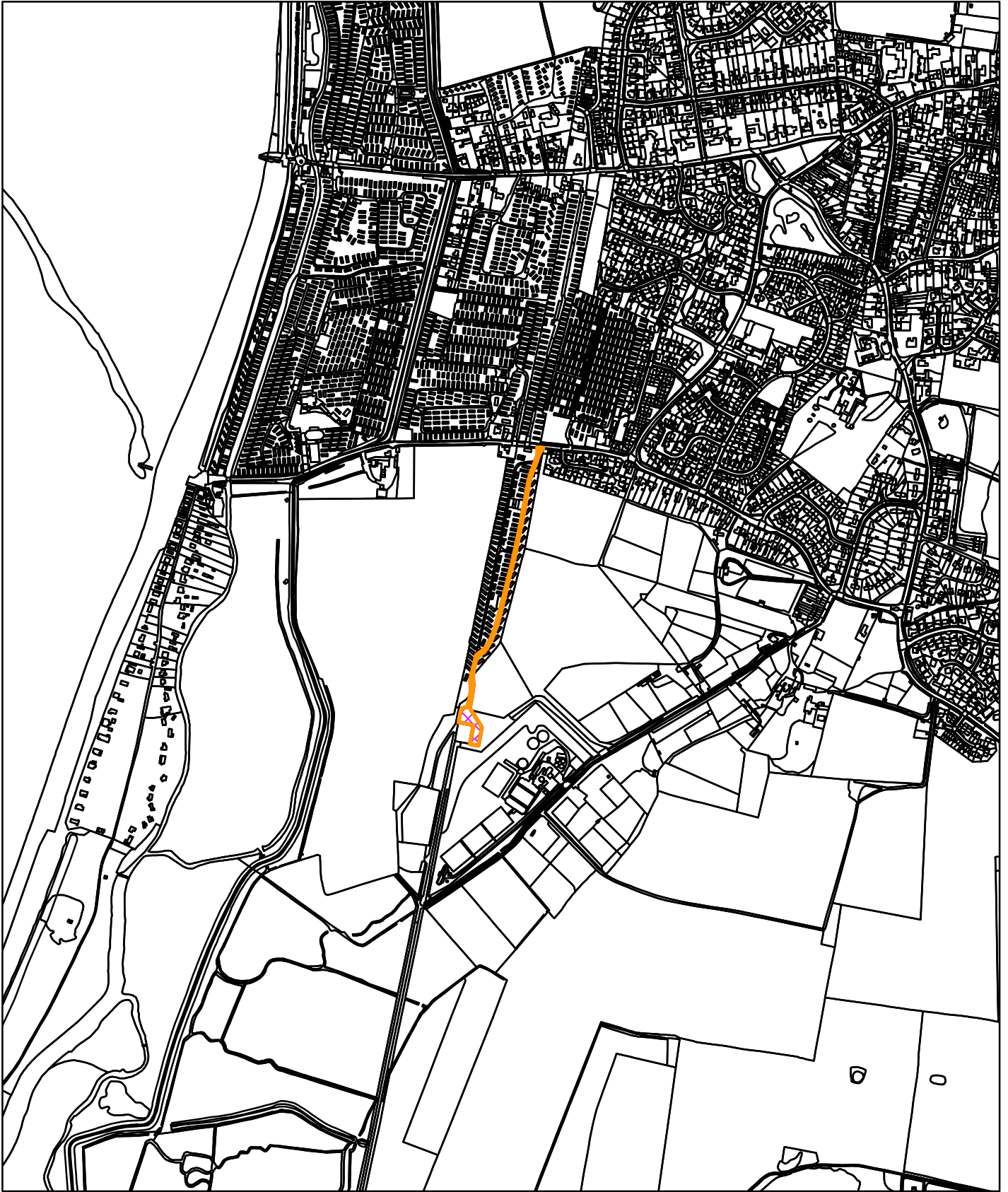
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Parish:	Heacham	
Proposal:	Retention of the raised platform and drainage system to support the discharge of fluids following the installation of a wash pad within the storage yard as permitted under Class J of Part 7 of Schedule 2 of the General Permitted Development Order (GPDO).	
Location:	Heacham Holidays Ltd Long Acres Holiday Home Park South Beach Road Heacham PE31 7BA	
Applicant:		
Case No:	22/01774/F (Full Application)	
Case Officer:	Lucy Smith	Date for Determination: 1 December 2022 Extension of Time Expiry Date: 6 April 2023

Reason for Referral to Planning Committee – Called in by Cllr Parish

Neighbourhood Plan: Yes

Case Summary

Retrospective consent is sought for the construction of a raised platform and installation of associated klargest, associated with a wash pad installed under permitted development rights, on a site known as Heacham Holidays Ltd, to the rear/south of Long Acres Holiday Home Park, South Beach Road, Heacham.

An enforcement appeal is ongoing on site, under ref 21/00133/UNAUTU which relates to the unauthorised use of a track from the edge of this application site to Fenway to the east. The area for that enforcement appeal does not include this application site, and is unrelated to it.

The application site was granted consent for the construction of a storage building in 2007, followed in 2012 by an application for an extension to the building associated with caravan storage and maintenance.

The land in question is part of a fenced compound located at the rear of the Long Acres holiday caravan site.

Key Issues

- Principle of Development
- Form and Character
- Highway Safety
- Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

Retrospective consent is sought for the construction of a raised platform and installation of associated klargester, associated with a wash pad installed under permitted development rights, on a site known as Heacham Holidays Ltd, to the rear/south of Long Acres Holiday Home Park, South Beach Road, Heacham.

An enforcement appeal is ongoing on site, under ref 21/00133/UNAUTU which relates to the unauthorised use of a track from the edge of this application site to Fenway to the east. The area for that enforcement appeal does not include this application site, and is unrelated to it.

The application site was granted consent for the construction of a storage building in 2007, followed in 2012 by an application for an extension to the building associated with caravan storage and maintenance.

The land in question is part of a fenced compound located at the rear of the Long Acres holiday caravan site.

The raised platform measures a total height of 2.3m to the top of the balustrade and is proposed to the east of the existing storage building on site, within an existing area of hardstanding. The raised platform has width of 16m and is positioned on the wash pad/hardstanding with drainage run to the north/north east. The Klargester is proposed on the edge of the hardstanding to the north east of the application site, intercepting oil associated with washpad into the existing private foul drainage system. A drainage technical note and proof of the Trade Effluent Consent has been provided as part of this application.

SUPPORTING CASE

The planning application before you seeks approval for the retention of the raised platform and drainage system to support the discharge of fluids following the installation of a wash pad within the storage yard under permitted development rights (Class J of Part 7 of Schedule 2 of the General Permitted Development Order (GPDO)).

The Case Officer has confirmed that the wash pad benefits from permitted development rights associated with the lawful use of the building on site for storage (under 07/00555/F which granted permission for the main building and 12/0197/F which granted permission for a lean-to extension to it). This means that the storage and maintenance area is approved by the LPA and benefits from Permitted Development rights under which the wash pad was constructed. The wash pad is needed to wash caravans, vehicles and equipment without contaminating the ground and the associated drainage system (subject of this application) is needed to prevent pollution of the ground or water courses by the wash water. The proposal is supported by a Drainage Technical Note which sets out a long-term drainage maintenance plan for the use of the wash pad. Provision of the drainage system is supported by the Environment Agency.

The platform is needed to enable workers to safely access underneath the vehicles and caravans which are being washed. It is 2.3 metres high, but the screening around the site means that it cannot be seen from any public views and will not have any adverse impact on the character and appearance of the surrounding area.

Issues relating to the use of Fenway are not relevant to this application. The use of Fenway is subject to an enforcement notice which is currently under appeal. If the appeal is unsuccessful the use of the access to Fenway will be prevented, regardless of the outcome

of this application. If it is successful, then the use of the access to Fenway will have been found to be acceptable. Either way, it would be unreasonable to take into account issues relating to the use of Fenway in determining this unrelated planning application. The new wash pad replaces one which has been in place for over ten years and will not generate any new traffic. The drainage and platform are to make it safer for workers and better for the environment.

The retention of the raised platform and drainage system within the storage area associated with Long Acres Holiday Park supports an existing, sustainable rural business development on previously developed land and will achieve a comprehensive scheme that improves the overall quality, function and appearance of the yard. The proposal accords with the key aims, objectives and visions as set out within both national and local policies which seeks to support the viability of an existing local business. Based on all of these reasons, we trust that the Committee will be able to support this proposal and grant our client planning permission.

PLANNING HISTORY

22/01844/CM: OBJECTION TO NCC APP: 04/11/22 - County Matters: Retrospective use of land for storage , transfer, processing and recycling of waste arising and used in the operational use of Long Acres, North Beach, Putting Green and Riverside Holiday Caravan Parks. - Land To The South of Long Acres Holiday Park South Beach Road – DELEGATED DECISION

22/01050/F: Application Refused: 05/10/22 - Siting of diesel tank (retrospective) - Land West of Sewage Treatment Works – DELEGATED DECISION

21/02365/CM: OBJECTION TO NCC APP: 17/01/22 - County Matters: Waste Storage ancillary to the Holiday Park - Land South of Long Acres Heacham Holidays Ltd – DELEGATED DECISION

21/01064/F: APPEAL ONGOING: Application Refused - Change of use of land to caravan park (extension of existing holiday caravan park) – Long Acres

18/01605/F: Application Permitted: 04/12/18 - Change use of land from agricultural use to sales and storage area for touring and static caravans - Land West of Sewage Works – DELEGATED DECISION

12/01907/F: Application Permitted: 14/01/13 - Lean-to extension of existing unit and erection of new mono pitch building for machinery shelter and secure storage of tools and materials associated with caravan park maintenance. - Long Acres Caravan Park – DELEGATED DECISION

07/00555/F: Application Permitted: 10/07/07 - Construction of building - Long Acres Caravan Park – DELEGATED DECISION

04/00655/CU: Application Refused: 01/06/04 - Extension to caravan site including construction of amenity buildings and wardens flat - Long Acres Caravan Park – DELEGATED DECISION

2/03/1196/F: Application Withdrawn: 09/09/03 - Change of use of land to form extension to caravan park - Longacres Caravan Park – DELEGATED DECISION

Relevant Enforcement History

22/00427/UNOPDE: : - Alleged Unauthorised Development. Drainage pipe leading to dyke. - Land W of Sewage Works
22/00291/UNOPDE: : - alleged unauthorised development - Long Acres Holiday Home Park
22/00133/UNOPDE: : - Alleged unauthorised operational development - Long Acres Holiday Home Park
22/00129/BOC: : - Alleged Breach of Condition - Long Acres Holiday Home Park
21/00506/UNAUTU: : - Alleged Unauthorised Use - NCC Notice - Long Acres Holiday Home Park
20/00318/BOC: : - Alleged Breach of Condition - Land West of Sewage Works
20/00331/BOC: : - Alleged breach of condition - Land West of Sewage Works
19/00072/BOC: : - Alleged breach of condition - Long Acres Holiday Home Park

RESPONSE TO CONSULTATION

Parish Council: NO OBJECTION except requesting clarification on the following issues:

- We could not find this company on the Trade Effluent Register as noted by Anglian Water. Is the Klargest Oil Separator installed, the correct type for the contaminates that one would expect with cleaning commercial vehicles? T
- his following Condition **MUST** be met, **NO** vehicular access via Fenway

Internal Drainage Board: NO COMMENT – the boards byelaws must be complied with

RSPB: OBJECTION the comments summarised as follows:

The RSPB have concerns given the proximity of the site to protected areas of national and international biodiversity importance. The RSPB referred to previous planning application responses within their consultation in relating to disturbance impacts on these sites. In particular comments refer to impacts on Curlews, the loss of functional habitat, the presence of turtle dove in the enforcement notice area, and the potential for water pollution.

REPRESENTATIONS

THREE letters of **OBJECTION**, stating comments summarised as follows:

- Since the access was opened Fenway (a restricted byway) has experienced a large variety of heavy plant and machinery transported to the site
- Site appears to be being used for maintenance and cleaning depot, causing disruption and danger to local residents
- Noise, dust and airborne pollution of users of Fenway for recreational uses, dog walkers, ornithologists, horse riders and access to the Ken Hill Rewilding project
- Query over legal right of vehicles to use Fenway for access
- Drainage has not been inspected and/or certified
- Trees and hedges on site have not been acknowledged within the Application Form
- Impact on protected species, designated sites of important habitat – with reference to previously refused 21/01064/F
- Query over discharging of trade effluent and whether the relevant consents have been granted/applied for
- Consideration should be given to impact of any airborne pollutants associated with steam cleaning or pressure washing

Planning Committee
3 April 2023

- No benefit from social/economic/environmental standpoint
- Limited evidence to prove existence of previous washpad

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS08 - Sustainable Development

CS10 - The Economy

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

NEIGHBOURHOOD PLAN POLICIES

Policy 5: Design Principles

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Principle of Development

Form and Character

Highway Safety

Other Material Considerations

Principle of Development

Washpad and Permitted Development

This application must be considered on the basis that the provision of the hardstanding (which forms the washpad itself) can take place without planning consent. Permitted development fallback positions are a material planning consideration.

Under Class J of Part 7 of Schedule 2 of the General Permitted Development Order, development consisting of—

- (a) the provision of a hard surface within the curtilage of an industrial building or warehouse to be used for the purpose of the undertaking concerned; or
- (b) the replacement in whole or in part of such a surface is permitted development provided it falls within the relevant conditions. J.2(a) states that where there is risk of ground water contamination, the hard surface must not be made of porous materials,

The Agent provided evidence that a washpad was installed on site in 2009 and this proposal replaced the previous.

The hard standing is used as a washpad for cleaning caravans, other vehicles and equipment and falls within the conditions listed in this part and is therefore permitted development. The permitted development allowances would not however grant consent for any change of use.

Raised Platform and Drainage

The raised platform and drainage infrastructure, consisting of a klargester linked to the wash pad via gullies and drainage runs require planning permission as they are considered to meet the definition of development and do not fall within the remit of any class of the General Permitted Development Order (GPDO).

This application does not propose to change the lawful use of the site. Despite the ongoing enforcement issues on site, considering the permitted development rights allowing the construction of the washpad itself, the proposed construction of a raised platform and associated drainage infrastructure is acceptable in principle.

The drainage technical note provided as part of this application outlines measures in place to prevent adverse impacts to the local environment and ensure that foul water is intercepted.

The expansion of rural enterprises is supported by policies at both a local and national level. The development is wholly within an existing fenced compound. The construction of drainage infrastructure prevents adverse impacts on water quality and pollution of the wider landscape and biodiversity as supported by Paras 8c, 174e and 180 of the NPPF.

Form and Character

Policy 5 of the Heacham Neighbourhood Plan (2022) supports development which delivers high quality design which preserves and enhances the village of Heacham, is sensitive to its surroundings and does not lead to adverse impacts on landscapes or neighbouring residences.

The raised platform measures only 2.3 metres in height from ground to top of rail height, the storage yard is well screened and the ramp cannot be seen in any public views from outside the site. The platform is viewed in connection with the existing development on site and its visual appearance is not detrimental to the character of the area.

Other material considerations

Highways and Access - The ongoing enforcement appeal on site is a separate matter which must be addressed separately. If the appeal is unsuccessful the use of the access to Fenway will be prevented regardless of the outcome of this application. If it is successful, then the use of the access to Fenway will have been found to be acceptable. Either way, it would be unreasonable to take into account issues relating to the use of Fenway in determining this unrelated planning application.

The new wash pad replaces one which has been in place for over ten years and will not generate any new traffic. The drainage and platform are to make it safer for workers and prevent pollution of surrounding land as a result of any run-off.

The development is proposed in connection with the existing lawful use of the site and with no change of use involved, the proposed development will not increase traffic to/from site. The highway impacts are therefore considered acceptable.

The application complies with the NPPF (2021), Policy CS11 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).

Flood Risk and Drainage - The proposed construction of a raised platform and drainage run on site does not increase the flood risk vulnerability of the lawful use. The washpad is located in Flood Zone 1 of the Borough Council's SFRA (2018) however the associated klargester is in Flood Zone 2. Should flooding occur on site, the submitted Drainage Statement outlined measures to prevent adverse impacts on the drainage system in the event that flooding occurs on site. The flood risk impacts of the development are considered acceptable and comply with the NPPF (2021) and policy 17 of the Heacham Neighbourhood Plan.

Specific comments and issues

Response to RSPB Comments - The RSPB refer to the need for a Habitat Regulations Assessment due to the proximity of the development to The Wash SPA, the Wash and North Norfolk SAC and the Wash Ramsar, as well as the Wash SSSI which are all within approximately 850m of the application site. These sites protect important species and habitats, and any proposed developments or activities must not undermine the sites' conservation objectives.

This is standard response from the RSPB to development in this area. There is no specific mention to the specifics of this development. The raised platform and drainage infrastructure, considering their scale and location within the caravan park maintenance storage yard, are considered unlikely to result in likely significant impacts on protected sites and therefore it is not considered necessary to undertake an Appropriate Assessment under the Habitats Regulations.

The proposal remains confined within the existing site boundaries and replaced an existing wash pad on site. The proposal does not result in the removal of any functional habitat for interest features of the nearest protected sites and considering the lawful use of the site and associated hardstanding area as well as what activities could take place without planning consent, the proposed development is not considered likely to lead to adverse impacts on the interest features in regards to disturbance.

CONCLUSION

The construction of the raised platform and drainage infrastructure proposed under this application are considered to comply with relevant policies of the development plan in regard to supporting rural enterprises and preventing adverse impacts on the environment.

The washpad itself, a replacement of a previous hard standing, falls within the definition of permitted development under Class J of Part 7.

Other enforcement investigations and appeals on site are not relevant to this specific application. The appeal decision is a separate matter which will itself determine the suitability and principle of the use of the access to Fenway.

For those reasons, the application is considered to comply with the overarching aims of the NPPF (2021), Policies CS08, CS10, CS11 and CS12 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016). This application is recommended for approval subject to the following conditions.

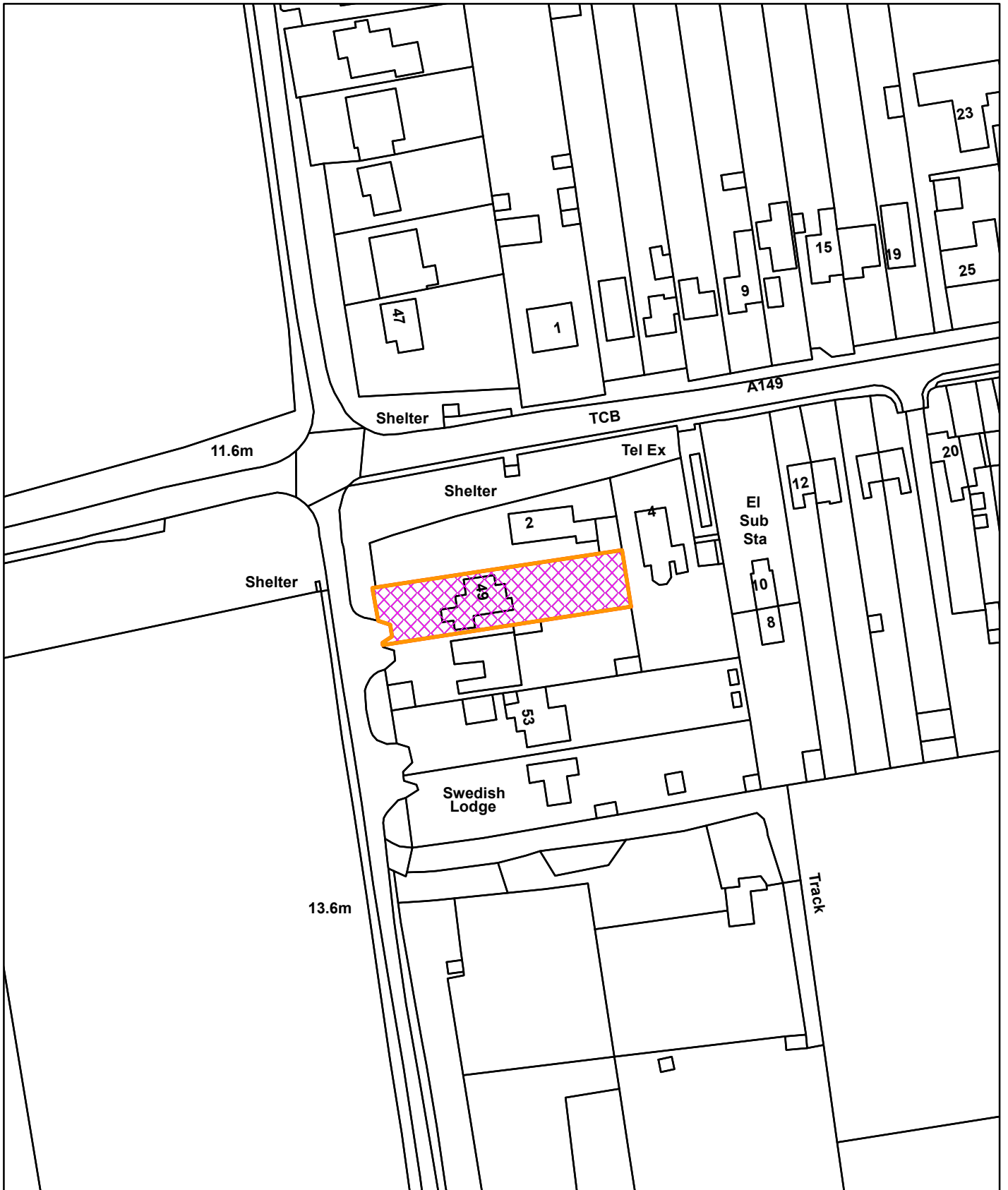
RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

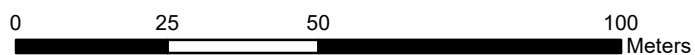
- 1 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans:
 - PLU01.03.01 Rev A received 7th October 2022
 - PLU01.03.02 received 7th October 2022
- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition: The raised platform and klargester hereby permitted shall only be used in connection with the lawful use of the existing building and site area outlined in red on dwg. No. PLU01.03.01 Rev A received 7th October 2022 and shall at no time be separated or utilised for unrelated business or commercial purposes.
- 2 Reason: For the avoidance of doubt and in the interests of proper planning where an unrelated use may result in greater impacts on the amenity of the locality in accordance with the NPPF (2021).
- 3 Condition: The development hereby permitted shall be completed in strict accordance with the details provided within the Drainage Technical Note written by Avison Young and submitted as part of this application. The development shall be held and operated in accordance with the measures outlined in Section 3 'Long Term Drainage Maintenance' in perpetuity.
- 3 Reason: For the avoidance of doubt and to prevent adverse risks associated with drainage and pollution in accordance with the NPPF (2021).

