

Parish:	South Wootton	
Proposal:	Proposed primary care centre, new access and associated facilities	
Location:	Land W of The Gardens Edward Benefer Way King's Lynn Norfolk	
Applicant:	St James Medical Centre	
Case No:	21/00995/FM (Full Application)	
Case Officer:	Mr C Fry	Date for Determination: 25 August 2021 Extension of Time Expiry Date: 12 November 2021

Reason for Referral to Planning Committee – The application is in the wider public interest

Neighbourhood Plan: Yes

Case Summary

The application is for a 2 storey multi-functional primary care facility on the northern side of Edward Benefer Way approximately 80m to the west of the junction of Hall Lane and Edward Benefer Way.

The primary care facility will replace the current St James Medical Centre practice in town and will also act to support existing people living in South Wootton and Gaywood and has capacity to accommodate the future developments in the northern half of Kings Lynn.

The site is forms part of the site allocation E3.1 designated for housing and associated facilities.

Key Issues

1. Principle of Development
2. Impact upon Visual amenity
3. Impact upon Neighbour Amenity
4. Highway Safety and parking
5. Flood Risk and Drainage
6. Arboricultural Implications
7. Protected Species
8. Other Material Considerations
9. Third Party Correspondence

Recommendation

APPROVE

THE APPLICATION

The site is contained within an area designated as site allocation E3.1. approximately 80m from the junction of Hall lane and Edward Benfer Way on the northern side of Edward Benefer Way. The site is currently grassed containing trees and hedgerows

The application is for a 2 storey Primary Care Facility. The proposed building scales 13.5m (h) x35m (w) x 35m (d). It will be constructed from multi-buff brick and timber panelling detail, synthetic slate and grey aluminium windows.

At ground floor 3 public entrances to the centre gives access to the general surgery, endoscopy services and pharmacy. The building will also have a dedicated staff entrance to the rear.

The ground floor of the building will provide a large reception area waiting room, admin, managerial and pharmacy facilities as well as medical facilities comprising of 3 multi-purposes rooms, 5 treatment rooms, health promotion and phlebotomy interview room. The endoscopy unit will also operate with its own reception, waiting area and patient pods. The first floor of the building will have offices for admin and support staff along with 6 multi-purposes rooms, 6 consulting rooms, 1 training consulting room, 5 virtual consulting rooms, and additional waiting area. The pharmacy will have a dispensary counter located to the main reception area.

In future the building will need to be capable of being extended and this is allowed for to the north of the site and a potential floor in the roof space. Any future changes will of course be assessed through a separate planning application.

The associated car parking provides 99 off-street parking spaces with 6 electric vehicle charging points and cycle & refuge storage provision. Staff parking is provided at the rear of the building.

The site will be enclosed with 2m high mesh fencing on all boundaries.

SUPPORTING CASE

No supporting case has been submitted at the time of writing the report.

PLANNING HISTORY

There is no recent relevant formal site history

RESPONSE TO CONSULTATION

Parish Council: NO OBJECTION revised comments –The Parish Council continues to support the Primary Care Centre application in principle but note and agree with the comments of the Norfolk County Council Principal Engineer regarding access to the site via the Larkfleet Roundabout rather than the T junction as currently proposed. Also, attention should be addressed to the concerns raised by Mrs Pimlott regarding the height of the building, light and noise pollution. All these issues should be properly addressed before Planning Permission is granted.

Original comments. The Parish Council supports the provision of the Primary Care Centre at land west of The Gardens, Edward Benfer Way, however, lack confidence in the current transport system. The current road network cannot cope with the volume of traffic due to the enormity of the housing development within South Wootton and surrounding areas.

Natural England: NO COMMENTS to make on this application

Internal Drainage Board: COMMENTS that no consent is required in regard to the proposed surface water drainage.

Environmental Health CSNN: COMMENTS:

Revised comments considering new plans and information – I agree conditions for the hours of use/opening hours, and an in the event of condition for the installation of any plant and equipment.