22/02113/F

Terns 49 Peddars Way Holme Next The Sea Norfolk PE36 6LD



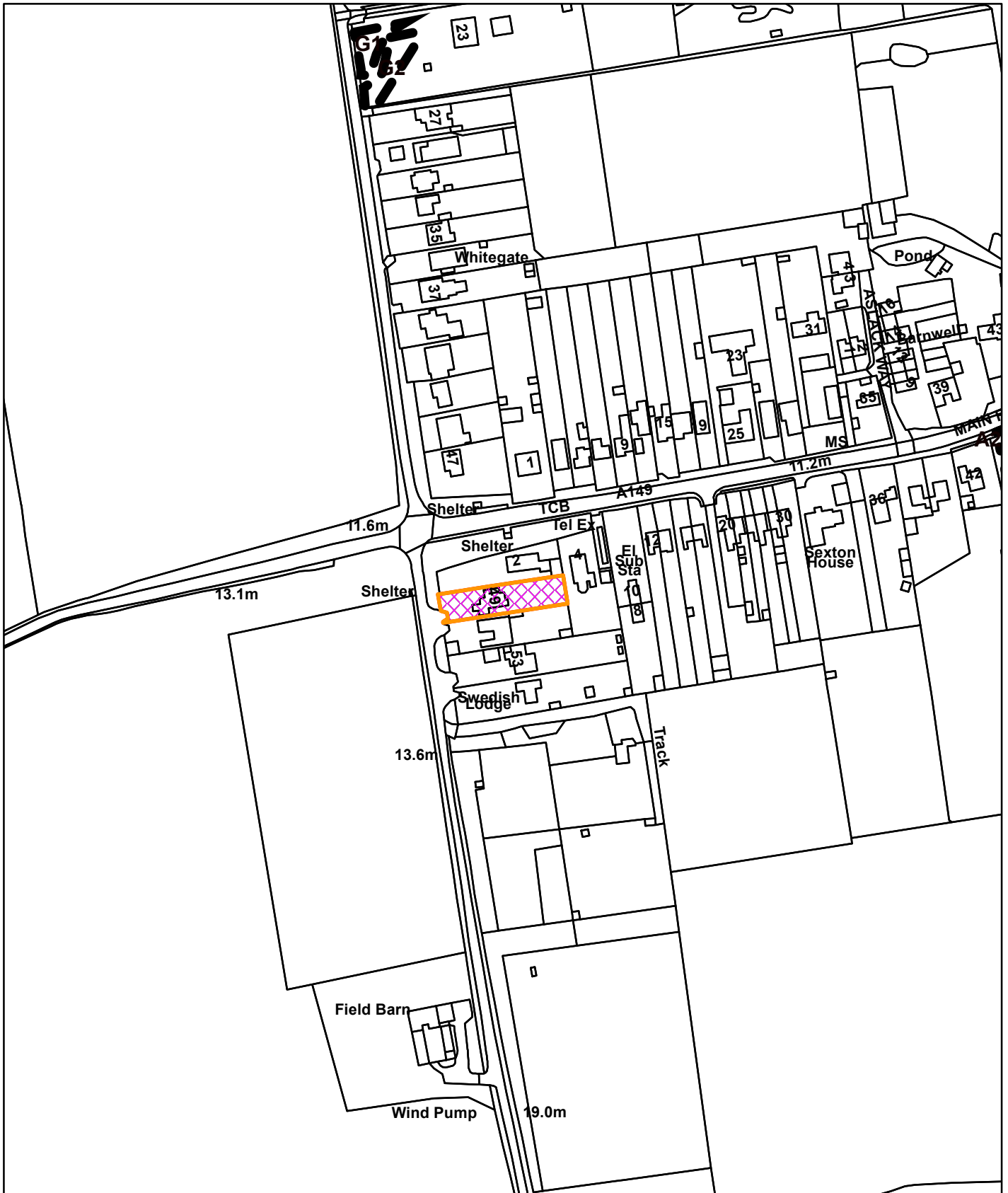
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23/03/2023

22/02113/F

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Parish:	Holme next the Sea	
Proposal:	VARIATION OF CONDITION 2 OF PLANNING CONSENT 21/01394/F: Extensions and alterations to dwelling	
Location:	Terns 49 Peddars Way Holme next The Sea Norfolk PE36 6LD	
Applicant:	Mr And Mrs Howitt	
Case No:	22/02113/F (Full Application)	
Case Officer:	Mrs Jade Calton	Date for Determination: 19 January 2023 Extension of Time Expiry Date: 10 April 2023

Reason for Referral to Planning Committee – Called-in by Cllr Lawton

Neighbourhood Plan: Yes

Case Summary

The application site comprises a detached bungalow situated on the eastern side of Peddars Way (south), Holme-Next-The-Sea.

Retrospective consent is sought to vary the approved plans condition of planning permission 21/01394/F to include an additional single storey rear-side extension to the dwelling to provide a bedroom.

Holme is classified as a Smaller Village and Hamlet under the Local Development Plan.

Key Issues

- Principle of Development
- History
- Form and Character
- Neighbour Amenity
- Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

The application site comprises a detached bungalow situated on the eastern side of Peddars Way (south), Holme-Next-The-Sea.

Terns, No.49 is one of a row of five dwellings fronting the eastern side of Peddars Way. Bungalows are sited directly to the north and south of the site and two storey dwellings further south.

The site is located on the edge of the village and is therefore rural in character with paddock land further to the south and open countryside on the opposite side of the road.

Retrospective consent is sought to vary the approved plans condition of planning permission 21/01394/F to include an additional single storey rear-side extension to the dwelling to provide a third bedroom.

The single storey extension comprises a flat roof, measuring approx. 2.8m in total height. The footprint measures 3.2m x 2.3m, which gives a floor area of 7.36 msq.

The extension has been rendered off-white to match the rest of the dwelling.

Whilst the extension is constructed to the rear of the existing attached garage, it is also located on the side elevation of the dwelling, which does not constitute permitted development within the AONB.

The extension is approx. 1m from the southern boundary of the site and the neighbouring bungalow is a further 1.6m from the shared boundary.

The site is bounded by a 1.5m close boarded timber fence to the north and south along with some semi-mature garden trees to both boundaries.

SUPPORTING CASE

A Design and Access Statement accompanies the application and offers the following conclusion: -

'This proposal would provide a small variation to the original scheme approved in December 2021. The small amendment fits well with the original scheme and together is considered to be less than the 40% increase in footprint of the original dwelling thereby complying with the Policy on the matter.

It is not believed there will be any overlooking of the neighbours dwelling or garden and there would be no loss of neighbour amenity.

The nature of the design and use of materials would complement that which was agreed in the original scheme and the plans submitted with this application confirm that. There is no harm to the neighbours or any interests of acknowledged importance'.

PLANNING HISTORY

22/01213/LDP: Not Lawful: 17/10/22 - Extension to rear of existing garage

21/01394/F: Application Permitted (Delegated): 03/12/21 - Extensions and alterations to dwelling

RESPONSE TO CONSULTATION

Parish Council: OBJECT –

- Planning history
- The proposed works have already been carried out.
- No prior opportunity for consultation.
- Unconsented development is close to the neighbouring property to the south.
- Negative impact on neighbour amenity.
- Loss of daylight
- Impact on health and well-being.
- The submitted plans are confused.
- Trying to present the proposal as a minor, inconsequential change.
- Views from Terns over the replaced, lower fence
- Impact on privacy
- Poor design
- Enclosed environment
- The changes have introduced a more urban character to this rural village setting.
- Contrary to para. 130 of the NPPF – development should function well and add to the overall quality of the area.
- Para. 130 states that development should promote health and well-being, with a high standard of amenity – the proposal does not satisfy this criteria.
- Contrary to para. 132 of the NPPF – early discussions between applicants, the LPA and community are encouraged.
- Para. 135 states that the LPA should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme – This is not the case.
- Contrary to SADMP Policy DM15 – adds weight to national policy noting that development must protect and enhance the amenity of the wider environment.
- Contrary to SADMP Policy DM15 - proposals will be assessed against their impact on neighbouring uses and their occupants highlighting the importance of considerations.
- DM15 is clear that development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused.
- Contrary to Neighbourhood Plan Policy HNTS11 - ensure that the existing amenity of residents is not adversely affected by new development including extensions, alterations, replacement of existing buildings or redevelopment of sites.

The Parish Council urges the Borough to refuse this application. If despite the strong policy arguments in favour of refusal the BC is minded to recommend approval, we request that a condition is applied to restrict any future, remaining Permitted Development Rights.

Planning Committee
3 April 2023

REPRESENTATIONS

TWO representations received from third parties **OBJECTING** to the proposal on the following grounds: -

- Neighbouring bungalow is directly adj. to the southern boundary of Terns, No.49 Peddars Way.
- Two north facing windows that look directly onto the southern aspect of the variation.
- Impact on visual aspect
- Deprivation of light
- Already built
- Planning history
- Close proximity
- There is approx. 1m between the extension and boundary fence.
- The height of the new extension is approx. 42cm above the new garage roof.
- Overbearing
- Mass
- Incorrectly stated that the extension cannot be seen from the road.
- Incorrect plans
- Information within the application shows historic planting which is no longer there.
- None of the other 1960's bungalows have been extended by 40%
- The Neighbourhood Plan aims to retain smaller dwellings.
- Neither the side extension nor the garage extension were included in the original application.
- Not just a small variation.
- Accuracy of the GIA calculations regarding the porch.
- The additional GIA is referred to as 7% and at other times as 7sqm.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM15 – Environment, Design and Amenity

NEIGHBOURHOOD PLAN POLICIES

Policy HNTS11: Street Scene, Character and Residential Environment

Policy HNTS17: Extensions, Annexes and Outbuildings

Planning Committee
3 April 2023

Policy HNTS20: AONB Landscape Quality

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations in the determination of this application are as follows: -

- Principle of Development
- History
- Form and Character
- Impact on Neighbour Amenity
- Other Material Considerations

Principle of Development:

The application site comprises a residential property, thereby the principle of an extension to the dwelling is acceptable in accordance with the Development Plan.

This application has been submitted retrospectively, which is not contrary to planning law, and the section 73a process is designed to regularise any such development that has been 'carried out without complying with some condition subject to which planning permission was granted' (namely 21/01394/F).

History:

The original application (21/01394/F) granted consent for single storey extensions and alterations to the dwelling, including a small extension to the existing front porch and a kitchen / diner extension to the rear.

The application also included rendering the external surface of the dwelling and the installation of a small area of Cedral boarding to the apex of the front gable.

The original scheme was negotiated to reduce the scale and mass of the proposed extensions in order to improve the design and to comply with Neighbourhood Plan policies, in particular HNTS 17 (Extensions, Annexes and Outbuildings).

Following the submission of the amended plans, the scheme was considered to comply with Policy HNTS 17, in terms of the proposed extensions being within the allowed 40% increase in gross internal floor area (GIA) of the original dwelling.

The GIA of the original dwelling measured approx. 116m² and the proposed extensions measured approx. 39m², creating a total GIA of 155m². The approved scheme therefore amounted to an increase in GIA of 33% of the original dwelling.

Subsequently, the applicant pursued utilising the remainder of their 40% allowance to make the standard of their home meet their requirements. A Lawful Development Certificate (22/01213/LDP) was submitted in presumption that the small 7% extension to the rear of the

Planning Committee
3 April 2023

existing attached garage would benefit from Permitted Development (PD) Rights under Part 1, Class A of the General Permitted Development Order 1995 (GPDO).

During the course of the LDP application the small extension was constructed as it was believed to have complied with the relevant criteria under the GPDO.

Whilst the proposed extension extended beyond the rear wall of the existing garage (which is part of the original dwelling), it also extended to the side of the dwelling, thus infilling the area between a side elevation and rear wall. The GPDO clearly states that side extensions are not permitted within Article 2(3) land (AONB).

Tighter restrictions are placed on PD Rights for dwellinghouses sited within the AONB.

The applicant's agent challenged this line of reasoning and after some research it was evident that there has been a number of appeal cases (under other authorities) where the Planning Inspector had considered the issue of proposed development which extends beyond a rear wall and a side wall of a dwellinghouse under Class A.2 of the GPDO.

An Inspector stated that regard must be had to the provisions of the 2015 Order (GPDO) and the ordinary meaning of the language used, and for the Householder PD Technical Guidance which provides assistance in the interpretation of Class A of the 2015 Order. The technical guidance states: -

'Where an extension fills the area between a side elevation and a rear wall, then the restrictions on extensions beyond rear walls and side walls will both apply'.

As such the proposal was not considered to comply with the GPDO and planning permission was required.

Accordingly, the current application was submitted in order to regularise the development.

Form and Character:

The established development along the eastern side of Peddars Way [South] is limited, with only five dwellings in a loose ribbon form, set back from the road with verdant frontages.

Whilst the directly adjoining neighbouring properties to the north and south are also bungalows, they take a different form to the dwelling subject of this application. Furthermore, the last two dwellings in the row are of two storey construction, thereby the street scene has a varied appearance.

The rear-side extension is barely seen from the public domain as it is set behind the existing garage. The only limited visible element is part of the flat roof due to it being approx. 450mm taller than the garage flat roof.

There is an established hedgerow to the site's frontage along with some semi-mature garden trees to the northern and southern front boundaries, which partially screen the site and softens the built form.

Whilst the site lies within the AONB, it is not within a Conservation Area and the development is barely visible from the road, therefore cannot be said to cause any visual harm to the street scene.

Notwithstanding the 40% restriction in GIA under the Neighbourhood Plan (NP) Policy (to which the proposal complies), it is considered that the small extension to the rear will have no impact on the form, character or appearance of the area, which is fundamentally what the NP sets out to achieve. The application site is more than capable of accommodating the minor extension in addition to the previously approved extensions, whilst causing no harm to the wider AONB landscape character.

Notwithstanding the comments of the Parish Council and Third Parties, it is considered that the proposed variation accords with Local Plan Policies CS06, CS08 and DM15; NP Policies HNTS 11, HNTS 17 and HNTS 20; and the general provisions of the NPPF, but specifically sections 12 and 15.

Neighbour Amenity:

The extension is located to the southern side elevation of the dwelling and will therefore have an impact on the neighbouring property at No.51. However, the impact will be limited due to its small scale and flat roof design.

The extension is approx. 2.8m in height and is approx. 2.6m away from the neighbouring flank elevation. The neighbour has raised objections regarding loss of light and overbearing impact on their north facing windows, which serve a snug and a study. Whilst these are habitable rooms, they are not considered to be main living spaces.

The existing garage extension, which formed part of the original dwelling, is already in relatively close proximity of the neighbouring boundary and has a degree of impact on the neighbour's outlook from their north facing windows, albeit not significant. The extension is reasonably modest, measuring approx. 3.2m in depth, and whilst slightly taller than the existing garage by 500mm, it is not excessive in height.

The existing gable of Terns No.49 sits behind the extension, thereby already obstructing some of the open sky visible from the neighbouring side windows. Whilst the extension brings the built form closer to the neighbouring window and will be visible, it is of a low level single storey flat roof construction and the impact will therefore not cause a significant loss of daylight to those habitable rooms. For these reasons, it is also not considered that the small scale extension would cause a material overbearing impact on those residents.

It is considered that the limited reduction in light and minor impact on outlook from the neighbouring windows, is not detrimental to the amenities of the residents of the neighbouring property.

Any outlook from the window in the extension towards the neighbouring property would be too acute to cause any significant loss of privacy. Furthermore, the 1.5m close board fence adequately screens the windows on the extensions and will therefore cause no material overlooking.

Notwithstanding the comments of the Parish Council and Third Parties, the proposal complies with Neighbourhood Plan Policy HNTS 11; Local Plan Policies CS08 and DM15; and paragraph 130 of the NPPF.

Other Material Considerations:

The Parish Council and third-party comments have been taken into consideration in reaching a recommendation for this application, most of which have been addressed above in the report.

It has been questioned whether the development can be deemed to be a minor material amendment under section 73a of the Planning Act. There is no statutory definition of 'minor material amendment', it is dependant on the context of the overall scheme and at the discretion of the LPA as to whether or not it is considered to amount to a fundamentally different planning permission.

In weighing the planning balance, the LPA does not consider the proposed change results in a development that is substantially different from the one which was approved.

The concern over the plans being confused has been rectified by way of the submission of up to date, more accurate plans.

Finally, the condition suggested by the Parish Council relating to the removal of PD Rights is considered to be acceptable in order to meet the requirements of the Neighbourhood Plan. The relevant condition will be recommended to be attached to the decision if approved.

CONCLUSION

The modest flat roof single storey extension to the rear of the existing garage is deemed to be a minor material amendment to the original approval (21//01394/F) under s.73a of the Planning Act.

By virtue of its small scale and location set behind an existing element of the original dwelling, it is not considered to cause any visual harm to the street scene or impact on the wider landscape character of the AONB.

It is also not considered to result in a significant detrimental impact on neighbour amenities, in terms of loss of light, overshadowing, overbearing or loss of privacy, due to its low-level height, flat roof design, the separation distance between properties and screening from existing boundary treatment.

The plans demonstrate that the extension accords with NP Policy HNTS 17 as the overall development does not result in an increase in GIA of the original dwelling by more than 40%.

In summary, the development accords with the aims and objectives of NP Policies HNTS 11, HNTS 17 and HNTS 20; Local Plan Policies CS06, CS08, CS12 and DM15; and the general provisions of the NPPF.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

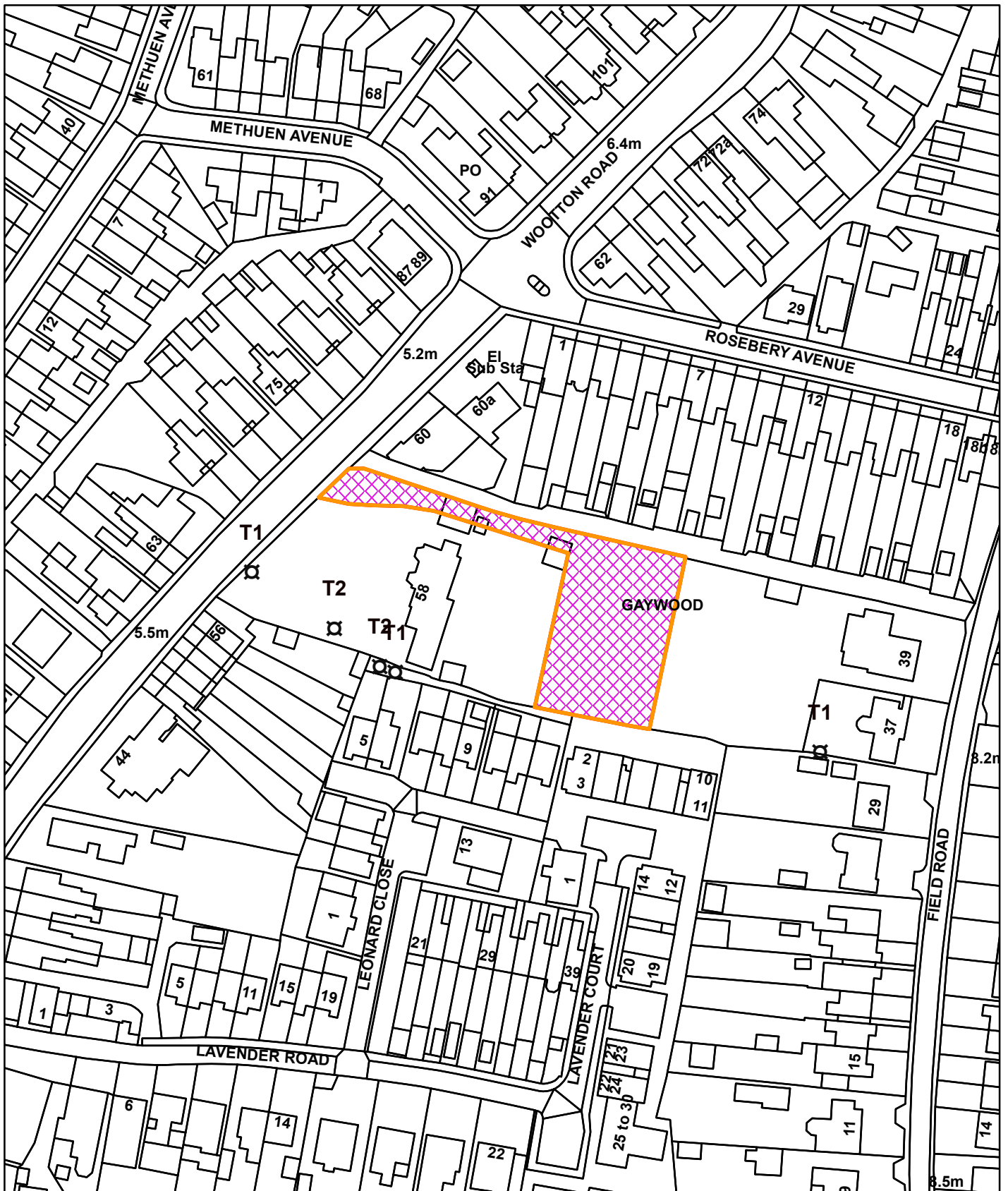
- 1 Condition: The development has been determined in accordance with the following approved plans; 571-02 received 18th Jan 2023.
- 1 Reason: For the avoidance of doubt and in the interests of proper planning.