Original comments I have no objection to proposal but concerned about the height of the building in relation to the bungalow to the east and to a lesser extent, the gardens I have no objections to this proposal, but am concerned about the sheer height of the building in relation to the bungalow to the east and, to a lesser extent, the rear gardens of dwellings located on Hall Lane. I note that the building is described as two storey, yet the roof itself is a storey high and there are third floor windows shown making it of three storey scale. I have noted section 5.7 of the D&A Statement which states “To ‘future proof’ the development, the location of the building has been carefully considered to allow the expansion of the building by a further 240m² to the north of the site. Additionally, the design of the building would allow for an extension within the roof space to create further internal floorspace.” If you consider that the rear extension is unlikely to be sufficient for future expansion (ideally max. two storey) and you feel a third floor use should be retained within the scheme, I would recommend that provision for this is not included in the eastern half of the building to protect residential amenity, and that the building height is lowered here. Additionally, I am concerned about the central roof section which appears to have an elevated vented extension – what is this for/will there be noise associated with the use?

I have noted the foul and surface water drainage proposals and have no objections, however I also note the numerous aspects of the drainage scheme where clarification or further details are required by the NCC LLFA. I would recommend that their comments be regarded as the most relevant to this aspect of the proposal. I am requesting clarification regarding the gravel soakaway for the plant room, as this is described as needing to handle acidic water – this should not discharge to ground, particularly as there is a Principle Aquifer below the site. Only clean, uncontaminated water can discharge to soakaways.

The 2m high mesh security fence should either be replaced by, or installed in conjunction with, a 2m high acoustic fence along the eastern site boundary to afford protection of residential amenity from noise associated with the use of the refuse store (would this be better located nearer an access point for refuse vehicles, and staff access doors?), the cycle rack, the motor cycle parking bays and car parking bays in this area of the car park. I request that the drawing/s are amended. This aspect was identified in my pre-application comments.

No external lighting has been shown at this stage. Again, as per my pre-app’ comments, providing details on types and mounting locations would have avoided a planning condition.

Given that the path to the east of the building, patient parking, the refuse store and cycle storage area will require lighting, lighting to these areas must ensure that no light spills beyond to residential plots. Consideration should be given as to what lighting, if any, remains on once the premises is closed/unoccupied for site security. Motion activated

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lighting would not be suitable where it could impact on residents by flashing on and off overnight.

At the pre-app' stage I recommended a CMP be submitted at any later planning application stage to avoid a planning condition, which would need to identify likely noise levels from machinery and plant required during the development of the site, and how noise from work on site will be mitigated to avoid any detrimental impact on the surrounding sites. It should include proposed hours of work and hours of delivery (limited to 0800-1800 weekdays and 0900-1300 Saturdays only), where the site compound, materials and equipment will be stored, where contractors will park, where and how site waste/recycling will be located and identify measures to ensure that construction site noise, lighting, dust and litter does not impact on residents. It should establish whether construction methods will involve piling and include how this will be carried out in terms of technique (we support auger as opposed to driven) and times, plus how it will be controlled and monitored to ensure there is no detrimental impact on residents to the east or to the school.

No information has been provided re the likely hours of use of the premises (section 19. 'Hours of Opening' of the application form refers). These would be welcomed, so that they can be considered by this team in relation to any likely impact on residents. Ideally we would require these to be agreed and conditioned.

Conditions in regard to lighting, construction environmental management plan

Arboricultural Officer: NO OBEJCTION condition in accordance with the submitted report

NCC Highways: COMMENTS Following further consideration at our internal development team meeting, whilst we maintain our position that the site should be served via the new roundabout, we acknowledged, based on further information submitted, we would be unlikely to substantiate this objection at appeal.

Whilst there are still a number of detailed design points which would need to be resolved this can be addressed as part of the required s278 process should be minded approving the application.

The off-site works will be delivered by a s.278 agreement and the precise delivery mechanism will be determined as the works are brought forward. The completed works will be subject to a safety audit and additional works may be required. Should you be minded to approve the application conditions will be required for a detailed vehicular access arrangement, restriction on bollards and chains, gradient of vehicular access being no greater than 1:12 for the first 15m, visibility splays shall be provided in full accordance with the details indicated on the plans, onsite car and cycle parking, on-site parking for construction workers, Construction traffic management plan, detailed scheme for off-site highway improvement.

Lead Local Flood Authority: NO OBJECITON We previously objected to this proposal in our letter ref FW2021_0645m, dated 9th August 2021 on the basis that insufficient information had been provided in the form of appropriate ground investigations and soakage testing along with testing to establish the seasonally high ground water level. After reviewing the ground investigation along with the evidence to demonstrate what the seasonally high groundwater levels are in this location, I can confirm that sufficient information has now been provide to demonstrate that the surface water can be managed for this proposed development.

Environmental Quality: Air Quality: NO OBJECTION I refer to above consultation dated 28th May 2021 regarding the above development proposal for new primary car centre with

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off-street parking for up to 99 spaces off Edward Benefer Way (A1078). During Construction there is risk of fugitive emissions impacting sensitive receptors including the school (South Wootton School) and dwellings nearby. There is already a recommendation from the CSNN Officer to control dust/noise emissions from the CSNN Officer (dated 16th July 2021) for example with a 2m high acoustic fence being recommended. In accordance with IAQM guidance risk of dust emissions should be risk assessed by a suitable person and measures implemented to reduce to risk to a suitable level. This should include provision of hoarding type fence, daily checks of dust emissions and potential for monitoring.

Once operational, traffic flows have the potential to impact the town centre AQMA, as the former premises was in the town centre (off County Court Road) with catchment within this area. However, due to potential betterment and traffic flows that do not appear as a significant change, rather than a full air quality dispersion modelling, it is recommended that the focus is on mitigation, with adequate travel plan. This is to be conditioned.

It would help if the EV charging points were shown on the plans.

Environmental Quality: Env Quality: NO OBEJCTION The report states the probability of pollutant linkages being realised is unlikely. The proposed end development is not considered to be a sensitive end use: being a primary care centre.

Kings Lynn Civic Society have great concerns about this relocation – which seems to illustrate a complete absence of consideration about sustainable transport planning for a key public facility.

The new location may be more convenient for any St James' patients that live in South Wootton, but we imagine the great majority of existing patients will be town centre and South Lynn residents. The location will make access to the surgery heavily car dependent and very likely to generate a significant increase in local car journeys on already busy roads. We note the Transport Statement says that "a green travel plan has been discussed in outline" but we would think this should have been absolutely central to initial site selection.

Given the BCKWLN are discussing development on several town centre car parks, it is unfortunate that some arrangement could not have been made to provide a suitable town centre location for this new facility – especially as the population of the town centre is itself set to rise considerably and create more demand for primary care support.

If the site proposal proceeds, it will be become essential that a new surgery is provided for South Lynn and villages further south at the earliest possible opportunity as this location at Edward Benefer Way will be extremely problematic for those communities to easily access.

We note the apparent longer term plan for neighbouring care facility, which will also generate traffic. We would ask officers to carefully consider these proposals alongside the Larkfleet masterplan – as we can envisage considerable future traffic problems on Edward Benefer Way.

Police Architectural liaison officer: comments pleased to see that a 2m weld mesh fence is to secure the site together with pedestrian and vehicle security gates. Good defensive planting is designed around the medical centre. External lighting would deter intruders after dark. Possible CCTV installation. Parking to the north and south of the building will benefit from surveillance from the windows contained in the Pharmacy building and the vehicular gated entrance is very much supported. Bicycle and cycle standards could benefit from more surveillance and could be designed to be vandal resistant. Waste storage should be kept inside a secure, externally accessed store. Due to reduced activity at night locks on doors

and windows could be provide and barred and shutters installed. Key code and access fobs could be used.

Environment Agency: comments they wish to have no comment to make on the application. Whilst the site is located above a principal aquifer we do not consider this proposal to be high risk. If the use of deep bore soakaways is proposed then we wish to be reconsulted.

Norfolk Fire and Rescue: NO OBJECTION provided the development meets approved document B

Anglian Water: NO OBEJCTION the Kings Lynn Water Recycling Centre will have available capacity for these flows. Anglian Water have reviewed the method of surface water in the accompanying documents and confirm that these are acceptable to us

REPRESENTATIONS

2 letter received **OBJECTING** to the application on the following grounds from KWLNBUG:-

- Object to both the uncontrolled crossing of National Cycle Route 1 serving this development and the large roundabout serving an adjacent site which appears to obliterate NCR 1
- Neither junction conforms to Local Transport Note 1/20 Cycle Infrastructure Design, so does not comply with the NPPF paragraphs on transport, the Local Transport Plan Policies on Travel Choice and Reducing Road Causalities, or the Borough Core Strategy Policies on Transport.