Planning Committee
3 April 2023

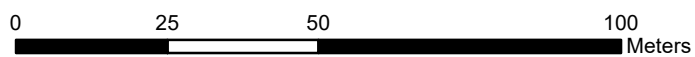
- 2 Condition: The new rooflight to southern roofslope serving the bathroom shall be glazed with obscure glazing and shall be retained as such thereafter.
- 2 Reason: In the interests of protecting neighbour amenity, in accordance with the provisions of the NPPF.
- 3 Condition: Notwithstanding the provisions of Schedule 2, Part 1, Classes A, C and D of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the enlargement, improvement or other alteration of a dwelling house, or alteration to its roof, or the erection or construction of a porch outside any external door of a dwelling house, shall not be allowed without the granting of specific planning permission.
- 3 Reason: In order that the Local Planning Authority may retain control of development which might be otherwise allowed by the mentioned Order, in accordance with the Neighbourhood Plan.
- 4 Condition: Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the provision within the curtilage of the dwelling house of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.
- 4 Reason: In order that the Local Planning Authority may retain control of development which might be otherwise allowed by the mentioned Order, in accordance with the Neighbourhood Plan.

22/01886/O

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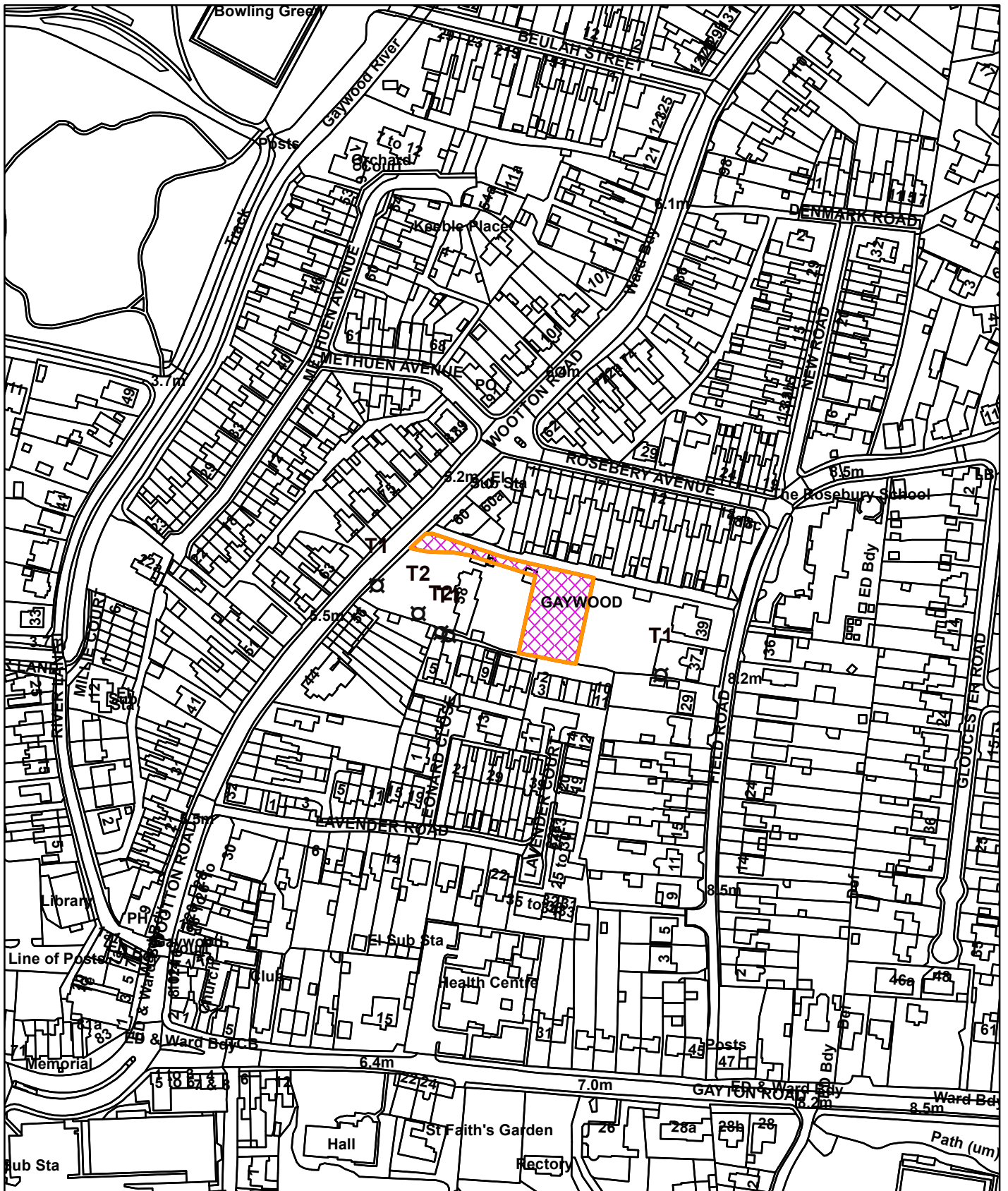
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Parish:	King's Lynn	
Proposal:	Outline Application: 2No New Dwellings	
Location:	58 Wootton Road Gaywood King's Lynn Norfolk PE30 4EX	
Applicant:	Mr D Ward	
Case No:	22/01886/O (Outline Application)	
Case Officer:	Lucy Smith	Date for Determination: 19 December 2022

Reason for Referral to Planning Committee – Called in by Cllr Rust and involves a member of the staff involved in the planning process.

Neighbourhood Plan: No

Case Summary

The application seeks outline planning permission with all matters reserved for the construction of two dwellings on land to the rear of existing semi-detached properties fronting Wootton Road, Gaywood.

The site comprises approximately 0.15ha of residential garden land with existing trees and hedgerows, split in ownership between the two semi detached dwellings to the west. Residential properties and their curtilage surround the site on all sides, with a rear laneway serving terraced dwellings at Rosebery Avenue to the north.

A historic access point is proposed to be reopened to form the access to both dwellings. The existing access to the semi-detached donor properties will be retained in-situ.

The application site is wholly within the development boundary shown on inset map E1 of the Site Allocations and Development Management Policies Plan (SADMPP (2016)).

Key Issues

- Principle of development
- Form and Character
- Impact on Neighbour Amenity
- Highway Safety
- Other material considerations

Recommendation

APPROVE

THE APPLICATION

The application seeks outline planning permission with all matters reserved for the construction of two dwellings on land to the rear of existing semi-detached properties fronting Wootton Road, Gaywood.

The site comprises approximately 0.15ha of residential garden land with existing trees and hedgerows, split in ownership between the two semi detached dwellings to the west. Residential properties and their curtilage surround the site, with a rear laneway serving terraced dwellings at Rosebery Avenue to the north.

A historic access point is proposed to be reopened to form the access to both dwellings. The existing access to the semi-detached donor properties will be retained in-situ.

The application site is wholly within the development boundary shown on inset map E1 of the SADMPP (2016).

As outline consent with all matters reserved is sought, no details are being considered at this stage. The indicative plan shows the construction of two detached dwellings on site, with parking and turning area to the north.

There are trees protected by a Tree Preservation Order (TPO) to the front of No. 58A, adjacent to the South boundary. These trees are distanced from the development and will not be impacted by the provision of the access drive along the north boundary. Full details of the access including proposed materials can be controlled by a Reserved Matters consent should permission be granted.

SUPPORTING CASE

Principle -The site lies within the development area of Gaywood as defined on Inset Map E1 of the SADMPP (2016) - the principle of residential development is therefore acceptable subject to meeting other policies in the Development Plan. This is a highly sustainable location being in easy walking distance of all the facilities that Gaywood has to offer and on a regular bus route connecting to the town centre, railway station and QEH. Cycle links are also good. This is a windfall site which will contribute towards the provision of housing in the borough.

Form and character - Nos. 58 & 58A front onto Wootton Road but are set well back from the road within exceptionally large mature gardens. The site is surrounded by residential development comprising high density terraced houses (Leonard Close) and flats (Lavender Court) to the south plus along Rosebery Avenue to the north, and a mix of bungalows and houses on Field Road to the east.

Wootton Road mainly consists of frontage development with outbuildings to the rear. There are however numerous examples of development in depth fronting private roads/tracks and tandem development (e.g. Hill Road, Driftway, Peak Lodge, Garden Bungalow, 144, 177 & 281A Wootton Road). Two buildings (i.e. a contemporary garage and the former doctor's surgery) are proposed to be removed which have no merit and would not require planning consent.

Under permitted development rights the two donor properties could potentially erect outbuildings up to 50% of the garden area and by far in excess of the footprints indicated on the indicative plan (albeit single storey).

The number of dwellings has been reduced following initial criticism from neighbours and the Civic Society on the grounds of 'cramped development'; albeit the plans are indicative only.

Access - The application is in outline format only seeking to establish the principle of development with all matters (layout, scale, appearance, access and landscaping) reserved for future consideration. However, the required indicative plan shows the access created by re-opening a former access point onto Wootton Road closed circa early 1990s when No.58 was sub-divided into two dwellings with a shared access central to the frontage. It will be noted that the Local Highway Authority raises no objection to this proposal.

Visibility associated with the re-opened access would also assist vehicles exiting the adjacent narrow private track close to the 'pelican' crossing which would indeed improve highway safety.

Impact on neighbours - The site is contained by fencing and well-established hedging and trees approx. 4-5m high alongside the private track and to the east and south. These create significant natural screening between existing properties and the site plus public areas.

These may be retained and protected during construction via condition. Within the site some fruit trees plus a section of hedging along the common boundary would be lost, however there is ample space to accommodate hedging and trees along new boundaries. This would be covered by the landscaping element of reserved matters and would also address ecological net gain (soon to be a legal requirement).

The amenity of No.58 can be secured by acoustic fencing and bound material on the driveway adjacent to the house - again a reserved matter of hard landscaping.

Given the established boundary treatments and separation distances involved, it would be possible to design dwellings that would not significantly adversely affect the amenities of neighbours.

Technical matters - There are no known surface water flooding implications within the site. The legal easement from the rear/east boundary has been accommodated by the amended layout plan.

There are no significant implications for protected species as peripheral vegetation would be protected and this is, and will remain as, garden land - if bats are in the vicinity then a lighting condition would be acceptable if deemed necessary by officers.

Conclusion - This is a highly sustainable location; the proposal is an efficient and effective use of land that would accord with the form and character of the locality without adverse impacts, there are no objections from statutory consultees, and all technical matters may be secured via condition. The development therefore accords with the provisions of the NPPF, Policies CS01, CS02, CS03, CS08, CS11 & CS12 of the Core Strategy (2011) and Policies DM1, DM2 & DM15 of the SADMPP (2016). Members of the Planning Committee are respectfully asked to endorse the views of your officers and approve this application accordingly.

PLANNING HISTORY

No relevant planning history

RESPONSE TO CONSULTATION

Highways Authority: NO OBJECTION the applicant would need to provide an appropriate design at a reserved matters stage to address the following points in accordance with the adopted standards:

- i) Visibility splays (43m x 2.4m x 43m)
- ii) Access
- iii) Parking provision in accordance with adopted standard.
- iv) Turning

Internal Drainage Board: NO COMMENT

Natural England: Recommended Appropriate Assessment takes place in relation to development in the Zone of Influence and recreational pressure.

Environmental Health & Housing - Environmental Quality: NO OBJECTION based on air quality or contaminated land. Recommended informatives relating to controlling emissions and potential for asbestos containing materials on site. Provided comments on provision of a Construction Environmental Management Plan.

Kings Lynn Civic Society: OBJECT the comments summarised as follows:

- Whilst recognising benefit of housing in the town, concern about loss of larger gardens and associated impact on amenity and ecology
- Loss of trees and vegetation with limited scope for replacement planting
- Three houses is overdevelopment and will impact on neighbours

No additional comments have been provided by the King's Lynn Civic Society in response to re-consultation.

REPRESENTATIONS

TEN letters of **OBJECTION**, stating comments summarised as follows:

- Impacts on ecology and the environment (specific references made to Bats, Birds/Owls, Hedgehogs, Deer)
- Limited benefit of additional houses
- Development will set a precedent
- Overlooking and loss of privacy
- Impact of asbestos removal
- Impact on access during construction
- Detrimental impact on form and character
- Impact of loss of light
- Impact on infrastructure and services
- Safety of access point near pedestrian crossing

ONE letter of **SUPPORT**, stating comments summarised as follows:

- Plans show boundary hedging and trees to remain and hedgerows to be supplemented where possible
- No significant impact likely on ecology/the environment through loss of garden where trees are retained
- Access point being reopened will not impact on surroundings

LDF CORE STRATEGY POLICIES

CS02 - The Settlement Hierarchy

CS01 - Spatial Strategy

CS03 - King's Lynn Area

CS08 - Sustainable Development

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Principle of development

Form and character

Impact on neighbour amenity

Highway safety

Other material considerations

Principle of Development

The application site is wholly within the development boundary for King's Lynn and the surrounding areas shown on Inset Map E1 of the Site Allocations and Development Management Policies Plan (2016). The principle of development on site is therefore considered acceptable in accordance with Policy DM2 of the SADMP (2016).

The application site is in close proximity to services and facilities provided in the centre of Gaywood and is a sustainable location with regard to access to services and Policies CS01 and CS02 of the Core Strategy (2011) and the overarching principles of the NPPF.

Form and Character

As outline consent with all matters reserved, details of design, scale, landscaping etc are not assessed at this stage.

Indicative plans show the provision of two detached units with dedicated parking areas. Trees and established hedgerows on site boundaries are proposed to be retained and can be conditioned as such.

Given the range development types in the immediate vicinity, with high density terraced properties to the north, semi-detached properties in smaller plots to the west and modern cul-de-sac development to the south; whilst the donor dwellings are currently set in larger plots these are not a characteristic of the area and it is not considered that the loss of larger garden space would be detrimental to the overall form and character of the locality.

In light of the above considerations, it is likely a design can come forward at reserved matters stage which will comply with the NPPF (2021) and Policies CS08 and DM15 of the Local Plan.

Impact on Neighbour Amenity

Distances between site boundaries and existing dwellings are such that its likely a suitable design can come forward at reserved matters stage which will result in no adverse impacts on the amenity of surrounding dwellings.

The donor dwellings are sited with a minimum garden depth of 24m. Such a distance means any adverse levels of overlooking, overbearing, or overshadowing are unlikely. The indicative plans show side elevations facing west which will further limit any impact.

To the north, terraced properties fronting Rosebery Avenue have long gardens which allows significant distance (36m to rear elevations) between site boundaries and the rear facing windows. The laneway and various outbuildings will further limit any impact.

To the east, the rear elevation of the nearest dwelling is 40m away. With the rear garden space of this property adjoining the site boundaries, it is likely a suitable design could come forward which would not impact on the amenity of the dwellings fronting Field Road.

To the south, the site borders the rear of properties at Leonard Close. Whilst in closer proximity to the boundaries than dwellings in other directions (8m from the site boundary to the rear elevations of these dwellings), the size of the site will allow acceptable distances between dwellings to prevent adverse impacts on these properties. Indicative plans show a distance of 24m rear to rear.

In light of the above considerations, it is likely a design can come forward at reserved matters stage which will comply with the NPPF (2021) and Policies CS08 and DM15 of the Local Plan.

Highway Safety

Access to the site is indicated via a new access onto Wootton Road. The applicant states that this is the re-opening of a historic access point to the north of the existing access. The Local Highway Authority raise no objection to this in principle, subject to suitable information including the provision of visibility splays, access, parking and turning provision coming forward at reserved matters stage.

The development complies with the NPPF (2021) and Policies CS11 and DM15 of the Local Plan.

Other material considerations

Contamination

The environmental quality team raise no objection in principle subject to the imposition of an Asbestos informative which can be included on this consent. This relates to the demolition of existing outbuildings on site.

Comments relating to air quality and a construction environmental management plan are noted however given the scale of the development such a control is not considered reasonable or necessary in this instance. An informative is recommended to ensure the applicant is aware of separate controls in place to control impacts during construction.

Ecology

Comments regarding the loss of current garden land and associated vegetation are noted. Whilst it is accepted that the separate residential use of the site will result in additional built form in a currently verdant and undeveloped area, regard must be given to permitted development rights which would allow the removal of garden trees, shrubs and hedges without planning consent being required. The larger trees to the front of the site which have a positive impact on the street scene are already protected by a Tree Preservation Order. The Agent has provided indicative plans showing the retention of key trees and boundary hedgerows and conditions can control these plants being retained unless otherwise approved by the Local Planning Authority at Reserved Matters stage.

It is therefore not considered that the proposal meets the requirements for protected species surveys outlined within the Planning Practice Guidance. In the event trees are proposed to be removed as part of reserved matters consent, the ecological impacts of such loss can be considered under this later application.

Paragraph 174d of the NPPF (2021) requires development proposals to minimise impacts on biodiversity. Considering the existing permitted development rights available on site, the proposed development is not considered likely to lead to an adverse impact on biodiversity. Landscaping is a reserved matter and the details submitted at that stage can include replacement tree planting if necessary. The conditions recommended for inclusion on this consent restrict removal of any plants without the agreement of the Local Planning Authority and this will control their retention until approval of the details at reserved matters stage.

The development is considered to comply with the NPPF (2021) and Policy CS12 in regard to protecting ecological interests and biodiversity.

Habitat Regulations Assessment

The GIRAMS Fee is required to be paid as part of any Reserved Matters application on site in order to mitigation potential impacts from recreational pressure as a result of the site's location in the Zone of Influence for protected sites such as the Wash SAC/SPA, Dersingham Bog/Roydon Common RAMSAR etc. An appropriate assessment has taken place separately to assess the suitability of this mitigation measure and it is considered that development can be granted subject to the fee being paid at reserved matters stage.

CONCLUSION

The application seeks outline consent with all matters reserved for the construction of two dwellings to the rear of properties fronting Wootton Road. The development site is wholly within the development boundary assigned within the SADMPP (2016) and the principle of development on site is therefore acceptable.

In terms of form and character, the principle of development at the rear of the pair of dwellings fronting Wootton Road is considered to be acceptable, given the overall mix and type of dwellings in the area.

Full consideration of the detailed design and impacts on the locality will be addressed under the Reserved Matters consent however it is considered likely that a suitable design can come forward which complies with the relevant national and local policies.

Conditions are recommended to ensure retention of boundary trees and hedgerows.

The development therefore accords with the provisions of the NPPF, Policies CS01, CS02, CS03, CS08, CS11 & CS12 of the Core Strategy (2011) and Policies DM1, DM2 & DM15 of the SADMPP (2016).