1 letter in **SUPPORT** from the Clinical Commissioning Group on the following grounds:-

- The Clinic Commissioning Group has worked closely with the practice to support this development and engage with its local population about the proposed move and is working with an engagement group comprising local stakeholders.
- St James practice is the most constrained practice in West Norfolk, in terms of capacity to register new patients. St James medical practice would have to reduce its list size by over 6,000 patients in order to manage effectively within their current facilities.
- It is estimated that with current and future demands from planned housing developments in the area, there could be 5,500 new registrations.
- The proposed new St James primary care building will meet existing and future demand to the north of Kings Lynn and a second proposed new facility for the south of the town, site yet to be determined will meet existing and future demand to the south of the town.
- The St James and “South King’s Lynn” primary care developments will, as part of the wider primary care provision for the town, secure the future resilience of the other existing practices in and around in the town.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS10 - The Economy

CS11 – Transport

CS13 - Community and Culture

CS03 - King's Lynn Area

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM12 - Strategic Road Network

DM1 – Presumption in Favour of Sustainable Development

DM15 – Environment, Design and Amenity

DM21 - Sites in Areas of Flood Risk

DM9 - Community Facilities

Policy E3.1 - Hall Lane, South Wootton

NEIGHBOURHOOD PLAN POLICIES

Policy E2 - Sustainable Drainage

Policy E5 - New Growth Areas

Policy H1 - Growth Areas

Policy H2 - Encouraging High Quality Design

Policy H4 - Local Character

Policy S2 - Community Infrastructure

Policy T1 - Walking and Cycling Facilities

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

PLANNING CONSIDERATIONS

The main planning considerations in regards to the application:-

1. Principle of Development
2. Impact upon Visual amenity
3. Impact upon Neighbour Amenity

4. Highway Safety and parking
5. Flood Risk and Drainage
6. Arboricultural Implications
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Principle of Development

The proposed site lies to the south east of the village of South Wootton, which is directly adjacent to Kings Lynn. The site falls within an area identified as a strategic urban expansion area for King's Lynn. Policy E3.1 (Hall Land, South Wootton) of the Site Allocations and Development Management Policies Plan (SADMPP) includes the site within this allocation. Policy E3.1 allocates approximately 40 ha in total for a high quality, well landscaped development of at least 300 dwellings and associated facilities. It also provides a list of requirements for the site which include housing, tree planting and retention, open space, habitat protection measures, a new road network, a layout which facilitates walking and cycling, SUDs, land for the expansion of the school, financial contributions towards infrastructure and most relevant is-

'1.b. A site, or sites, which could be utilised for neighbourhood shops, a doctor's surgery, community facilities and possibly small scale employment premises.'

An outline application has been approved for a 'Sustainable mixed-use urban extension comprising: up to 450 dwellings, a mixed use local centre comprising Class A uses (including retail facilities and public house) and Class D1 (such as creche/day centre/community centre) and B1 uses (such as offices), open space and landscaping, wildlife area, children's play areas, sustainable urban drainage infrastructure, access and link road and associated infrastructure' (Ref: 17/01151/OM) on land to the north and east of this particular site. Subsequently a reserved matter has been submitted for the same area (ref: 20/01954/RMM). The reserved matters application submitted does not include land (to the south east of the allocation) which has been set aside for commercial / community uses, and these uses will be the subject of a separate application.

This site was on land identified as potential land for the school expansion in the SADMPP, however the landowners have since confirmed that this parcel of land is surplus to requirements. So, while it does form part of the wider allocation it was not included in the Masterplan/ applications on the adjoining site. According to the Transport Statement (TS) it is the intention of the applicant to develop a residential care home to the immediate west of the site which would come forward at a later date. That would of course need to be assessed on its own merits as part of a separate application.

In policy terms Chapter 8 of the National Planning Policy Framework (NPPF) seeks to promote healthy and safe communities. This includes the need to plan positively for the provision and use of shared spaces, community facilities and other local services.

The proposal for a medical centre does accord with Core Strategy Policy CS13 (Community and Culture) which states that 'the Borough Council will work with NHS Norfolk to ensure that new health facilities are provided to serve an expanded population, particularly in growth areas in King's Lynn'. Policy CS02 (Settlement Hierarchy) recognises the role of the 'Settlements adjacent to King's Lynn' in terms of the growth proposed and the need to maintain and enhance the provision of services. Policy CS14 discusses the need for infrastructure provision to be provided alongside the proposed new development.

Policy E3.1 includes the provision for community facilities including a doctors surgery. While this site has not come forward as part of the Masterplan for the wider allocation, consideration should be given to the relationship between these sites and the necessary linkages that should be made particularly in terms of vehicular and pedestrian/ cyclist access.

South Wootton Neighbourhood Plan does not specifically address the provision of health facilities within the parish.

The Primary Care Facility will support those existing patients that were at St James Surgery in the town. The Clinical Commissioning group states in their letter in support of the application, that the existing practice is oversubscribed by 6,000 patients in their current facilities. The provision of a Primary Care Facility will also support new growth planned in the wider King's Lynn Area.

Accordingly, subject to other material consideration the principle of a new Primary Care Facility could be supported on this site.

Impact upon Visual Amenity

The design of the building and its scale is not considered to cause any detrimental impact in terms of visual amenity. The building is set well back on the site, at 40m from Edward Benefer way and to visually relieve the mass of continual brick work the design has subservient and setback features and uses timber as a contrasting material. Additionally, it is proposed to retain existing trees to the front of the site.

Little if any views will be afforded of the site and the building when travelling east on Edward Benefer Way. No views of the building will be achieved from Hall Lane by virtue of the built form on Hall Lane and from Birbeck Close to the north of the site, only the roof elevations could be seen over the roof-slopes of the properties in the close.

The two metre high mesh fencing will not be seen, from the public domain and a condition will be imposed that it will be painted in a dark green colour to reduce its impact.

In all it is considered the scale, siting and appearance of the building would not cause any detrimental impact in terms of visual amenity and is a good quality design.

Impact upon Neighbour Amenity

The proposed site shares only an eastern and northern boundary with neighbouring properties. The land to the west is agricultural land.

During the application process the building has been re-sited so that it is 14m away from the eastern boundary.

The neighbours to the east of the site excluding the neighbour "The Garden" are some 50m away from the flank elevation of the practice building. With the building 14m away from the shared boundary and the 50m façade to façade separation, it is considered that the building would not cause detrimental overshadowing or overbearing issues upon these neighbours. There will be consulting room windows at first floor on the eastern side of the building however it is considered that with the separation distances involved there would not be any detrimental impact upon the neighbours in terms of any overlooking issues.

The neighbour to the south east, "The Garden" is the closest property to the building and will also experience cars parking close to its western boundary which consists of 1.8m lap

boarded fencing. The separation distances between the front of the practice building and the rear of this neighbouring property is 26.5m. The distance to the boundary from the corner of the building is 17m at its nearest point. The separation distances involved and the orientation of the building to this neighbour (NW) would not cause any detrimental overshadowing issues and it will not be unduly overbearing. The windows contained in the gable end projection nearest this neighbour serve the end of a communal corridor and therefore notwithstanding that there is only a 17m from the window to the boundary, the window only serves a corridor and not a treatment/consulting room. The first-floor windows contained in the roof-slope are set inside of the forward projection of the doctor's surgery building, thus no outlook into this neighbour's amenity space is achieved.

The northern boundary of the site is shared with the school and the potential school expansion site. The building is separated from the school boundary by 25m and windows at first floor serve the end of a corridor. The only other windows at first floor in the northern elevation of the building serve a meeting room, but outlook from this window will be directly over the expansion land to which no formal application has yet to be submitted. The rooflights in the northern elevation roofslope will part outlook over the existing school playing fields but at 29m from the school playing fields, it is not considered that there is any detrimental overlooking into the school.

The use of the medical centre will be between the hours of

Mon-Sunday 07:30-20:00

with the core hours to be

Monday-Friday of 07:30-18:30 with bookings between 18:30-20:00.

Saturday-Sunday 07:30-18:30

The pharmacy element of the building will be open between Monday to Sunday 07:30 -20:30 hours. The hours of use will be conditioned should approval be granted.

The CSNN team have commented that a 2m high acoustic fence along the eastern site boundary to afford protection of residential amenity from noise associated with the use of the refuse store will be required. A condition to this effect would be imposed on the decision notice. A lighting condition will also need to be imposed to ensure that neighbour's amenity is protected from any lighting of the parking courts.