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

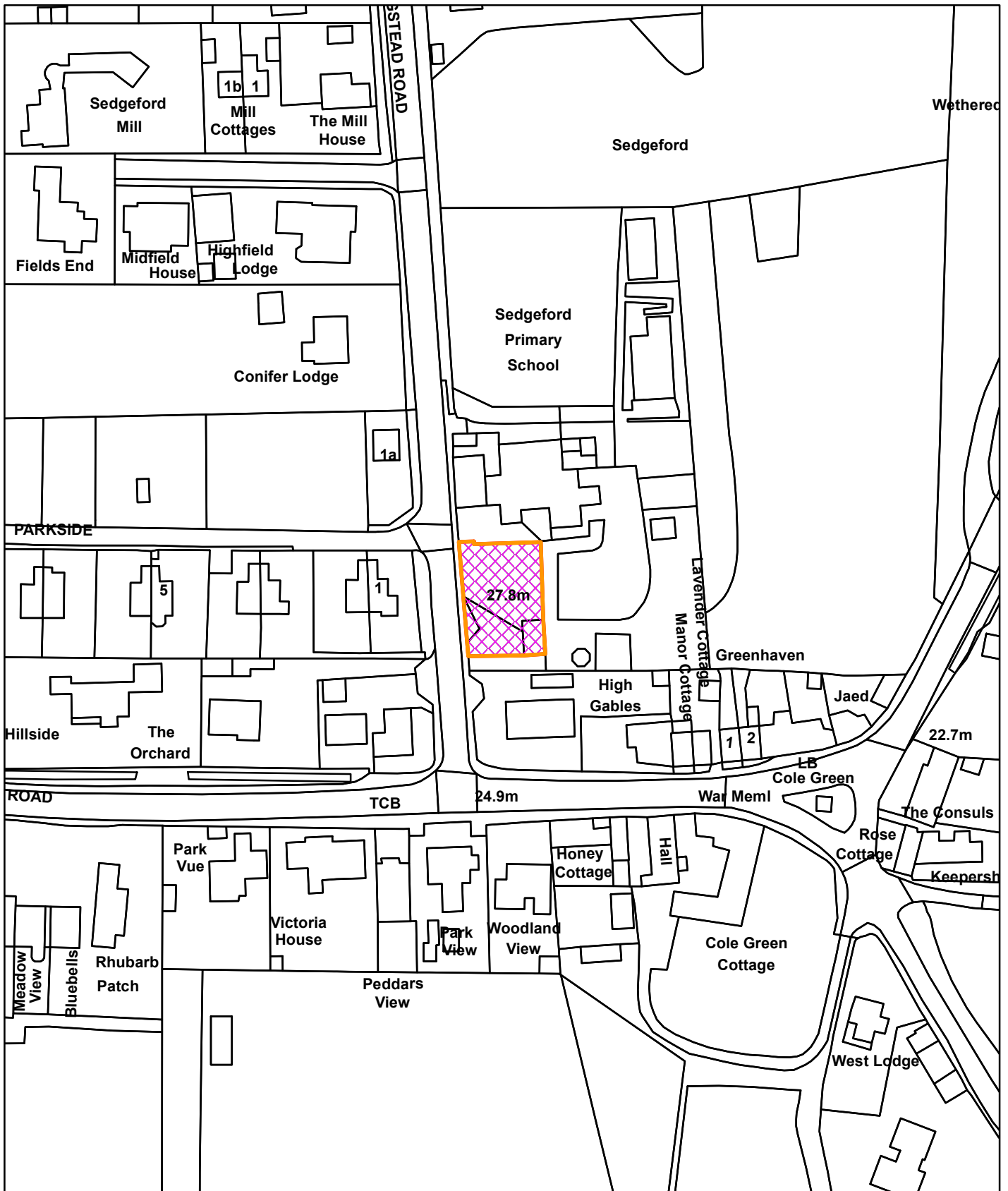
- 1 Condition: Approval of the details of the means of access, layout, scale, appearance and landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority before any development is commenced.
- 1 Reason: To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition: Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted to the Local Planning Authority in writing and shall be carried out as approved.
- 2 Reason: To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 3 Condition: Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- 3 Reason: To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 4 Condition: The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the latest such matter to be approved.
- 4 Reason: To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

- 5 Condition: No existing trees or hedges within boundaries of the application site shall be felled, uprooted, willfully damaged or destroyed, cut back in any way or removed without the prior written approval of the Local Planning Authority. Any trees or hedges removed without such approval or that die or become severely damaged or seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees or hedge plants of a similar size and species in the next available planting season, unless the Local Planning Authority gives written approval to any variation.

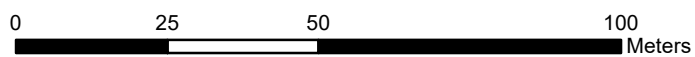
- 5 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.

22/01329/F

School House Ringstead Road Sedgeford Hunstanton Norfolk PE36 5NQ



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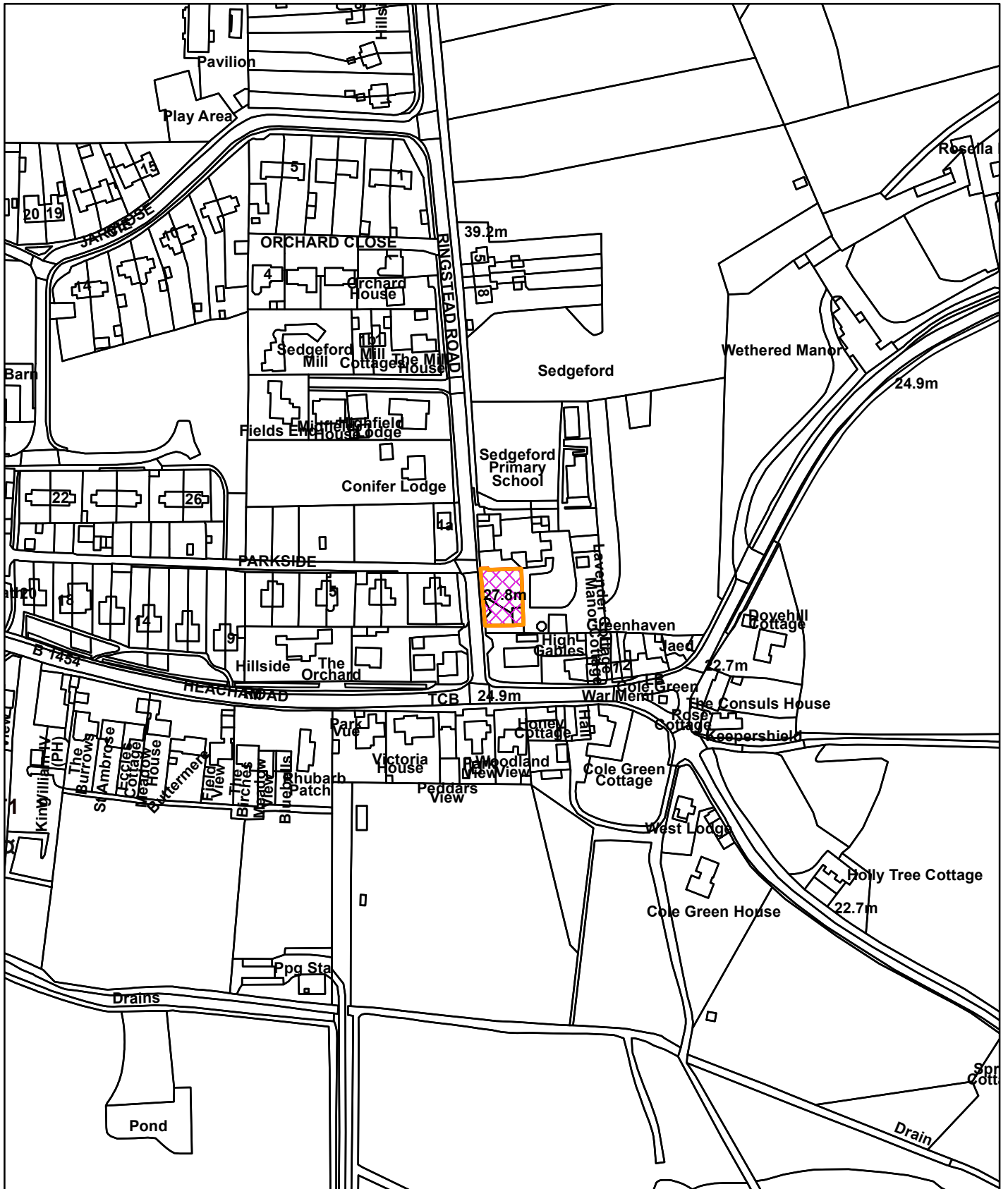


23/03/2023



22/01329/F

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23/03/2023



Parish:	Sedgeford	
Proposal:	Erection of Detached Cottage, following Demolition of Existing Garage	
Location:	School House Ringstead Road Sedgeford Hunstanton PE36 5NQ	
Applicant:	Mr Andrew & Martin Johnson	
Case No:	22/01329/F (Full Application)	
Case Officer:	Olivia Luckhurst	Date for Determination: 21 October 2022 Extension of Time Expiry Date: 5 April 2023

Reason for Referral to Planning Committee – Called in by Councillor Parish

Neighbourhood Plan: Yes

Case Summary

The application site is located within Sedgeford which is classified as a Rural Village within Policy CS02 of the Core Strategy 2011. The plot is positioned within the defined settlement boundary for the village which contains a mixture of traditional development built of carrstone, red brick and clunch materials, and modern development which generally takes a linear form along the B1454. The village has an enclosed character which results from its sheltered setting in the vale of the Heacham River.

The site comprises amenity land and a garage building positioned to the south of the host dwelling (School House). The plot is located within the Sedgeford Conservation Area and Area of Outstanding Natural Beauty and fronts Ringstead Road.

The proposal seeks permission for the erection of a two storey, three bedroom, detached cottage, following the demolition of the existing garage.

Amended plans have been provided showing a new footpath positioned to the east of the site. The path would lead from the amenity land serving School House, down to the parking area at the south of the site. The path would be screened by 1.8m high close boarded fencing.

Key Issues

- Principle of Development
- Form and Character and Impact on the Conservation Area
- Impact on Neighbour Amenity
- Highway Safety and Parking
- Other Material Considerations

Recommendation:

REFUSE

THE APPLICATION

The application site is located within the Sedgeford settlement boundary and fronts Ringstead Road. The site comprises amenity space and a garage serving the host dwelling positioned to the north. The plot is within the Sedgeford Conservation Area and a the Area of Outstanding Natural Beauty.

Permission is sought for a two storey dwelling following the demolition of the existing garage. The proposed dwelling would measure 7.9m in height, 9.6m in width and 8m in depth and would be constructed from Norfolk red brick with rubble flint, chalk or coursed carrstone with timber windows.

A total of 4no. parking spaces would be provided and positioned to the south east of the site for the host dwelling and occupiers of the new dwelling.

The existing boundary wall to the west of the site would be demolished and rebuilt in order to achieve adequate visibility for the parking area.

PLANNING HISTORY

2/94/1573/CU - Permitted - Continued use of mixed residential and commercial garage/workshop

RESPONSE TO CONSULTATION

Parish Council: OBJECT on the following grounds:

One is that the proposed residence is rather larger than might be implied by the word 'cottage'. Sedgeford Neighbourhood Plan identified a need for smaller homes which could include a three-bedroom cottage – Policy H4 of the Sedgeford Neighbourhood Plan.

The Neighbourhood Plan also contains the condition that new housing will be occupied only as the primary (principal) residence – H7 Pre-application advice was that further consideration needed to be given to the design and scale of the dwelling. The Parish Council agrees.

The second is that the size of the new dwelling and its location within the garden of School House will limit options for future development on the site of the former school. Since the closure of the school, Norfolk County Council (NCC) has been following due procedures and is currently in consultation with Repton Property Development regarding the future of the school site.

There are three windows in the existing school which directly overlook School House garden. The height of the new house would severely block both light and any view from these windows. The existing full height school windows would look directly onto the side of the new dwelling.

The 1.8m fence proposed for all boundary areas would further restrict views. 22/01329/F Whilst this application is a separate matter to the NCC consultation, due to the close proximity and adjoining nature of the buildings it should be considered in the broader context of future development of the school site as a whole.

Another concern relates to parking and access for both dwellings. While the plans include parking provision on the site of the former garage, it does not seem practical that future occupants would have to walk up the public footpath and in a side gate from their vehicles.

On street parking adjacent to School House is potentially hazardous due partly to the raised curb. It seems likely that residents and especially visitors would choose to park on the road close to the front entrances rather than in the designated parking spaces further away

– C3 Seen from the opposite side of Ringstead Road this would be an imposingly tall building in the street scene, as the top of its roof is on the same level as the gable window of School House, even though the proposed property is further down the hill

– H3 Regarding materials, should this application be agreed, these should be consistent with those already used in the School House and external boundary wall, which must be retained as recommended by the Conservation Officer. – H3

Highway Authority:

NO OBJECTION: subject to conditions relating to the widening of the existing access, surface water drainage and the removal of permitted development rights for means of obstruction to the sites entrance.

Arboricultural Officer:

NO OBJECTION: subject to a condition securing that development is in accordance with the Arboricultural report and plans authored by Heritage Tree Specialists Ltd.

Conservation Officer:

NO OBJECTION: subject to a condition securing the reuse of the original materials and building style for the new boundary wall.

REPRESENTATIONS

No representations received

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS08 - Sustainable Development

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

NEIGHBOURHOOD PLAN POLICIES

Policy H3: Infill development within the Development Boundary

Policy H4: Development outside the development boundary

Policy H8: New Housing as Permanent Dwellings

Policy H7: Residential Extensions

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Principle of Development

Form and Character and Impact on the Conservation Area

Impact on Neighbour Amenity

Highway Safety and Parking

Other Material Considerations

Principal of Development:

Policy DM2 of the Site Allocations and Development Management Policies Plan (SADMPP) 2016 states 'Development will be permitted within the development boundaries of settlements shown on the Policies Map provided it is in accordance with the other policies in the Local Plan.'

The application site is located within the Sedgeford settlement boundary and therefore, the principal of development is considered acceptable subject to compliance with other policies.

Policy DM15 of the SADMPP 2016 confirms that development must protect and enhance the amenity of the wider environment including its heritage and cultural value. Proposals will be assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupiers of the proposed development. Development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused.

Policy CS06 of the Core Strategy confirms that development within rural area should maintain local character and a high-quality environment and promote sustainable patterns.

Policy CS08 of the Core Strategy states that all new development in the borough should be of high quality and sustainable design.

Policy H3 of the Sedgeford Neighbourhood Plan states that infill development within the development boundary will be supported where they would relate well to the neighbouring development in terms of height, scale and impact on the street scene, and, where applicable, would preserve or enhance the character or appearance of the Conservation Area.

Developments must not have an unacceptable detrimental impact on the living conditions of the occupants or neighbouring properties, and the provision of a vehicular access would not have an unacceptable detrimental impact on to highway safety and on-site parking can be provided in accordance with NCC standards.

Dwellings should maintain adequate spacing and not appear cramped on the plot or in relation to neighbouring dwellings and their footprint should not normally exceed 40% of the plot area.

Policy H4 of the Sedgeford Neighbourhood Plan states the following:

To ensure that priority in the allocation of dwellings on rural exception sites which deliver affordable housing will be given to people who can demonstrate a local connection planning permissions for rural exception sites will be subject to a planning obligation will require that dwellings are allocated in accordance with the following priorities:

- 1) Existing residents of Sedgeford who have lived in the village for more than 12 months.
- 2) Past residents of Sedgeford who have lived in the village for a minimum period of 5 years and who moved away within the last 3 years because no suitable accommodation was available;
- 3) People who need to live in Sedgeford because of their permanent employment or offer of permanent employment;
- 4) People who are not resident in Sedgeford who need to live near family members resident in the village;
- 5) Existing residents of the neighbouring villages of Fring, Snettisham, Heacham, Ringstead, and Docking;
- 6) Existing residents of the Borough of King's Lynn and West Norfolk who have lived in the Borough for a period of 5 years or more.

Policy H8 of the Sedgeford Neighbourhood Plan states that new open market housing, excluding replacement dwellings, will only be supported where there is a restriction to ensure its occupancy as a Principal Residence. Sufficient guarantee must be provided of such occupancy restriction through the imposition of a planning condition or legal agreement. New unrestricted second homes will not be supported at any time.

Form and Character and Impact on the Conservation Area:

In this case, planning permission is sought for a two-storey dwelling following the demolition of an existing garage. The proposed dwelling would be positioned on a parcel of land used as amenity space and parking space to the south of the donor dwelling (School House).

The dwelling would provide 3 no. bedrooms and would measure 7.9m in height, 9.6m in width and 8m in depth. The property would be constructed from red brick with flint, chalk or carrstone and timber windows and doors.

A total of 4 no. parking spaces would be positioned to the southeast of the site serving both the occupiers of the host dwelling and the proposed property.

A new footpath is proposed to the east of the side of the site leading down from School House's garden to the parking area (south). The footpath would be screened by 1.8m close boarded fencing.

The existing brick and carrstone boundary wall would need to be demolished and rebuilt to allow for adequate visibility to be achieved for the new access. The wall would be reconstructed using existing materials and similar techniques to the existing wall.

Whilst the existing hedging to the west of the site would be removed as a result of the development, the proposed dwelling is not considered to have a detrimental impact on the character or appearance of the conservation area, given the design and proposed materials.

Whilst the proposed development is not considered to have an impact on the conservation area, paragraph 130 of the NPPF states that planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and should be sympathetic to the local character and history, including the surrounding built environment and landscape setting. Developments should also create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, whilst optimising the potential of the site.

The dwelling is considered to be of an acceptable design and incorporates materials which appear in keeping with the surrounding properties, however, policy H3 of the Sedgford Neighbourhood Plan states that dwellings should maintain adequate spacing and not appear cramped on the plot or in relation to neighbouring dwellings and their footprint should not normally exceed 40% of the plot area. Whilst the proposed dwelling would not exceed 40% of the plot area, given its positioning and the parking layout, the site would appear cramped and contrived.

The proposed dwelling would front Ringstead Road however, given its positioning, the dwellings main amenity space would be positioned to the north and east of the site. The addition of a new path (to the east) would reduce the amount of amenity space available to the new dwelling.

The host dwelling would be left with a small amount of amenity space with timber close boarded fencing separating the plots, creating a dominant feature in a small, enclosed garden area.

Policy DM15 states that the scale, height, layout and design of developments should respond sensitively and sympathetically to the local setting and pattern of adjacent streets. The proposed dwelling would appear overbearing to the donor property and the development would not allow for a sufficient amount of amenity space to be retained for School House.

Overall, the proposed development would create a cramped plot without sufficient spacing from the donor dwelling. The proposed dwelling would appear overbearing and dominant whilst leaving School House with an inadequate amount of amenity space. Therefore, the proposal does not comply with policy DM15 of the SADMPP 2016 or Policy H3 of the Sedgford Neighbourhood Plan.

Impact on Neighbour Amenity:

The application site is located on Ringstead Road at the bottom of a hill leading towards the north. Therefore, the donor dwelling (School House) is positioned at a higher level than the proposed dwelling. Given the difference in levels, the host dwelling would overlook the plot resulting in the loss of privacy for occupiers of the new dwelling.

Even with the addition of a boundary fence, School House would still have views into the amenity space of the proposed plot given the suggested location of the fence at the bottom of the steps to School House and given the small amount of garden land retained for the dwelling, the new two storey property would appear overbearing and dominant leaving School House with an outlook onto a stark, two storey side elevation.

Whilst the north elevation has been designed with no windows to reduce potential overlooking, this has resulted in a plain elevation positioned close to the neighbouring property.

Given the orientation of the plot, School House is likely to experience overshadowing during the afternoon/evening due to the scale of the proposed dwelling. The proposed property would also experience some loss of light during the afternoon as a result of the existing trees and hedging to the front of the site.

Overall, the creation of a new two storey dwelling in this location would significantly reduce the donor dwellings amenity space, resulting in a cramped and contrived space. Given the level differences of the sites, the amenity space of the proposed dwelling would be significantly overlooked and therefore, the proposed development does not comply with policy DM15.

Highway Safety and Parking:

The Highway Authority has confirmed that the removal of the brick and carrstone wall to the west of the site is essential to enable the development.

Currently the host dwelling (School House) is host to a garage and parking area positioned to the southeast of the site which is accessed via Ringstead Road. Occupants can access the parking area via an existing path from the dwelling, through the garden which leads directly to the parking spaces. Alternatively, occupiers can exit the dwelling and walk to the parking area via the public footpath positioned to the west of the site.

The development proposes the creation of a new footpath positioned to the east of the site leading down to the new parking area (south). The foot path would be screened 1.8m close boarded fencing on the eastern boundary.

The proposed path was added as an amendment to the original proposal in an attempt to overcome concerns regarding the impracticality of the site and its relationship with the parking area. Whilst the proposed path does provide an additional route to the parking area, it does not overcome the fact that the creation of a new dwelling in this location would result in the occupants of School House needing to leave their property and use the new footpath every time they needed to access the parking spaces. Whilst it is appreciated that occupiers of School House already have the option to use the existing public footpath located to the west of the site to access their parking, the creation of another footpath to try and overcome concerns of practicality, is evidence that the site cannot comfortably or realistically accommodate an additional dwelling.

As a result of the existing internal path being removed and even with the proposed new footpath, it is likely that occupants would park on the road (as there are no parking restrictions) making it more convenient for users, providing a much closer parking space to School House. Again, whilst it is noted that the existing yellow restriction lines painted on Ringstead Road are no longer in use due to the closure of the school, the road is not considered wide enough to accommodate two-way traffic and on street parking. Therefore, the proposed development is considered to worsen an existing situation which evidences that the site is not capable of providing a dwelling in this location. The proposal is not considered to enhance the amenity of the wider environment, is not of a high-quality design and does not comply with policies CS08 and DM15 of the SADMPP.

Other Material Considerations:

Trees:

The proposed development requires the removal of 2 Groups of Trees (Hedges G1 and G2) which are both Category C groups and consist of Holly/Hawthorn and Lawson Cypress . The proposed development also requires the removal of T1 (Lawson Cypress), T2 (Plum) and T12 (Sycamore). These are also Category C trees and form a single group dividing the proposed garden from the parking area.