No Construction Environmental Management Plan has been submitted with the application. Given the scale of the development and its position adjacent to residential properties it is considered reasonable to impose a condition requesting a construction environment management plan, that covers amongst other things;- noise and dust emissions from work on the site, the hours of work, site compound and materials and equipment are stored and where contractors will park.

Highway Safety and parking

The proposed doctor's surgery will be accessed via a new vehicle entrance, a priority junction from/onto Edward Benefer Way. This entrance can be accessed from those travelling east from town and from a new right-hand turn lane from traffic entering the site travelling west.

The access has been designed to accommodate a future care-home application to the west and the primary care facility. However, that will need to be assessed on its own merits through a separate planning application.

Regarding the primary care facility during peak time traffic on Edward Benefer Way (07:00-09:00), there will be 24 vehicles associated with the site and 59 vehicles between 09:00-10:00. At 17:00-18:00 the peak times on the highway network there will be an estimated 19 vehicular trips associated with the primary care centre. As a result of the new housing development on the allocated site E3.1, during these peak times, there will be an estimated total of 1554 (953 travelling west and 601 travelling east) vehicular trips passing the primary care junction between 08:00-09:00 and between 17:00 and 18:00 there are a total of 1542 vehicular trips passing the primary care centre (518 travelling west and 1024 travelling east). The trips associated with the doctors surgery are therefore demonstrated to be less than 1.5% additional vehicle movements in the morning (24/953) and 1.2% (19/1542) in the period of 17:00-18:00

In order to facilitate an access, and right hand turn lane, and to allow for the most free flow of traffic on Edward Benefer way, it is considered that from the stage 1 road safety audit carried out by the Transport Assessors that:-

- the 30mph speed limit needs to be extended by 75m,
- the right hand turn lane needs to incorporate traffic islands to deter motorists from overtaking,
- the ghost island lane, made wide enough to offset for any shunts or collisions and
- for route continuity the shared cycle/footway will have to be provided by dropped kerbs, tactile paving and road signage where the access to the development crosses the cycle/footway.

These works will be conditioned should approval be granted.

In terms of cycle provision, the proposal identifies 21 bicycles and 3 mobility scooters. The maximum cycle parking standards on this site including staff requirement is 44 spaces. The Local Highways Authority have confirmed they have no objection to the proposal providing 21 spaces.

A Travel Plan will also be proposed as part of a package of measures promoting sustainable transport to and from the site. The measures put forward in a Travel Plan will be conditioned should consent be granted.

99 vehicular parking spaces are proposed which meet NCC Highway parking Standards.

Whilst there is a bus stop 400m to the east of the site on the northern side of Low Road, the travel statement considers that new bus stops could be provided 250m east of the proposed access on both the northern and southern sides of Low Road to facilitate patients to travel to the doctors surgery by bus. The need for bus stops and their final position would be secured under the s.278 highways works agreement. The s.278 details are also to be submitted to the Local Planning Authority as part of a discharge of condition application.

The highways department originally objected to the proposal, as Edward Benefer Way is a corridor of movement and on such routes the Council's policy is to resist new access arrangements as it would affect the free flow of traffic and additionally NCC were concerned that the doctors surgery was not being brought forward as part of the overall site allocation E3.1, and accordingly not being served by an arm of the proposed new roundabout. Further comments were raised about the impact the access would have on the footway and cycleway on Edward Benefer Way as well as the taper lengths of the new access and island design.

However, further discussions during the course of the application have resulted in the highways authority removing their objection and whilst they would still prefer access through the new roundabout, they felt that they could not sustain an objection on this point.

The works involved to provide; a right-hand turn lane and the footway/cycleway cross-over the new entrance to the doctors surgery; any speed limit reduction to 30mph on Edward Benefer Way, and any potential new bus stops, can all be covered under a s.278 agreement (of the Highways Act) and through traffic regulation orders to be agreed via the road safety auditing process. The information provided as part of the proposed s.278 offsite highway agreement is also a condition on this permission.

Flood Risk and drainage

The site forms part of the larger allocated site E3.1 and the majority of the site is in Flood Zone 1 consequently the proposal does not require to be sequentially tested. However, because the western part of the new priority junction and the south eastern corner of the carpark are contained in flood zones 2 and 3, the proposal is required to pass the provisions of the exception test in regard to flood risk. In order to meet the provisions of the exception test, the proposal needs to;-

- pass the wider sustainability benefits to the community that outweigh flood risk and
- designed to be safe for its lifetime, consider the vulnerability of its users, without increasing flooding elsewhere and where possible reduce flood risk overall.