All other trees are situated on neighbouring land and their impact on this site is limited. It is proposed to remove any deadwood from the crown of retained trees (T3, T4, T5, T6, T7, T8, T9, T10 and T11) in order to maintain a healthy crown and improve appearance.

The Tree Report submitted with the application confirms that sufficient tree protection measures would be put in place if approval was given.

The Arboricultural Officer has confirmed no objections to the proposed removal of trees mentioned above no objections to the proposed removal of trees mentioned above.

Contamination:

The application site was granted planning permission under application 2/94/1573/CU for a mixed residential and commercial garage workshop. The applicant has confirmed that the commercial garage/workshop operated until 2002/2003 and comprised of small local jobs, pre-assessment for MOT of cars and work to domestic appliances, such as washing machines. No general car repairs or mechanical works were undertaken and no oil/fuel/batteries etc were stored on the land.

The Environmental Quality team has reviewed this information and confirmed that the information submitted does not indicate the presence of significant land contamination. However, the former use as a garage and workshop means that it is possible that some unexpected contamination could be present. Therefore, a condition is required if permission is granted, requiring applicants to record any contamination and information the Local Planning Authority.

Conclusion:

Overall, the proposed dwelling is considered to be of an acceptable design and is located within the Sedgford settlement boundary where residential development is considered acceptable in principle. However, the application site is not considered capable of accommodating an additional dwelling without appearing cramped and contrived. The proposed development would have a detrimental impact on the residential amenity to both the occupiers of the host property and the users of the new dwelling.

Attempts to overcome concerns regarding access to the parking spaces have been acknowledged, however, even with the creation of an additional footpath to the east of the site, it is still considered that the relationship and layout between the host dwelling and parking area would be worsened as a result of the proposed development.

Therefore, the proposed development is considered to be contrary to policy DM15 of the SADMPP 2016, CS06 and CS08 of the Core Strategy and policy H3 Sedgford Neighbourhood Plan.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 By reason of the difference in levels on the application plot and the donor site, the proposed dwelling would suffer from an unacceptable level of overlooking and loss of

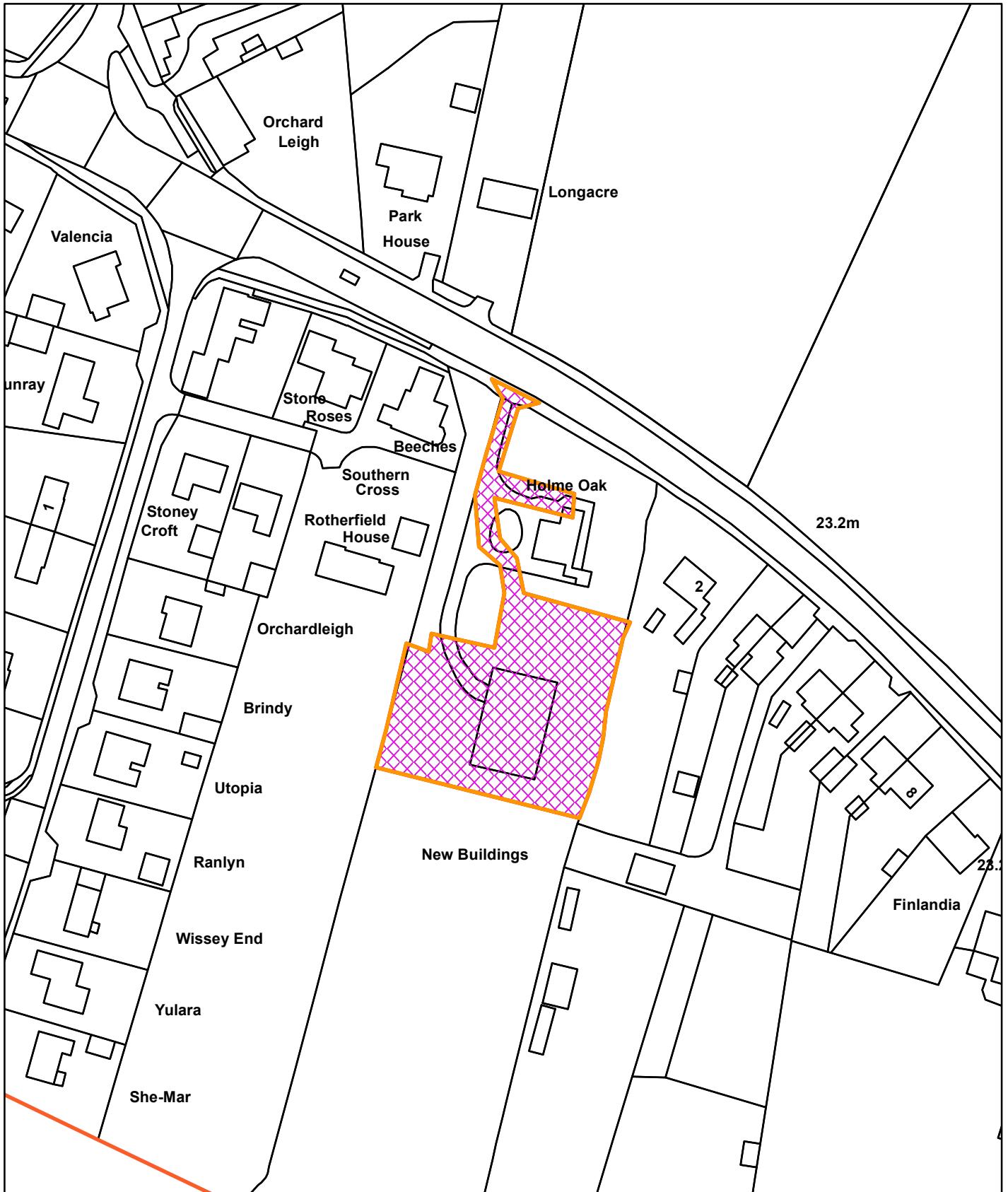
Planning Committee
3 April 2023

privacy. The proposed development would also have an overbearing and dominating impact on the host dwelling given its proximity and small separation distance. Therefore, the proposal would have a significant adverse impact on the amenity of others and does not comply with policy DM15 of the SADMPP or policies CS06 and CS08 of the Core Strategy or policy H3 Sedgeford Neighbourhood Plan.

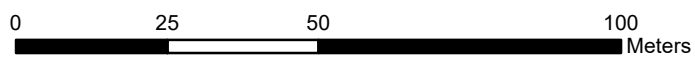
- 2 The proposed development appears cramped and contrived within its plot and would result in an unacceptable loss of amenity space for the donor dwelling. The proposal also requires the loss of the internal footpath resulting in an impractical site layout and relationship which could consequently lead to undesirable on street parking, therefore, the proposal does not provide a high-quality environment. The proposal does not comply with paragraph 130 of the NPPF, policy DM15 of the SADMPP or policies CS06 and CS08 of the Core Strategy or policy H3 Sedgeford Neighbourhood Plan.

22/01893/F

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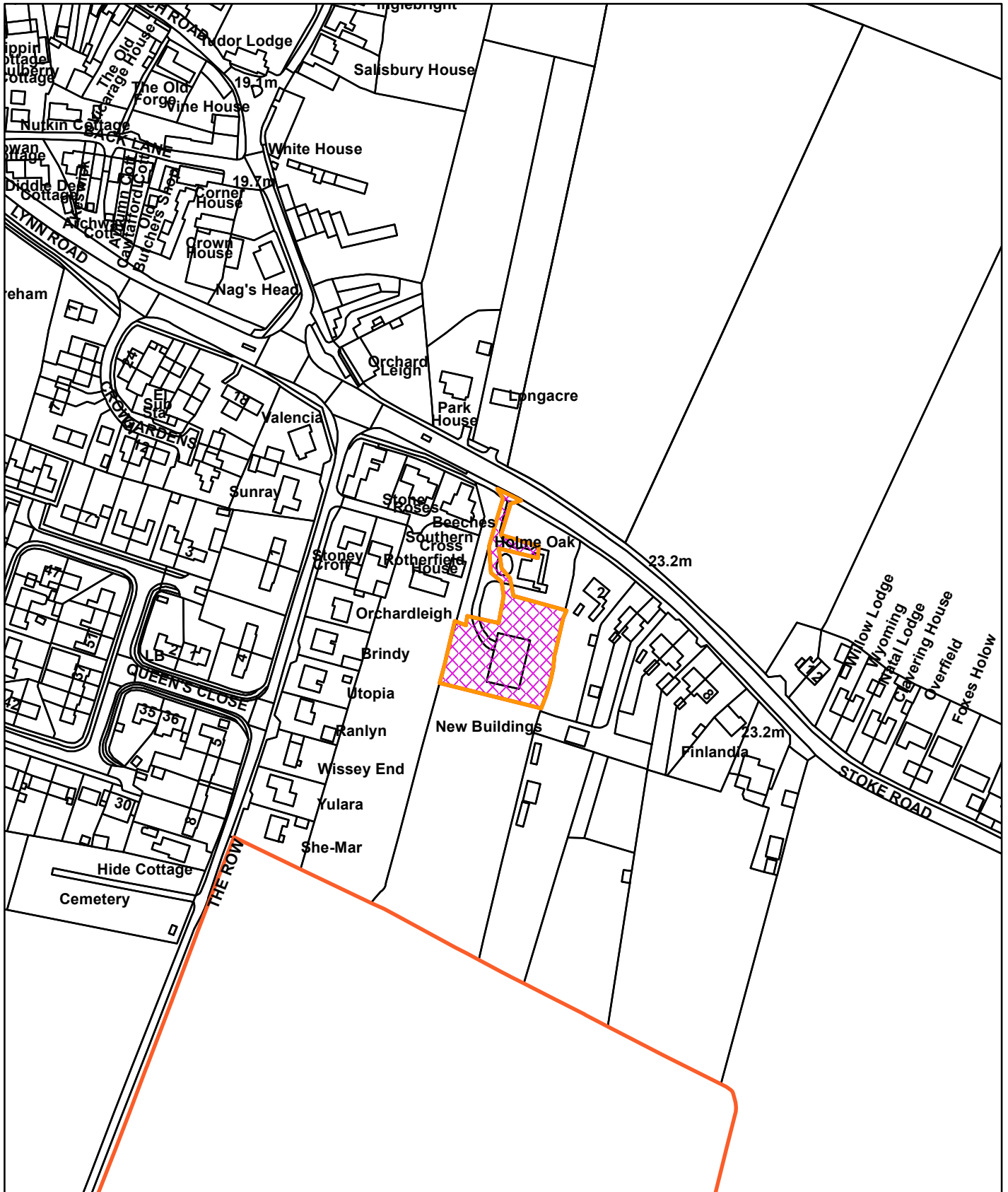
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21/03/2023

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Parish:	Wereham	
Proposal:	Residential development involving the demolition of existing barn complex.	
Location:	Holme Oak Stoke Road Wereham King's Lynn PE33 9AT	
Applicant:	Mr G Gott	
Case No:	22/01893/F (Full Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 7 March 2023 Extension of Time Expiry Date: 6 April 2023

Reason for Referral to Planning Committee – Called in by Cllr Sampson

Neighbourhood Plan: No

Case Summary

The application site is 0.24ha in size and lies to the southeast of the village of Wereham, to the south of Stoke Road/ A134. Wereham is categorised as a Rural Village in the adopted Local Plan. The site lies partially within the development boundary, but the footprints of the dwellings are outside of the boundary line as defined by Inset Map G114.

The application seeks full planning consent for the demolition of the existing barn constructed of brick and corrugated metal cladding/ roofing, and the construction of three new dwellings with associated parking and amenity space. The dwellings proposed are substantial two storey, three bedroom homes with large first floor balconies.

The site currently accommodates a bungalow, which sits to the front of the site, and a large barn to the rear which has been most recently used for the storage of agricultural machinery. The buildings are set back into the site with a concrete driveway to the front accessed directly from Stoke Road/ A134. The site is surrounded by agricultural land to the south, existing residential development to the east and west, and to the north Stoke Road/ A134 with agricultural land beyond to the north.

Key Issues

- Principle of Development
- Highways / Access
- Form and Character
- Impact on Neighbour Amenity
- Ecology
- Other Material Considerations

Recommendation:

REFUSE

THE APPLICATION

The application site is 0.24ha in size and lies to the southeast of the village of Wereham, to the south of Stoke Road/ A134. Wereham is categorised as a Rural Village in the adopted Local Plan. The site lies partially within the development boundary, but the footprints of the dwellings are outside of the boundary line as defined by Inset Map G114.

The site currently accommodates a bungalow (which sits in front of the barn proposed for conversion) and a large barn to the rear which has been most recently used for the storage of agricultural machinery. The buildings are set back into the site with a concrete driveway to the front accessed directly from Stoke Road/ A134. The site is surrounded by agricultural land to the south, existing residential development to the east and west, and to the north Stoke Road/ A134 with agricultural land beyond to the north.

The site is located in Flood Zone 1 as indicated on the Council's adopted Strategic Flood Risk Assessment.

The application seeks full planning consent for the demolition of the existing barn constructed of brick and corrugated metal cladding/ roofing, and construction of three new dwellings with associated parking and amenity space. The dwellings proposed are substantial two storey, three bedroom homes with large first floor balconies. Plots 1 and 2 are attached, and plot 3 a detached dwelling.

The site layout proposes the shared access as a through road to the south of the site with plots 1 and 2 to the east and plot 3 to the west of this access road. All three plots have areas of private amenity space and private parking areas including covered parking/ car port. The dwellings themselves are modern in appearance with vertical timber cladding and brickwork, with zinc roofing and aluminium framed joinery. The design includes a large amount of floor to ceiling glazing, particularly at first floor. The ridge heights of the dwellings proposed are approximately 8.5m, with eaves heights of 5m.

There are a number of existing trees on site which are to be retained, and these are shown on the proposed site plans. These are protected under a Tree Preservation Order as a group of trees, the Tree Preservation Order includes the full width and depth of the plot of land.

The boundary treatments proposed are 1.8/2m close board fencing along the side boundaries of the site to protect residential amenity. The rear (south) boundary of the site is proposed a 1.2m post and rail fencing to define the extent of the site.

SUPPORTING CASE

The application site benefits from prior approval for the erection of four dwellings. Case law has established that new dwellings allowed via the prior approval procedure constitute a fallback position. The principle of having four dwellings in this location is therefore already established. The current application proposes three new dwellings in this location and therefore one less than is currently authorised on site. The application presents a significant benefit as it will reduce the vehicular movements to and from the site by 25% and will reduce the associated residential paraphernalia by 25% from the prior approval. Whilst the visual impact in terms of the scale of the units may have changed from the prior approval, any perceived harm to this effect is considered to be outweighed by the improvements in highway safety terms, by reducing the traffic associated with the site, and by reducing the amount of paraphernalia which would spread out into the countryside.

It would remain that the appearance of the proposal would be that of agricultural building conversions, arranged in a courtyard style layout. The proposal would appear agricultural in character, thereby respecting its setting. It is submitted that the proposal would have no harmful impact on the character and appearance of the area and would present a benefit given that it would reduce the number of dwellings on site from the extant prior approval on site, thereby reducing the impact of development on this countryside location.

PLANNING HISTORY

22/00046/PREAPP: INFORMAL - Likely to refuse: 19/07/22 - PRE-APPLICATION (CONSULTATIONS AND A MEETING): Erection of 7 Dwellings involving demolition of existing bungalow and barn complex - Holme Oak

21/00139/TPO: TPO Work Approved

21/01872/PACU3: Prior Approval – Approved (Delegated): 15/11/21 - Notification for Prior Approval: Change of Use of Agricultural Building to four Dwellinghouses (Schedule 2, Part 3, Class Q) - Agricultural Barn To The Rear of Holme Oak

21/01574/F: Application Permitted (Delegated): 16/09/21 - Site access to be widened from site boundary and to utilise the existing drop kerb to allow for improved access - Holme Oak

19/00114/TPO: TPO Work Approved

18/00001/TPO: TPO Work Approved

17/00037/TPO: TPO Work Approved

RESPONSE TO CONSULTATION

Parish Council: NO COMMENT

Having taken advice from Norfolk Association of Local Councils, Wereham Parish Council are not able to consider the planning application as a statutory consultee. Wereham Parish Council is a small Council with only six Councillors and three of these would need to declare an interest in regard to this application and would not be able to vote on any decision in regard to a response. This leaves the Council inquorate.

I am sure you are aware of the previous concerns in any case what the Council has had in the past in regard to this site and any application on it. The Parish Council has contacted Cllr Colin Sampson on their behalf to reiterate that as residents they feel this application is outside the development boundary as a planning consideration (objectional point) and would detrimentally set a prescient for Wereham itself, already split by a dangerous road that has seen many accidents in the last week, by allowing all land along and over the development boundary to be built next to the A134, which the development boundary is in place to prevent.

Highways Authority: NO OBJECTION subject to conditions

We are mindful of a previous approval for this site for 4 dwellings in connection with planning application 21/01872/PACU3. Given that this application would generate a similar level of traffic I believe that it would be difficult to substantiate an objection on the basis that additional previous approved access arrangements are also provided, and therefore

recommend conditions are attached regarding the access, on-site parking and turning and visibility splays.

Internal Drainage Board: NO OBJECTION

No objection subject to the Boards standard bylaws.

Environmental Health & Housing – Environmental Quality: NO OBJECTION subject to conditions

The applicant has provided a screening assessment stating no known contamination other than the potential for asbestos containing materials to be present. We have reviewed our files and the site is on land that is seen developed for the duration of our records. The surrounding landscape is largely residential and agricultural. The information submitted does not indicate the presence of significant land contamination. However, the former agricultural use means that it's possible that some unexpected contamination could be present and therefore a condition should be included.

Due to the age of the property on site there is the potential for asbestos containing materials to be present. With this in mind we recommend an informative.

Historic Environment Service (NCC): NO OBJECTION subject to conditions

The proposed development is located in an area where in 1959 a late Roman coin, pottery and loomweights were recovered. More Roman coins and other Roman items have been recovered in the immediate vicinity, suggesting the presence of buried remains of Roman settlement. In addition, cropmarks of ploughed-out Bronze Age burial mounds have been recorded a short distance to the north, suggesting this is the location of a Bronze Age cemetery. Consequently, there is 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. If planning permission is granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework. Ministry of Housing, Communities and Local Government (2021). para. 205. Accordingly we suggest that conditions are imposed.

CSNN: NO OBJECTION subject to conditions

Some areas of Wereham may have access to foul mains sewers and if there is a mains sewer nearby would expect a connection to be made to this. If there is no mains sewer available then we would require full details of the proposals. If soakaways are proposed for surface water we would need to see the results of percolation tests as well as details of the proposed layout. Therefore please could a foul and surface water condition be attached.

As an additional note, would like to make the applicant aware that it would be preferable for each plot to have their own drainage provision (e.g. soakaways, septic tanks, package treatment plants, inspection chambers etc.) rather than a joint scheme, as this will avoid issues in the future. If shared provision is unavoidable, we would strongly recommend that a formal legal agreement is drawn up regarding access to land for the purposes of maintenance and repairs to the drainage system, along with clarification over financial responsibility, and an ongoing maintenance schedule.

Natural England: NO OBJECTION subject to mitigation

Habitats Regulations Assessment - Recreational Impacts on European Sites

It has been identified that this development falls within the 'Zone of Influence' (Zoi) for one or more of the European designated sites scoped into the Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy ('GIRAMS'). It is anticipated that certain types of new development (including new tourist accommodation) in this area is 'likely to have a significant effect' on the sensitive interest features of these European designated sites, through increased recreational pressure when considered either alone or 'in combination' with other plans and projects. We advise that a suitable contribution to the Norfolk GIRAMS should be sought from this development to ensure that the delivery of the GIRAMS remains viable. If this does not occur then the tariff in the adopted GIRAMS will need to be increased to ensure the GIRAMS is adequately funded.

Natural England's advice is that this proposed development, and the application of these measures to avoid or reduce the likely harmful effects from it, will need to be formally checked and confirmed by your Authority, as the competent authority, via an appropriate assessment in view of the European Site's conservation objectives and in accordance with the Conservation of Habitats & Species Regulations 2017 (as amended).

Natural England advises that it is a matter for your Authority to decide whether an appropriate assessment of this proposal is necessary in light of the ruling 2018 People Over Wind Ruling by the Court of Justice of the European Union. In accordance with the Conservation of Habitats & Species Regulations 2017 (as amended), Natural England must be consulted on any appropriate assessment your Authority may decide to make or the decision recorded as per an agreed approach.

REPRESENTATIONS: FIVE letters of **OBJECTION** received, and summarised below –

- The proposed development of three detached properties is tantamount to the land outside the village development boundary. This could set a precedent.
- The approval under a Class Q was based on the building being structurally sound and capable of conversion without the need for extension, alteration or reconstruction and therefore demolition and replacement should not take place outside the development boundaries. The current building is a solid building capable of functioning as dwellings being enclosed on all sides. It could maintain the very simple agricultural style through conversion as seen by other local barn conversions. This would not be achieved with the new detached properties.
- The submitted design looks like phase one of a bigger plan. Previously a large housing estate was submitted & rejected by residents. Access onto The Row, a single track road, was wholly unsuitable. The road layout submitted looks like that option is still being explored and planning need to be vigilant with any further applications relating to this site.
- Should permission be granted conditions should ensure the development retains the rural character and appearance of the site that traditional fencing and hedgerow be planted, particularly on the south side which would be in keeping with the existing formation of properties and their land along Stoke Road. This would give a more defined boundary for the properties outside the current development boundary.
- Trees on site (and adjacent) should be protected.
- Class Q was used as a stepping stone to achieve development and there is a noticeable difference between the two proposals which impacts the surrounding properties and area.
- This is not a typical farmstead layout/ design as suggested.

- The two storey dwellings have an increased number of windows with larger areas of glazing and balconies which will mean that neighbouring properties will be overlooked with a loss of privacy with more noise and light.
- I disagree that vehicle movements will be less than the Class Q application. The properties are now family homes which will mean more occupants.
- Increasingly seen more accidents on A134 and therefore have concerns of additional traffic movement from entering and exiting family homes. Access unsafe.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS10 - The Economy

CS11 - Transport

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
 Planning Practice Guidance (PPG)
 National Design Guide 2021

PLANNING CONSIDERATIONS

The main planning considerations are:

- Principle of Development
- Highways / Access
- Form and Character
- Impact on Neighbour Amenity
- Ecology
- Other Material Considerations

Principle of Development:

The application site lies partially within the development boundary for Wereham, but the majority of the site lies outside the development boundary on land designated as countryside in the Site Allocations and Development Management Policies Plan (SADMPP) (2016). As

shown on Inset Map G114. Certainly the footprint of the dwellings proposed are outside of the development boundary and therefore in the countryside.

At the local level, development outside of the development boundaries will be subject to Policy CS06 (of the Core Strategy) which aims to resist such development unless essential in relation to a rural enterprise. The Council's Policy DM2 of the Site Allocations and Development Management Policies Plan states that the areas outside development boundaries (excepting specific allocations for development) will be treated as countryside where new development will be more restricted and will be limited to that identified as suitable in rural areas by other policies of the local plan, including:

- farm diversification (under Core Strategy Policy CS06);
- small scale employment (under Core Strategy Policy CS10);
- tourism facilities (under Core Strategy Policy CS10);
- community facilities, development in support (under Core Strategy Policy CS13);
- renewable energy generation (under Policy DM20 of the rural economy or to this Plan);
- rural workers' housing (under Policy DM6 of this Plan); and
- affordable housing (under Core Strategy Policy CS09)

The scheme submitted does not fall within any of these criteria.

In policy terms the Local Plan provides a clear steer that development such as that proposed, in the countryside, is contrary to the development plan.

However, there is an extant planning consent on the application site for prior approval for the change of use of an agricultural building to four dwellinghouses (ref: 21/01872/PACU3). The conversion of the barn subdivided the existing agricultural building into four two bedroom single storey residential units of equal size. Minimal external changes were proposed to the barn including the insertion of doors and windows to facilitate the conversion. The applicant argues that this fallback position is a key material consideration in the determination of this application.

The development proposed in the current application is of a larger scale in terms of the extended footprint of the development and the scale of the dwellings as well as the driveways, gardens etc. This development is larger than that agreed previously and as such is not considered a 'like for like' with the prior approval scheme. As a result the fall back position should not be relied upon and the principle of development of this scale is considered contrary to the NPPF, and policies CS06 (from the CS) and DM2 (of the SADMPP).

Highways/ Access:

The Local Highway Authority was consulted on application 21/01872/PACU3, and at that time due to the existing agricultural use on site the Local Highway Authority were of the view that they could not substantiate an objection to the development of four small scale (2 bedroom) residential units from the shared single access (subject to conditions).

This application seeks consent for three large three bedroom homes, again accessed via the shared single access point. The Parish Council and local residents raise concerns about the safety of this access junction onto Stoke Road/ A134 and the potential impacts of increased traffic giving rise to highway safety issues as a result.

However, the Local Highway Authority are of the view the proposed scheme would give rise to a similar level of traffic to the prior approval, and as such are unable to substantiate an objection. The applicant suggests that the proposed scheme would actually bring about

improvements to highway safety by reducing the number of dwellings on site from four to three. However, the homes proposed are larger and the Local Highway Authority are of the view that the three larger homes would generate similar traffic levels to the four two-bedroom units. As a result, there would not be an 'improvement to highway safety'. Should consent be granted the Local Highway Authority request conditions are attached relating to the access, visibility splays and on-site parking and turning area. The application is in accordance with the NPPF, Policies CS11 (from the CS) and DM15 and DM17 (of the SADMPP).

Form and Character:

The existing application site consists of a large detached bungalow in a wide plot with gardens and well established trees. The dwelling is set back 17.5m from the A134 and then 26m to the rear of the bungalow is a large agricultural barn approximately 5.5m in height to the ridge. The barn is visible in the street scene beyond the dwelling. To the north and south of the site is agricultural land and detached residential development to the east and west of the application site.

The character of the locality is varied but primarily ribbon development facing onto the highway as you move out of the village along Stoke Road/ A134 to the southeast. The use is primarily residential although interspersed with breaks of agricultural land and agricultural buildings reinforcing the rural nature of the locality.

The application seeks to demolish the barn and to redevelop the site for three dwellings. The dwellings proposed are modern in appearance, two storey with domestic proportions. The north elevations of the dwellings (facing onto the street scene) are constructed of timber vertical cladding and are clearly domestic in appearance. They are an additional 3m in height to the ridgeline compared to the existing barn. Alongside the design of the dwellings the boundary treatments proposed, driveways, carport and gardens are again clearly domestic in appearance. Under the extant prior approval the application was for the conversion of the barn only and did not include driveways, car ports, boundary treatments, and private amenity space. Cumulatively the development proposed is significantly different to the previous scheme and would have a much greater visual impact. The applicant argues that the dwellings have the appearance of a conversion scheme and are agricultural in appearance. This view is not shared by the Officer. The development would represent backland residential development, which is contrary to the form and character of the locality and detached from the current rural appearance, on land designated as countryside in the Local Plan. In terms of form and character the development proposed is contrary to the NPPF and policies CS06, CS08 and DM15.

Impact on Neighbour Amenity:

Plots 1 and 2 are located approximately 10m from the boundary to the east, and plot 3 is approximately 11m from the site boundary to the west. While all plots propose first floor bedroom windows, the relationship between these and the neighbouring gardens are considered acceptable. The distance to the shared boundaries is a minimum of 10m and also the neighbouring dwellings to the east and west are some distance further forward in their plots, which means that the windows overlook the end of the private gardens. The positioning of the proposed dwellings and those existing would not give rise to neighbour amenity concerns regarding overlooking or being overbearing.

Within the site itself plot 2 is directly opposite plot 3, with a separation distance of approximately 10m window to window. This is considered a close relationship given both dwellings propose a very similar arrangement of first floor bedroom windows on their front elevations and is likely to give rise to direct overlooking from room to room. Plots 1 and 3 also include a first floor balcony on the south elevations, however these are designed to be

set within the footprint of the building and so would not give rise to overlooking to the side between the two dwellings as only face to the south overlooking agricultural land.

The proposed site layout shows minimal private amenity space to be provided for the large three bedroom dwellings, and the amenity space available is largely shaded by the existing trees which are to be retained. This is not considered sufficient and yet it is important that agricultural land to the rear would be protected and therefore the Council would not support any extension of the gardens further south into the countryside.

In terms of neighbour amenity the relationship of the proposed dwellings, to those existing to the east and west is considered acceptable. However, the relationship between plots 2 and 3 is not considered appropriate and in addition the scheme fails to provide sufficient amenity space for the scale of dwellings proposed. Therefore, the application fails to accord with the NPPF, policy CS08 and policy DM15.

Ecology:

The application site lies within the Zone of Influence for European designated sites. The Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy (GIRAMS) has been put in place to ensure that additional recreational pressures, created by new development/ growth in the borough, does not lead to an adverse effect on European designated sites in Europe. The strategy allows contributions towards mitigation to be collected at a site specific level which will then fund effective strategic mitigation measures to address this pressure and the impacts.

The application site is approximately 6.5km from the Breckland Special Areas of Conservation (SAC) and Special Protection Areas (SPA). In response to the application, Natural England requested the Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy fee of £557.79 were to be paid by the applicant, alongside the authority carrying out an Appropriate Assessment. The results of the Appropriate Assessment were that subject to the mitigation measures being secured, the assessment was able to conclude no adverse effects of the development proposal on the integrity of internationally designated wildlife sites in relation to recreation. The proposed development is of a nature and scale that there are no additional recreation implications beyond those being mitigated by the Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy. Therefore, on payment of the Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy fee (which has been paid in full) the application is in accordance with the NPPF, and policy CS12.

Other Material Considerations:

Trees – Within the application site are a number of well established trees running north to south throughout the plot. These are protected under a group Tree Preservation Order, the Tree Preservation Order includes the full width and depth of the plot of land. The development proposed shows the trees are to be retained. The applicant has not submitted an Arboricultural Impact Assessment or any plans detailing tree protection measures. If consent were granted this information should be submitted and agreed by the Local Planning Authority prior to the commencement of any works on site.

Archaeology – There is potential that heritage assets with archaeological interest will be present at the site and that their significance will be adversely affected by the proposed development. Therefore, if permission was granted, the site should be subject to a programme of archaeological mitigatory work and conditions should be attached accordingly.

Contaminated land – The information submitted to date does not indicate the presence of significant land contamination, however given the agricultural use, a condition should be attached to any planning consent given unexpected contamination could be present.

Drainage – Drainage details have not be submitted as part of the planning application, and therefore it is necessary a condition is attached to the consent to secure and approve this information, should the application be permitted.

Objections – One of the objections to the scheme raises concerns that the scheme appears to be phase 1 of a larger plan for residential development, which would not be supported. However, at this stage the application must be determined on its own merits and cannot consider potential future applications for development.

CONCLUSION

The footprint of the development proposed lies outside of the development boundary for Wereham, and as such the development of three new dwellings is contrary to the adopted Local Plan policies CS06 and DM2. However, the applicant does have prior approval for the conversion of the existing agricultural barn to four single storey two bedroom residential units. The applicant argues that this fall back position should carry significant weight as a material consideration in the determination of this application.

The development proposed is for three dwellings, but these are two storey in height, have a larger footprint and are entirely domestic in appearance. The scheme also includes, domestic parking/ driveways, private gardens, boundary treatments etc which emphasises the domesticity. The scheme as proposed would have a detrimental impact on the form and character of the rural locality.

While the development proposed is unlikely to give rise to neighbour amenity issues for the existing neighbouring residents, the design of the plots would give rise to amenity issues between the proposed plots. This would be due to the close distance between facing first floor windows. The dwellings proposed are also three bedroom family homes and have minimal private gardens for the size of the dwellings.

The full extent of the application site (and beyond) is subject to a Tree Preservation Order and it is necessary that any development proposed will protect and enhance the existing trees. In addition the applicant is required to make a financial contribution to mitigate against the cumulative impact of recreational pressures on protected sites, and the applicant has provided this payment. Other issues such as archaeology, contamination and drainage are addressed within the report above.

In conclusion, it is recommended that Members refuse the application, which is considered to be contrary to the NPPF, Core Strategy policies CS1, CS2 and CS6, and Site Allocations and Development Management Policies Plan policies DM2 and DM15.

RECOMMENDATION:

REFUSE for the following reason(s):

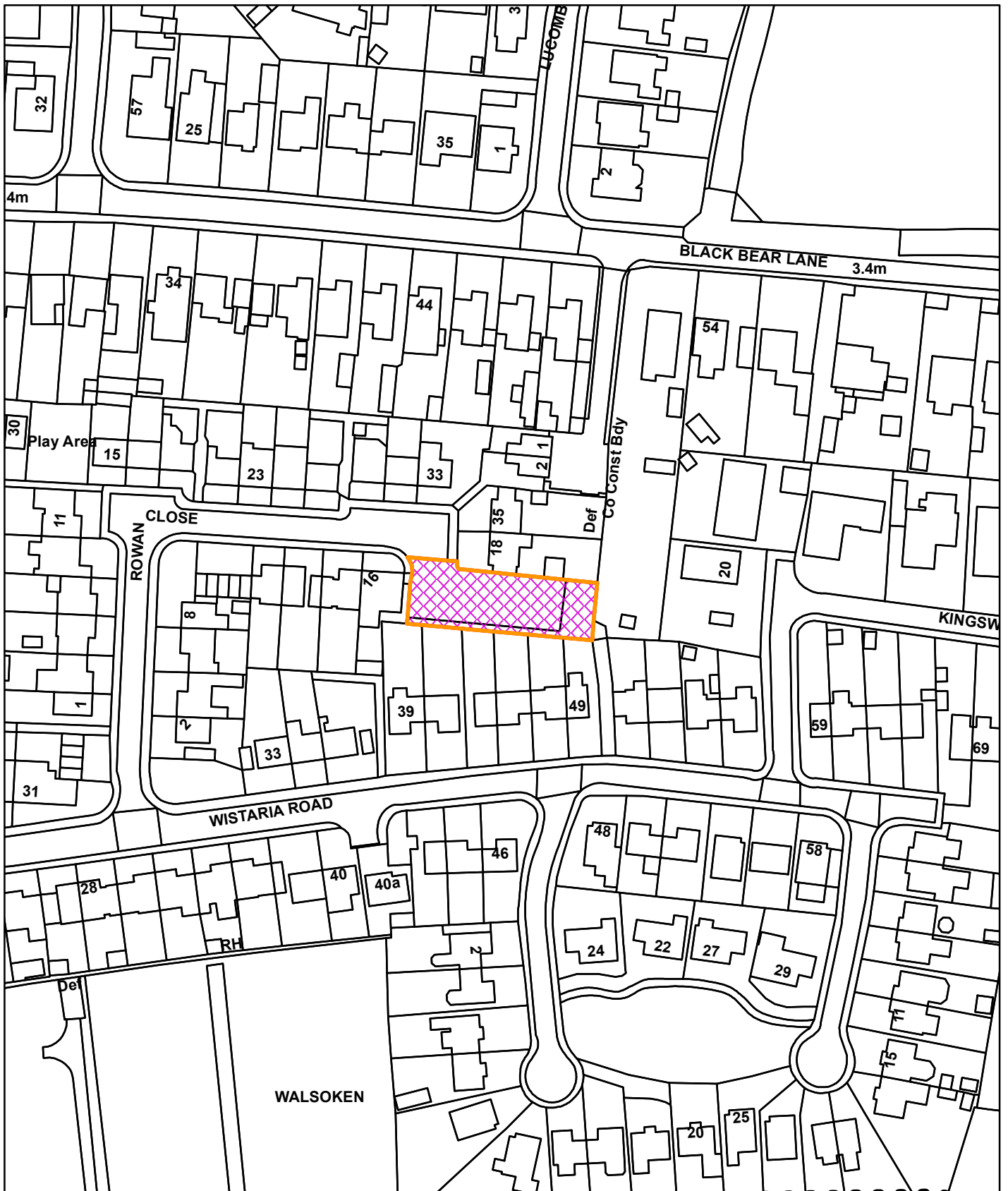
- 1 This part of Stoke Road/ A134 is characterised by ribbon development, with undeveloped gaps and agricultural buildings interspersed between the dwellings being a key characteristic of this part of Wereham. The proposal would result in an in depth development of residential appearance, with a pattern of development that would be at

odds with the rural character and appearance of the immediate locality. The proposal would have a detrimental visual impact upon the rural character and appearance of the countryside in this location contrary to paragraph 174 of the NPPF, Policy CS06 of the Core Strategy 2011 and Policy DM15 of the SADMPP 2016.

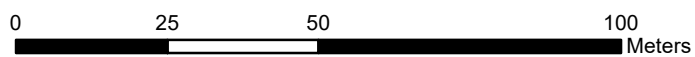
- 2 The Local Planning Authority can demonstrate a five-year supply of deliverable housing land and as such development plan policies regarding housing supply are considered up-to-date and carry full weight in the determination of planning applications. The site is greenfield and lies outside of the development boundary for Wereham on land designated as countryside and is therefore not in an area residential development is sought. Little weight is also afforded to a fall back position as a result of a prior approval consent, the proposed development is of a larger scale than that already able to come forward in the conversion scheme. Therefore the scheme is not considered to represent sustainable development as defined in the NPPF and is contrary to the NPPF, Core Strategy (2011) policies CS01, CS02 and CS06 and Site Allocations and Development Management Policies Plan policy DM2.
- 3 The positioning and design of the dwellings proposed would create overlooking between the first floor front elevation windows of plots 2 and 3, with only approximately 10m distance from window to window. In addition, the dwellings proposed are large three bedroom family homes with only small areas of private amenity space provided, which is considered insufficient for residential amenity in this locality. The development is therefore not considered to be well designed and high quality development as required by para 134 of the NPPF and would result in unacceptable disamenity to occupiers of the proposed dwellings contrary to para 130 of the NPPF and Development Plan Policy DM15.

23/00096/F

Rowan Close Wisbech Cambridgeshire PE13 3RW



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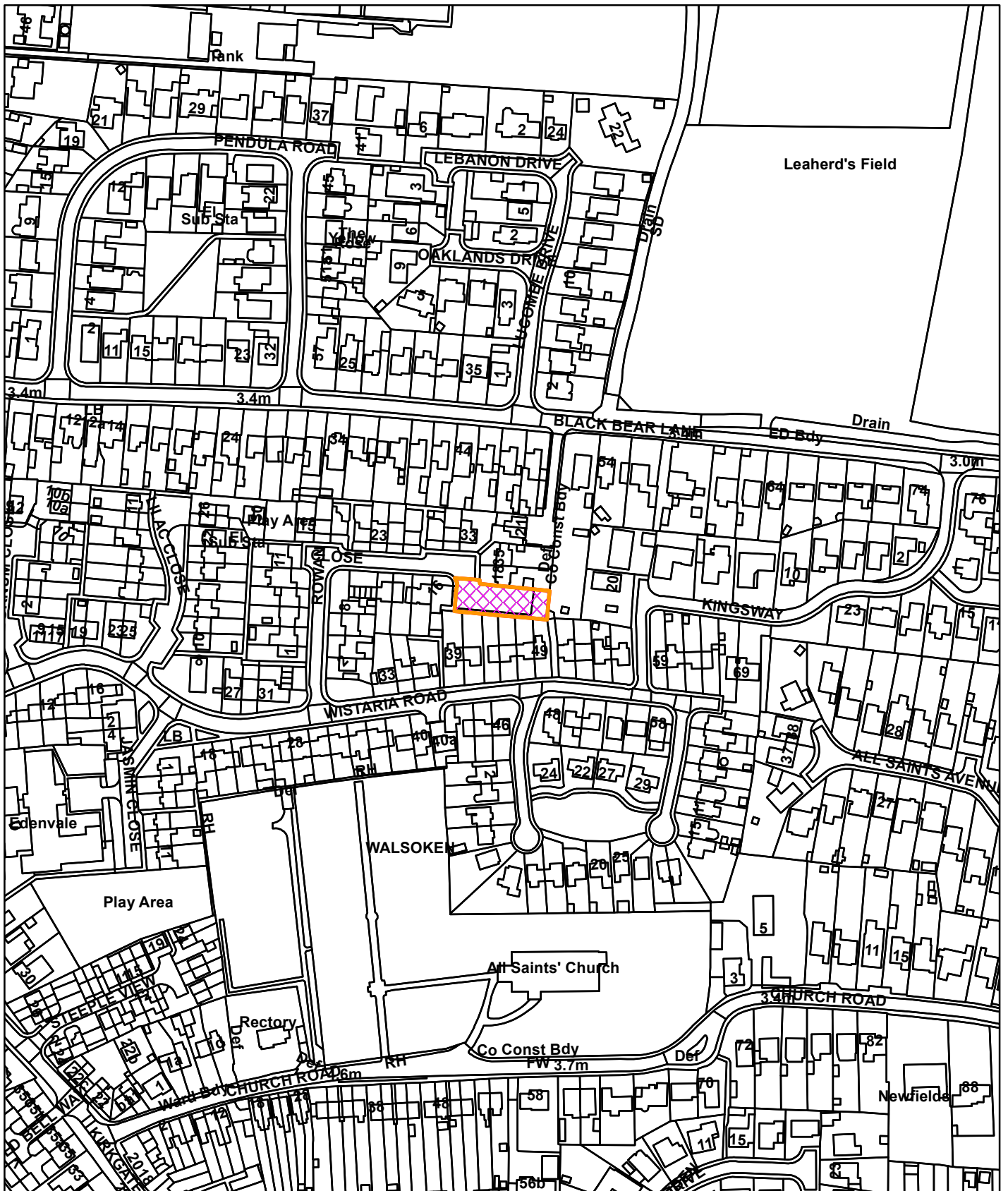
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23/00096/F

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22/03/2023

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Parish:	Walsoken	
Proposal:	Erection of 1 x 3 bed and 1 x 2 bed two storey semi detached dwellings and 1 x 1 bed single storey dwelling	
Location:	Rowan Close Wisbech Cambridgeshire PE13 3RW	
Applicant:	Insynthesis Ltd	
Case No:	23/00096/F (Full Application)	
Case Officer:	Bradley Downes	Date for Determination: 9 February 2023

Reason for Referral to Planning Committee – Cross-border application

Neighbourhood Plan: No

Case Summary:

The application is full planning permission for the construction of a pair of semi-detached dwellings. The dwellings are proposed to be oriented in-line with the neighbouring dwellings to the west. The front elevations of the dwellings will be full two-storey, but to the rear the dwellings will have a 1.5 storey appearance with reduced eaves as the site lies in very close proximity to the rear boundaries of neighbours to the south.

The vast majority of the application site is within Fenland District Council and the only part of the site which is within BCKLWN is a small approx. 0.6m wide strip of land the runs along the eastern edge of the application site.

Key Issues

- Cross-boundary applications
- Neighbour Amenity
- Other material considerations

Recommendation

- a) Delegate development control powers to Fenland District Council in respect of this application.
- b) This council forwards the comments of other consultees to Fenland District Council for them to take into account in the decision making process, as well as the comments of officers on the planning merits of the case as set out in this committee report.

THE APPLICATION

The application is full planning permission for the construction of a pair of semi-detached dwellings. The dwellings are proposed to be oriented in-line with the neighbouring dwellings to the west. The front elevations of the dwellings will be full two-storey, but to the rear the dwellings will have a 1.5 storey appearance with reduced eaves as the site lies in very close proximity to the rear boundaries of neighbours to the south.

The majority of the application site is within Fenland District Council and the only part of the site which is within BCKLWN is a small approx. 0.6m wide strip of land the runs along the eastern edge of the application site. The strip also falls within an easement area associated with a drain at the rear of the site.

PLANNING HISTORY

19/01267/O: Devolved Authority to Neighbour Auth: 04/09/19 - Outline Application with All Matters Reserved - construction of single detached dwelling - Land Adjacent 16 Rowan Close, Wisbech

RESPONSE TO CONSULTATION

Parish/Town Council: NO COMMENTS

Highways Authority: Defer to Cambridgeshire in relation to highway considerations

Internal Drainage Board: NO OBJECTION

Land drainage consent is required.

Environmental Quality: NO OBJECTION

The ground investigation report provides limited site history. It is not clear why a metals screen is required and no previous reports are referenced in the document. Other contaminants are not seen to be considered, further information is required. We recommended conditions to ensure the site is sufficiently characterised and any necessary remediation carried out.

REPRESENTATIONS None received

LDF CORE STRATEGY POLICIES

CS02 - The Settlement Hierarchy

CS08 - Sustainable Development

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

Planning Committee
3 April 2023

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Cross boundary applications
- Form and character
- Impact on neighbour amenity
- Any other matters requiring consideration prior to determination of the application

Cross boundary applications:

The application affects both the Borough Council of King's Lynn and West Norfolk (BCKLWN) and the neighbouring Fenland District Council. National Planning Practice Guidance indicates that where an application site is contained within two or more local planning authority boundaries, it is necessary to submit identical applications to each planning authority. Approximately 98.5% (608sqm) of the site lies within Fenland, and approximately 1.5% (9.2sqm) within West Norfolk. As such, a substantial majority of the site lies within Fenland District Council.

There is a potential with cross-border applications to result in two separate determinations from each authority, imposing different conditions on the permissions, or it could lead to a conflict in the decision making (approve / refuse). Although there is no set guidance on dealing with such applications, a potential conflict is not desirable as it does not promote a co-ordinated approach to development control and may result in inconsistency.

Section 101(1) of the Local Government Act 1972 authorises a Local Authority to arrange for the discharge of functions by any other local authority. For BCKLWN, this would mean that the Council can delegate its development control function to Fenland District Council in respect of this cross boundary application.

Form and character:

The proposed dwellings would be situated in the corner of a cul-de-sac and oriented parallel with the dwellings to the west. The proposal comprises a pair of two-storey semi-detached dwellings. It is considered the proposed dwellings would appear cramped in appearance with limited private amenity space and juxtaposed in relation with their neighbours. The site would not be easily visible within the Borough Council and therefore it is considered the development would not have any significant adverse impacts on the character and appearance of any BCKLWN areas. However, it is considered the development may have an impact on the character and appearance of Rowan Close, although that will be considered by Fenland District Council

Neighbour Amenity:

The proposed two-storey dwellings would be situated approximately 2m to the north of the boundary with the neighbours Nos. 43 and 45 Wisteria Road which are located within BCKLWN. It is considered No. 45 would not experience any significant overbearing impact

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due to being situated further to the east of the proposed dwellings. However, due to the siting of the two-storey dwelling 2m away from their fence, No. 43 would experience detrimental overbearing and feeling of enclosure within their rear garden which would be detrimental to their amenity.

The proposed dwelling includes first floor windows on the west elevation of the gable. It is considered the rear bedroom window on this elevation would have a detrimental overlooking impact on the rear garden of No. 16 Rowan Close to the West. Lastly, Plot B would have very limited outlook from its front elevation due to the proximity of the south elevation of No. 18.

Other material impacts: Yes

Contamination issues set out by the Environmental Quality team can be addressed by condition and remediation.

There is an alley leading from Wisteria Road to the south east and up through the application site. The submitted plan does not make it clear whether this informal walkway is to be retained or closed. The alley was originally sited to allow for access to garages on the land which have since been demolished. Alternative footpath provision to connect Rowan Close and Wisteria Road exists to the west, however the remaining dead-end alley would not be desirable in terms of crime and disorder. Fenland District Council may wish to consider provision within the site for maintaining this route which has become established through the passage of time. Alternatively, the route should be closed at the point of access with Wisteria Road to prevent a situation which results in a dead-end.

RECOMMENDATION:

A) In accordance with Section 101(1) of the Local Government Act 1972, the BCKLWN delegates its development control powers to Fenland District Council in respect of the application.

B) That this council forwards the comments of other consultees to Fenland District Council for them to take into account in the decision making process, as well as the comments of officers on the planning merits of the case as set out in this committee report.

PLANNING COMMITTEE – 3 April 2023

APPLICATIONS DETERMINED UNDER DELEGATED POWERS

PURPOSE OF REPORT

- (1) To inform Members of the number of decisions issued between the production of the March Planning Committee Agenda and the April agenda. 138 decisions issued 129 decisions issued under delegated powers with 9 decided by the Planning Committee.
- (2) To inform Members of those applications which have been determined under the officer delegation scheme since your last meeting. These decisions are made in accordance with the Authority’s powers contained in the Town and Country Planning Act 1990 and have no financial implications.
- (3) This report does not include the following applications – Prior Notifications, Discharge of Conditions, Pre Applications, County Matters, TPO and Works to Trees in a Conservation Area
- (4) Majors are assessed against a national target of 60% determined in time. Failure to meet this target could result in the application being dealt with by Pins who will also receive any associated planning fee.

RECOMMENDATION

That the reports be noted.

Number of Decisions issued between

	Total	Approved	Refused	Under 8 weeks	Under 13 weeks	Performance %	National Target	Planning Committee decision	
								Approved	Refused
Major	4	3	1		3	75%	60%	2	0
Minor	61	54	7	49		80%	80%	5	1
Other	73	69	4	60		82%	80%	1	0
Total	138	126	12						

Planning Committee made 9 of the 130 decisions, 7%

PLANNING COMMITTEE – 3 April 2023

APPLICATIONS DETERMINED UNDER DELEGATED POWERS

PURPOSE OF REPORT

To inform Members of those applications which have been determined under the officer delegation scheme since your last meeting. These decisions are made in accordance with the Authority's powers contained in the Town and Country Planning Act 1990 and have no financial implications.

RECOMMENDATION

That the report be noted.

DETAILS OF DECISIONS

DATE RECEIVED	DATE DETERMINED/ DECISION	REF NUMBER	APPLICANT PROPOSED DEV	PARISH/AREA
09.01.2023	06.03.2023 Application Permitted	23/00028/F	Bernard House Barn 4 Church Farm Barns Back Lane Great Bircham Installation of 15no. solar panels to south facing garage roof	Bircham
09.11.2022	23.02.2023 Application Refused	22/01992/F	The Limes London Street Brancaster King's Lynn Remove section of front boundary wall and rebuild set back into site to provide off road parking	Brancaster

17.11.2022	24.02.2023 Application Permitted	22/02063/F	Tayberry 12 Branodunum Brancaster King's Lynn Conversion of garage loft to a work from home office. Erection of external staircase and fenestration.	Brancaster
25.11.2022	22.02.2023 Application Permitted	22/02120/F	First Staithe Field Main Road Brancaster Staithe King's Lynn Conversion of a triple garage into a games room.	Brancaster
13.01.2023	10.03.2023 Application Permitted	23/00048/F	The Ship Hotel Main Road Brancaster Norfolk Installation of solar panels to southern and western roof facades of the hotel.	Brancaster
29.11.2022	24.02.2023 Application Permitted	22/02134/F	5 Beacon Hill Burnham Market King's Lynn Norfolk Proposed Rear Extension	Burnham Market
01.12.2022	13.03.2023 Application Permitted	22/02160/F	Leewood Herrings Lane Burnham Market Norfolk Extend single storey utility room to accomodate new day room and utility room. Alterations to glazing in kitchen/dining room: replace corner windows with brick and flint wall	Burnham Market
02.12.2022	28.02.2023 Application Permitted	22/02154/F	Doctors Surgery Church Walk Burnham Market King's Lynn Variation of Conditions 1 and 11 of Planning Permission 22/00859/F: Variation of Condition 2: 21/01957/F - Demolition of GP surgery and erection of 4no. dwellings	Burnham Market

18.07.2022	10.03.2023 Application Refused	22/01464/FM	Land W of School N of Highfields House And N of 2 To 6 Back Lane Castle Acre Norfolk Construction of 10 glamping pods, installed over two phases for use as holiday accommodation.	Castle Acre
23.12.2022	17.03.2023 Application Permitted	22/02297/F	Castle Acre Coronation Bowls Club North Street Castle Acre Norfolk Variation of condition 2 of planning permission 20/00967/F : Proposed extensions to the Pavilion (Club House) to provide a secure storeroom (for liquor), a unisex wheelchair accessible toilet, an ambulant disabled toilet, all to match existing timber frame, decorated timber weather board clad, single storey construction. The proposals are to bring the existing facilities up to current standards and to provide for growth within the membership	Castle Acre
25.05.2021	08.03.2023 Application Refused	21/01195/F	The Orchard 124 Hall Road Clenchwarton KINGS LYNN Retrospective subdivision of existing Gypsy/Traveller site for use by family member. Development of new access and standing of two static caravans on the land.	Clenchwarton
05.01.2023	02.03.2023 Application Permitted	23/00009/F	34 St Andrews Lane Congham King's Lynn Norfolk Erection Of New Detached Garage	Congham

07.11.2022	13.03.2023 Application Permitted	22/02018/F	Flood Protection And Sluice At Cut Off Channel Environment Agency Denver Complex Sluice Road Denver Temporary Planning Permission for a period of 18 months for the installation of a horizontal vortex hydro turbine on the edge of the small sluice together with a floating solar array with wind turbine and associated works.	Denver
05.01.2023	23.02.2023 Application Permitted	23/00008/F	The Nook 57 Ryston Road Denver Downham Market Single storey rear extension to dwelling	Denver
17.05.2022	13.03.2023 Application Permitted	22/00874/F	4 Doddshill Road Dersingham King's Lynn Norfolk Retrospective application for the erection of a shed and greenhouse	Dersingham
27.09.2022	13.03.2023 Application Permitted	22/01856/F	24 Post Office Road Dersingham King's Lynn Norfolk Construction of rear single storey flat roof extension	Dersingham
20.10.2022	23.02.2023 Application Permitted	22/01868/LB	Gate Lodge High Street Docking King's Lynn Application for Listed Building Refurbishment and replacement of internal linings and joinery.	Docking
20.10.2022	23.02.2023 Application Permitted	22/01871/LB	Gardeners Cottage Chequers Street Docking King's Lynn Listed Building Application: Replacement windows for detached cottage within the historic curtilage of Docking Hall	Docking

28.12.2022	16.03.2023 Application Permitted	22/02300/F	Robinia Cottage Station Road Docking KINGS LYNN VARIATION OF CONDITIONS 1 OF PLANNING PERMISSION 20/01683/F: Construction of a single dwelling	Docking
30.12.2022	06.03.2023 Application Permitted	22/02310/F	5 Railway Cottages Station Road Docking King's Lynn Remove existing Conservatory. Erect new Two Storey Rear Extension. Internal Alterations	Docking
17.10.2022	15.03.2023 Application Permitted	22/01837/O	119 Broomhill Downham Market Norfolk PE38 9QU Outline Application: Proposed new dwelling	Downham Market
15.12.2022	23.02.2023 Application Permitted	22/02228/F	60A London Road Downham Market Norfolk PE38 9AT Extension and alterations to dwelling and construction of new car-port	Downham Market
03.01.2023	07.03.2023 Application Permitted	23/00012/F	1 Clackclose Road Downham Market Norfolk PE38 9PA Retrospective Application: Construction of side porch and erection of fence to rear garden	Downham Market
17.01.2023	10.03.2023 Prior Approval - Approved	23/00082/PACU7	Cheryls Hairdressers 63 Bridge Street Downham Market Norfolk Notification for Prior Approval for change of use of Hairdressers to residential property (Schedule 2, Part 3, Class MA)	Downham Market

25.01.2023	13.03.2023 Application Permitted	16/01322/NMAM_1	Land S of Denver Hill N of Southern Bypass E of Nightingale Lane Downham Market Norfolk NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 16/01322/OM: Outline Application: up to 300 dwellings and associated infrastructure and access	Downham Market
20.02.2023	13.03.2023 Application Permitted	21/00152/NMAM_2	Land S of Denver Hill N of Southern Bypass E of Nightingale Lane Downham Market Norfolk NON-MATERIAL AMENDMENT to Planning Permission 21/00152/RMM: RESERVED MATTERS: Up to 300 dwellings and associated infrastructure and access	Downham Market
31.01.2023	02.03.2023 Application not required	23/00176/LB	Anchorage House Broomsthorpe Road East Rudham King's Lynn Listed Building Consent: Proposed cart shed	East Rudham
25.11.2022	28.02.2023 Application Permitted	22/02125/F	Summerend Barn Narford Lane East Walton KINGS LYNN Proposed conversion and extension of barn and outbuildings to create dwelling	East Walton
25.11.2022	02.03.2023 Application Permitted	22/02126/LB	Summerend Barn Narford Lane East Walton KINGS LYNN Listed Building Application: Proposed conversion and extension of barn and outbuildings to create dwelling	East Walton

16.01.2023	17.03.2023 Application Refused	23/00057/O	2 Lynn Road East Winch King's Lynn Norfolk OUTLINE APPLICATION for a new residential dwelling	East Winch
23.01.2023	08.03.2023 Prior Approval - Not Required	23/00124/PART14	Common Farm Main Road West Bilney KINGS LYNN Prior Approval under Schedule 2 Part 14 Class J: Erection of non-domestic 67.375kWp roof-mounted solar PV system.	East Winch
28.09.2022	02.03.2023 Application Permitted	22/01718/F	Walnut Tree Farm Fendyke Road Emneth Wisbech Proposed Garage Building	Emneth
13.10.2022	21.02.2023 Application Permitted	22/01820/F	1 The Wroe Emneth Norfolk PE14 8AL Single storey rear extension	Emneth
10.01.2023	14.03.2023 Application Permitted	18/01464/NMAM_6	Land East of 11 To 37 Elm High Road Emneth Norfolk NON MATERIAL AMENDMENT TO PLANNING APPLICATION 18/01464/RMM -For construction of 117 dwellings (NMAM to change the description)	Emneth
02.02.2023	13.03.2023 Application Permitted	22/00038/NMA_1	49A the Wroe Emneth Wisbech Norfolk NON MATERIAL AMENDMENT OF PLANNING CONSENT 22/00038/F: First floor side extension and retrospective rear extension	Emneth

15.11.2022	13.03.2023 Application Permitted	22/02035/F	Land Accessed Between 54 And 56 Wilton Road Feltwell Norfolk Variation of Condition 2 of Planning Permission 18/01237/F: Construction of two dwellings	Feltwell
24.01.2023	23.02.2023 Application Permitted	19/00859/NMAM_1	Land At Or South of 6 To 10 Lodge Road Feltwell Norfolk NON-MATERIAL AMENDMENT TO PLANNING APPLICATION 19/00859/FM - Erection of 18 dwellings with associated garages and highway works	Feltwell
06.03.2023	17.03.2023 Application Permitted	22/01203/NMA_1	Church Farm Docking Road Fring KINGS LYNN NON MATERIAL AMENDMENT OF PLANNING CONSENT 22/01203/F: Change of use of agricultural barn to 'Welcome Barn' and change of use of agricultural hardstanding to parking	Fring (VACANT)
06.03.2023	17.03.2023 Application Permitted	22/01216/NMA_1	Church Farm Docking Road Fring KINGS LYNN NON MATERIAL AMENDMENT OF PLANNING CONSENT 22/01216/F: Change of use of historic barns and associated building works to create 5 units for holiday accommodation including associated internal and external works and amenity space.	Fring (VACANT)

10.01.2023	06.03.2023 Application Permitted	23/00032/F	19 Hawthorn Road Gayton King's Lynn Norfolk Demolition of conservatory and erection of single storey side extension, single storey rear extension and two storey side extension	Gayton
04.08.2022	03.03.2023 Application Refused	22/01579/F	South View 17 Weasenham Road Great Massingham King's Lynn Proposed rear single storey extension	Great Massingham
24.11.2022	23.02.2023 Application Permitted	22/02114/F	Field Drift College Farm Castleacre Road Great Massingham Construction of a clay lined irrigation reservoir within an arable field using all excavated soils within the field area to form the embankments. No soils will be removed from the site.	Great Massingham
01.12.2022	06.03.2023 Application Permitted	22/02145/F	Peddars Farm 37 Lynn Lane Great Massingham KINGS LYNN Proposed two storey side extension and new carport	Great Massingham
03.11.2022	03.03.2023 Application Refused	22/01952/F	Mill Hill Cottage 77 Chapel Road Pott Row Norfolk Change of use of annex to 1no bedroom self contained residential unit.	Grimston
17.11.2022	24.02.2023 Application Permitted	22/02061/F	Land To West 52 Lynn Road Grimston Norfolk Variation of Condition 2 of Planning Permission 21/02104/F: Proposed new dwelling house	Grimston

29.06.2022	07.03.2023 Application Permitted	22/01313/F	3 The Stable Yard Lodge Road Heacham KINGS LYNN Proposed shed and outbuilding (retrospective) and detached garage	Heacham
23.11.2022	23.02.2023 Application Permitted	22/02101/F	22 Woodside Avenue Heacham King's Lynn Norfolk Proposed extensions and internal alterations	Heacham
25.11.2022	14.03.2023 Application Refused	22/02119/F	8 School Road Heacham King's Lynn Norfolk Demolition of existing dwellinghouse and garage and construction of four dwellinghouses	Heacham
28.12.2022	17.02.2023 Application Permitted	22/02304/LB	3 The Stable Yard Lodge Road Heacham KINGS LYNN Retrospective Application: Re-building of lean to and proposed planters	Heacham
04.01.2023	16.03.2023 Application Permitted	23/00015/LB	Wood Hall Woodhall Road Hilgay Downham Market Application for listed building consent for repairs to roof including replacement tiles, replacement of dormas and dormer windows, replacement of glazed roof lights, stone works and repairs, rendering repairs to chimney and work corner coins, bricks and lime mortar repairs	Hilgay

10.11.2022	14.03.2023 Application Permitted	22/02009/F	Maltrow Station Road Hillington King's Lynn 2no. two storey dwellings following the removal of the existing residential bungalow	Hillington
21.11.2022	01.03.2023 Application Permitted	22/02096/F	Land West of 30 Station Road Hillington King's Lynn Norfolk Variation of Conditions 2,4 and 5 of Planning Permission 20/00175/F: Proposed new dwelling	Hillington
07.02.2023	28.02.2023 Application Permitted	20/02070/NMA_1	The Tower Broadwater Road Holme next the Sea Norfolk NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 20/02070/F: Construction of a two storey dwelling following demolition of existing dwelling	Holme next the Sea
07.09.2022	24.02.2023 Application Permitted	22/01608/F	35 Campbell Close Hunstanton Norfolk PE36 5PJ Two storey rear extension and alterations to dwelling.	Hunstanton
19.12.2022	23.02.2023 Application Permitted	22/02241/F	Hunstanton Ski Club South Beach Road Hunstanton Norfolk Proposed kitchen extension to existing cafe	Hunstanton
28.12.2022	23.02.2023 Application Permitted	22/02302/F	3 Evans Gardens Hunstanton Norfolk PE36 5DX Porch Extension	Hunstanton
06.01.2023	03.03.2023 Application Permitted	23/00018/F	53 Waveney Road Hunstanton Norfolk PE36 5DG Proposed Rear Extension and Alterations	Hunstanton

12.01.2023	15.03.2023 Application Permitted	23/00044/F	8 - 16 High Street Hunstanton Norfolk Proposed subdivision of Existing single retail unit to form two retail units	Hunstanton
28.02.2023	09.03.2023 Application Permitted	22/01036/NMA_1	Land At Southend Road Seagate Hunstanton Norfolk NON MATERIAL AMENDMENT OF PLANNING CONSENT 22/01036/F: Variation of Condition 2 of Planning Permission 21/00243/FM: Construction of 32 apartments with associated access, cycle stores, infrastructure and landscaping.	Hunstanton
25.01.2022	07.03.2023 Application Permitted	22/00108/F	27 Lowfield King's Lynn Norfolk PE30 4RH Retrospective application for upgrade of existing outbuilding to an annexe. Total footprint not exceeding 30sqm with the maximum height not exceeding 2.75m	King's Lynn
15.06.2022	13.03.2023 Application Permitted	22/01037/F	Reeve Flooring Rollesby Road Hardwick Industrial Estate King's Lynn Retrospective Application for a workshop Biomass Boiler	King's Lynn
23.06.2022	03.03.2023 Application Permitted	22/01097/F	43 Guanock Terrace King's Lynn Norfolk PE30 5QT Retrospective Replacement Windows and Doors	King's Lynn

07.12.2022	15.03.2023 Application Permitted	22/02189/F	Showboat Amusements 30 - 32 Purfleet Street King's Lynn Norfolk Conversion of existing vacant 1st and 2nd floors to residential units (4No.), change of use from commercial to residential, ground floor to remain commercial	King's Lynn
23.12.2022	09.03.2023 Application Permitted	22/02284/LB	3 Kings Staithe Square King's Lynn Norfolk PE30 1JE The proposal is to form access to the cellar beneath 3 King's Staithe Square, King's Lynn, and construction of a new party wall between 3 and 3A King's Staithe Square, King's Lynn PE30 1JE	King's Lynn
11.01.2023	06.03.2023 Application Permitted	23/00036/F	Optima Stainless Ltd Hamlin Way Hardwick Narrows King's Lynn Proposed Nitrogen Tank Compound - Concrete Base And Palisade Fence Constructed To Create Compound For Intro Tanks And Associated Plant	King's Lynn
16.01.2023	14.03.2023 Application Permitted	23/00063/F	2 Harecroft Parade King's Lynn Norfolk PE30 2BU Conversion of roofspace to provide new Master Bedroom with En-Suite.	King's Lynn

01.02.2023	17.03.2023 Prior Approval - Refused	23/00220/T3	Highway Land Hamburg Way North Lynn Industrial Estate King's Lynn APPLICATION TO DETERMINE IF PRIOR APPROVAL IS REQUIRED: Installation of 18m pole inc. antennas, ground based apparatus and ancillary developments.	King's Lynn
10.02.2023	22.02.2023 Application not required	23/00255/LB	Lloyds 23 High Street King's Lynn Norfolk Remove current tungsten and florescent and replace with energy efficient LED lighting throughout.	King's Lynn
20.02.2023	15.03.2023 Application Permitted	22/01887/NMA_1	39 London Road King's Lynn Norfolk PE30 5QE NON MATERIAL AMENDMENT OF PLANNING CONSENT 22/01887/F: Replacement windows	King's Lynn
23.12.2022	14.03.2023 Application Permitted	22/02291/F	Highbury 41 Station Road Leziate King's Lynn Extension and Alterations to Dwelling. Increase width of Highway Access. (Revised Design).	Leziate
09.01.2023	14.03.2023 Application Permitted	23/00026/F	Westview 215 Leziate Drove Ashwicken KINGS LYNN Variation of Condition 2 of Planning Permission 17/01960/F: Extension to existing bungalow, new garage with Annexe over.	Leziate

20.06.2022	14.03.2023 Application Permitted	22/01071/F	57 Smeeth Road Marshland St James Wisbech Norfolk Conversion of existing garage into an annex for elderly relative.	Marshland St James
22.12.2022	24.02.2023 Application Refused	22/02269/F	Colonial House 81 Smeeth Road Marshland St James Wisbech Retrospective gym/games and garden room extensions, attached to existing annex and seperate storage shed	Marshland St James
09.06.2022	07.03.2023 Application Refused	22/01158/A	42 High Street Methwold Thetford Norfolk 1no externally illuminated fascia sign, 2no poster display units, 1no flat panel, 2no sets of window vinyls	Methwold
23.08.2022	15.03.2023 Application Permitted	22/01678/F	Romney Hut Cooks Farm Severalls Road Methwold Hythe Replacement of Romney Hut with new Barn Style Dwelling	Methwold
26.08.2022	15.03.2023 Application Permitted	22/01535/F	49A Main Road Brookville Norfolk IP26 4RB Detached dwelling and carport garage with landscaping works incidental to the development area. (Retrospective Revised Design to planning approval 18/00430/RM)	Methwold

07.11.2022	13.03.2023 Application Permitted	22/01966/F	Wissington Sugar Factory College Road Wissington Wereham The de-carbonisation project comprises of a new 1st effect evaporator, a Juice Run evaporator, inter-connecting pipework, new heat exchanger's, structural steelworks and civil bases.	Methwold
11.01.2023	07.03.2023 Application Permitted	23/00037/F	Himley House 47 Hythe Road Methwold Thetford Proposed new roof to create second floor accommodation along with rear dormer window and associated works	Methwold
20.07.2022	24.02.2023 Application Permitted	22/01274/F	The Old Post House Station Road Middleton Norfolk Proposed Garage Conversion to create 1no Residential Dwelling	Middleton
06.09.2022	13.03.2023 Application Permitted	22/01688/F	Cedarwood Sandy Lane Blackborough End King's Lynn Construction of side and rear extensions to bungalow	Middleton
20.01.2023	14.03.2023 Application Permitted	23/00109/F	Chalk Hill 73 Burnham Road North Creake Norfolk Retrospective application to retain the location of a shepherds hut located within the boundary of 69/73 Burnham Road, North Creake	North Creake
22.07.2022	01.03.2023 Application Permitted	22/01293/F	Jacaranda 65 New Road North Runcton Norfolk Replacement place of worship	North Runcton

07.11.2022	15.03.2023 Application Permitted	22/01973/F	50 Common Lane North Runcton King's Lynn Norfolk Construction of carport and storage shed	North Runcton
03.10.2022	28.02.2023 Application Permitted	22/01751/F	16 Methwold Road Northwold Norfolk IP26 5LN Alterations and Extension to Existing Dwelling and Replacement Wall Adjacent to Driveway	Northwold
27.02.2023	13.03.2023 Application Refused	22/00281/NMA_1	The Old Bell 2 Whittington Hill Whittington King's Lynn NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 22/00281/F: Proposed conversion of outbuilding to form a single dwelling	Northwold
11.02.2022	02.03.2023 Application Permitted	22/00231/LB	Corner House Cromer Road Hunstanton Norfolk Listed Building: Creation of new holiday let by subdivision of the existing unit. Addition of new dormer windows and dwarf wall to the fore. Increase in size of patio area to the rear.	Old Hunstanton
22.11.2022	14.03.2023 Application Permitted	22/02084/F	1 Hamilton Road Old Hunstanton Hunstanton Norfolk Extensions and alterations to house. Detached carport/store. Garden wall / gates (to Hamilton Road).	Old Hunstanton

06.04.2021	23.02.2023 Application Permitted	21/00657/F	Westerby Farm Caravan Site Robbs Lane Outwell Norfolk Change of use of land to holiday let including the siting of 4 x Shepherds Huts and 5x bell tents plus 2 x shower blocks	Outwell
30.11.2022	08.03.2023 Application Permitted	22/02139/F	3 Top End Cottages Holme Road Ringstead Hunstanton Retrospective Application: Use of cartlodge (previously approved under 15/01089/F) as residential accommodation to be ancillary to the main house and for holiday accommodation	Ringstead
22.12.2022	01.03.2023 Application Permitted	22/02272/F	1 Hall Lane Ringstead Hunstanton Norfolk Proposed single storey front, side and rear extensions	Ringstead
24.10.2022	02.03.2023 Application Permitted	22/01885/F	St Petroc 23 Westgate Street Shouldham King's Lynn Single storey extensions, new front porch and render with demolition of one garage	Shouldham
16.01.2023	13.03.2023 Application Permitted	23/00067/F	Kings Arms 28 the Green Shouldham Norfolk VARIATION OF CONDITION 2 OF PLANNING CONSENT 22/00491/F: Installation of kitchen extraction system.	Shouldham
17.11.2022	10.03.2023 Application Permitted	22/02062/O	Land East of Melody 38 Common Road Snettisham Outline application with some matters reserved for proposed single storey bungalow	Snettisham

18.01.2023	07.03.2023 Application Permitted	23/00090/F	Violet Cottage 24 Common Road Snettisham King's Lynn Proposed detached double garage to front of property	Snettisham
28.03.2022	27.02.2023 Application Permitted	20/00189/NMA_1	W Spice Building Ltd Unit 3 Creake Business Park The Common NON-MATERIAL AMENDMNET TO PLANNING PERMISSION 20/00189/F: Variation of condition 2 of Planning Permission 18/00611/F: The erection of two new blocks of industrial units plus an extension to an existing building. The two blocks subdivided into 9 new units of varying size.	South Creake

27.10.2022	07.03.2023 Application Permitted	22/01975/F	Manor Farm 57 Burnham Road South Creake Fakenham Widening of access from Burnham Road including part demolition and rebuilding of part front wall to improve visibility from access point,. General repairs to roadside wall,landscaping garden area including enhanced parking and turning area to front of house. Addition of porch to front of house and extension to rear of house for boot room/rear entrance, extension to south elevation for conservatory, upgrading driveway surface areas, erection of new and replacement gates, general overhaul and repairs to house.	South Creake
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27.10.2022	03.03.2023 Application Permitted	22/01978/LB	Manor Farm 57 Burnham Road South Creake Fakenham Widening of access from Burnham Road including part demolition and rebuilding of part front wall to improve visibility from access point,. General repairs to roadside wall,landscaping garden area including enhanced parking and turning area to front of house. Addition of porch to front of house and extension to rear of house for boot room/rear entrance, extension to south elevation for conservatory, upgrading driveway surface areas, erection of new and replacement gates, general overhaul and repairs to house.	South Creake
22.12.2022	24.02.2023 Application Permitted	22/02268/F	The Sextons 56 Church Lane South Creake Norfolk VARIATION OF CONDITION 3 OF PLANNING PERMISSION 16/00777/F: Ancillary building in the form of a log cabin	South Creake
20.10.2022	03.03.2023 Application Permitted	22/01867/F	32 The Birches South Wootton King's Lynn Norfolk Single storey side extension to dwelling and associated works	South Wootton
31.10.2022	17.03.2023 Application Permitted	22/01929/F	26 Barsham Drive South Wootton King's Lynn Norfolk Proposed single storey rear extension to existing dwelling	South Wootton

14.11.2022	15.03.2023 Application Permitted	22/02059/F	8 Beech Avenue South Wootton Norfolk PE30 3JR Two storey side extension, single storey rear extension and alterations to dwelling.	South Wootton
23.12.2022	27.02.2023 Application Permitted	22/02293/F	Shalimar 9 Grimston Road South Wootton King's Lynn Extension and Alterations to Dwelling	South Wootton
06.01.2023	03.03.2023 Application Permitted	23/00017/F	Stickledown 180 Grimston Road South Wootton Norfolk Erection Of New Timber Framed Car Port	South Wootton
18.01.2023	15.03.2023 Application Permitted	23/00088/F	4 Peck Lane South Wootton KINGS LYNN Norfolk Detached garage	South Wootton
18.01.2023	15.03.2023 Application Permitted	23/00089/F	5 Peck Lane South Wootton KINGS LYNN Norfolk Detached garage	South Wootton
08.09.2022	15.03.2023 Application Permitted	22/01619/FM	Southery Mill Sedge Fen Road Southery Downham Market Alterations to existing vehicular entrance, provisions of 2No. new office/welfare cabins, relocation of an existing storage container, extension of existing vehicular storage yard, recladding of an existing steel frame storage shed, installation of a new 2 bay lorry wash facility, revised/alterations to boundary treatments and all associated site development works including drainage & lighting	Southery

09.11.2022	21.02.2023 Application Permitted	22/02031/F	Ringmoor House 3 Ringmore Road Southery Downham Market Side extension and aterations including new front porch	Southery
13.12.2022	08.03.2023 Application Permitted	22/02216/F	High Barn Burnham Road Stanhoe Norfolk VARIATION OF CONDITIONS 2 and 3 OF PLANNING APPLICATION 21/02431/F [The partial demolition of an existing dwellinghouse and the construction of a new private dwelling] to agree drainage details and amend the roof design of the garage.	Stanhoe
22.06.2022	28.02.2023 Application Permitted	22/01270/F	The Old Barns Stow Road Outwell Norfolk Works to take place relating to 3 barns, central barn to be demolished and remaining 2 barns to be converted into 3 dwellings	Stow Bardolph
07.12.2022	15.03.2023 Application Permitted	22/02191/F	Cat's Protection Cuckoo Road Stow Bridge Norfolk Installation of a pre-built Portacabin for the purposes of using it for office space. The application is for the Temporary Use of the Portacabin for a maximum of four years.	Stow Bardolph

10.01.2023	02.03.2023 Application Permitted	23/00033/LB	Paradise Manor Downham Road Stradsett Norfolk Additional access from the house (North Elevation) to the rear yard and garden by the replacement of one existing window with glazed french windows	Stradsett
12.12.2022	14.03.2023 Application Permitted	22/02213/F	Nursery Lodge Farm The Street Syderstone Norfolk Variation of Condition 2 of Planing Permission 20/00297/F: Single-storey rear extension (minor amendment to approved planning permission 19/00844/F, proposing to change the flat roof over the extension to a pitched roof which is more in keeping with the local architecture and neighbouring properties. No change to floor plan)	Syderstone
14.02.2023	14.03.2023 DM Prior Notification NOT Required	23/00281/DM	The Old Buck The Street Syderstone King's Lynn Prior Notification: Partial demolition of existing residential store and retention of existing walls for walled garden.	Syderstone
16.01.2023	15.03.2023 Application Permitted	23/00062/F	Willowshade 56 Lynn Road Terrington St Clement King's Lynn Front and rear extensions and alterations to existing dwelling	Terrington St Clement

17.01.2023	15.03.2023 Application Permitted	23/00074/F	The Bungalow 31 Market Lane Terrington St Clement King's Lynn Proposed Rear Extension And Proposed First Floor Extension To Create A Chalet Bungalow	Terrington St Clement
02.02.2023	02.03.2023 Application Permitted	22/00809/NMA_1	Warwick House 48 Tuxhill Road Terrington St Clement King's Lynn NON MATERIAL AMENDMENT TO PLANNING APPLICATION 22/00809/F -Conversion of the existing barn, which currently has Class Q approval, on site to a residential dwelling.	Terrington St Clement
16.01.2023	06.03.2023 Prior Approval - Not Required	23/00080/T3	Fairfield Farm Pullover Road Tilney All Saints King's Lynn APPLICATION TO DETERMINE IF PRIOR APPROVAL IS REQUIRED: Proposed upgrade of an existing base station comprising the removal and replacement of a 15m monopole, supporting 3 no antennas on an open headframe, 3 no dishes together with ancillary development thereto	Tilney All Saints
20.06.2022	28.02.2023 Application Permitted	22/01249/F	40 Spice Chase Tilney St Lawrence King's Lynn Norfolk Retention of garage with ancillary accommodation and continued mixed use as dwelling house (C3) and automotive upholstery business	Tilney St Lawrence

15.09.2022	13.03.2023 Application Permitted	22/01827/F	River Bank Town Street Upwell Norfolk Alterations and enhancement to river bank at Town Street to create village amenity area.	Upwell
16.09.2022	28.02.2023 Application Permitted	22/01671/F	80 Small Lode Upwell Wisbech Norfolk Retrospective part change of use from residential to mixed use comprising residential and business use. (Business use involves the change of use of two outbuildings to a wood turning and pottery studio, along with the erection of a log cabin used as a holiday let).	Upwell
28.09.2022	10.02.2023 Application Permitted	22/01717/F	Masters & Co Ltd 17 - 23 School Road Upwell Norfolk Proposed 2 dwellings with carports and conversion of office and storage building to 3 dwellings	Upwell
14.10.2022	13.03.2023 Application Permitted	22/01830/F	Barn And Land Between 100 And 114 Opposite 113 Church Drove Outwell Norfolk Demolition of barn and construction of a new dwelling and access	Upwell
21.10.2022	21.02.2023 Application Permitted	22/01875/F	The Cottages 29 Dovecote Road Upwell Wisbech Proposed refurbishment and part re-build of existing cottage	Upwell

10.01.2023	15.03.2023 Prior Approval - Approved	23/00035/PACU3	Agricultural Buildings N of 16 Baptist Road Upwell Norfolk Notification for Prior Approval for change of use of agricultural building to dwelling (Schedule 2, Part 3, Class Q)	Upwell
17.01.2023	15.03.2023 Application Permitted	23/00076/RM	Croft House Farm 48 Croft Road Upwell Wisbech PROPOSED 2 STOREY DWELLING	Upwell
28.09.2022	17.03.2023 Application Permitted	22/01722/F	Walnut Tree Farm Walnut Road Walpole St Peter Norfolk demolition of existing stable block and construction of dwelling and garage	Walpole
12.03.2021	02.03.2023 Application Permitted	21/00496/F	Christmas Tree Cottage 144 Sutton Road Walpole Cross Keys King's Lynn Retrospective removal of old fencing and hedge - replace with new fence	Walpole Cross Keys
10.08.2022	28.02.2023 Application Permitted	22/01426/F	Camsiscan Station Road Walsoken WISBECH Demolition of existing agricultural barn and proposed dwelling	Walsoken
28.09.2022	23.02.2023 Application Permitted	22/01719/F	Camsiscan Station Road Walsoken WISBECH Proposed Stables & Menage. Change of use from agricultural to the keeping of horses	Walsoken

20.10.2022	10.03.2023 Application Permitted	22/01870/F	Barns Between 93 And 97 Broadend Road Walsoken Norfolk Demolition of existing agricultural barn (with approval for 1no residential dwelling 22/01095/PACU3) to replace with detached bungalow	Walsoken
23.01.2023	15.03.2023 Application Permitted	23/00116/F	80 Chapnall Road Walsoken WISBECH Norfolk Remove concrete cladding from existing dwelling and replace with new external brickwork and a single storey side extension.	Walsoken
02.03.2023	17.03.2023 Application Withdrawn	23/00450/CU	Eastern Frames Unit 3 Grassgate Lane Walsoken Building currently being used for window frame company, I believe current class is D/E, I intent to use the building as a gymnastics club, I have been told that it needs to be re-classed to B8.	Walsoken
10.01.2023	16.03.2023 Application Refused	23/00030/F	16 Rowan Close Watlington KINGS LYNN Norfolk REMOVAL OF CONDTIONS 5 AND 8 OF PLANNING CONSENT 20/01165/F: Substitution of house types for plots 7 & 8 including change of materials and positioning (ref: 06/00145/FM)	Watlington
24.03.2022	10.03.2023 Application Permitted	22/00607/F	Abbey Farm River Road West Acre Norfolk Retrospective application for the installation of chiller units, barriers and extractor duct	West Acre

17.01.2020	13.03.2023 Application Refused	20/00076/A	Worzals Farm Shop Lynn Road Walsoken Norfolk Various Signs	West Walton
20.12.2021	02.03.2023 Application Permitted	21/02443/FM	Worzals Farm Shop Lynn Road Walsoken Norfolk Proposed Garden Centre, Glass Houses and External Area	West Walton
14.04.2022	17.03.2023 Application Permitted	22/00665/F	Land Rear of 38 And 42 School Road West Walton Norfolk Change of use of agricultural land for siting of moveable stables and keeping of horses	West Walton
16.06.2022	10.03.2023 Application Permitted	22/01047/F	Manderley 209 School Road West Walton Wisbech Two storey rear extension and single storey extension to either side including demolition of single storey extensions and a new access	West Walton
01.11.2022	13.03.2023 Application Permitted	22/01989/F	Marshland High School 69 School Road West Walton Wisbech Retrospective application for the installation of 3nr double classroom Portakabin buildings whilst remedial repairs are conducted in the English department. This application seeks temporary planning for 6 months	West Walton
09.11.2022	07.03.2023 Application Permitted	22/01995/F	Watersmeet 207 School Road West Walton Wisbech Replacement dwelling- demolition of existing dwelling and garage for construction of new dwelling.	West Walton

20.02.2023	08.03.2023 Application Permitted	18/01421/NMAM_5	Land To South of the Poplars Lynn Road Walton Highway Norfolk NON MATERIAL AMENDMENT OF PLANNING CONSENT 18/01421/RMM: Reserved Matters Application: construction of 25 dwellings	West Walton
24.11.2022	23.02.2023 Application Permitted	22/02115/F	29 Southfield Drive West Winch King's Lynn Norfolk Proposed extensions and associated alterations	West Winch
07.11.2022	02.03.2023 Application Permitted	22/01971/F	Two Acres 12 Mill Road Wiggshall St Germans King's Lynn Retrospective: Proposed extension to existing dwelling	Wiggshall St Germans
22.12.2022	03.03.2023 Application Permitted	22/02277/F	74 Mill Road Wiggshall St Germans King's Lynn Norfolk Demolish of the existing conservatory. The erection of a two storey and part single storey extension.	Wiggshall St Germans
08.06.2022	02.03.2023 Application Permitted	22/01150/F	70 Stow Road Wiggshall St Mary Magdalen King's Lynn Norfolk Replacement Dwelling and construction of car port	Wiggshall St Mary Magdalen