By virtue of the building being in flood zone 1 and only a small element of the carpark and access in flood zone 2 and 3 then the community benefit in providing new primary care facilities clearly outweighs any potential flood risk. The building being in flood zone 1 will be safe for its lifetime from flooding, and the surface water drainage of the carparking area is discussed below. The Environment Agency has no objection to the proposal.

The Surface Water drainage strategy has identified that a soakaway system in this area is not viable given the high-water table. Accordingly, the proposed surface water drainage system is to provide attenuation crates beneath the carpark surface, a relief ditch along the northern boundary of the site and connection to an Anglian Water surface water sewer system. The LLFA have accepted that because of the high-water table and ground investigations demonstrating that there is little ability to provide infiltration techniques that the LLFA have now removed their objection to the surface water drainage system as proposed. The Internal Drainage Board has no objection to the proposal. Anglian Water has confirmed that they have no objection if the surface water system is connected to their assets

In terms of foul water drainage, there is proposed to be a foul water drainage pump underneath the carpark at the front of the Doctors Surgery. The Environmental Health CSNN have commented that they have no objection to this arrangement. A condition is therefore imposed that foul water drainage is carried out in accordance with the agreed foul water drainage strategy. It is worth noting that Anglian Water have commented that there is available capacity for these flows.

Arboricultural Implications

To facilitate the access to the site the proposal will result in the removal of 4 trees that are of category B importance. The mature oak tree, subject of Tree Preservation Order 2/TPO/00514 in the north west corner of the site and all other trees on site, will be protected and retained as part of the development. The arboricultural officer has no objection to the proposal subject to conditions.

Protected Species

The application has been supported by a phase 1 ecology report and from the findings of the report further bat emergency re-entry surveys have been undertaken and well as surveys for barn owls and bats.

The Phase 1 protected species survey identified the following

Bats:- The Oak Tree at the northwest corner of the site had the potential to be a bat roost in accordance with best practice guidance and by virtue of being adjacent to long field boundaries there is the potential the site is adjacent to a bat communising route.

Barn Owls – a tree in the north west corner of the site had large cavities that would potentially be suitable for barn owls.

Nesting Birds- the trees and shrubs at the edges of the site, particularly the tree belt that flanks Edward Benfer way could contain nest birds, as well as the mature oak in the North West corner of the site

Hedgehogs – the suitable is suitable for foraging hedgehogs especially the wooded area and hedges that surrounding the site being suitable refuge areas

The phase 1 report concluded that a condition regarding the timing of the clearance of tree and vegetation would mean that there would be no significant ecological impact. Whilst the oak tree of ecological significance is detailed to be retained, there is the potential for disturbance to any wildlife using it. The report concluded that further surveys were required to determine if the oak tree on the site were found to contain bat and/or barn owl roosts. If the Oak tree were to contain bat roosts then an EPS license could be required.

Consequently, Bat emergence/re-entry surveys and a further barn owl survey was carried out in May and July this year. The results of the survey concluded that no bats were recorded as using the tree and the tree was only an occasional roost by barn owls. No further surveys are required and consequentially the report has not stated that an EPS License is required.

In terms of mitigation the report has identified that an alternative barn owl box should be provided and any new lighting on the site would have to be sensitive to wildlife, particular to bats that commute and forage within the area.

In terms of ecological enhancement, at least 4 bat boxes should be incorporated into the new medical centre, fixed to the walls in an area with no external lighting. In addition, bat boxes could be fixed in suitable locations to retained trees on the southern boundary.

Natural England has no objection to the proposal.

Ecology conditions are to be attached.

Other Material Considerations

The Environmental Health Air Quality officer states that the traffic flows have the potential to impact the town centre Air Quality Management Area (AQMA), as the former premises was in the town centre (off County Court Road), with catchment within this area. However, due to potential betterment and traffic flows that do not appear as a significant change, rather than a full quality dispersion modelling, it is recommended that the focus is on mitigation, with a travel plan implemented with provisions for on-going monitoring. Accordingly, a detailed

travel plan condition shall be required that will encourage the use of travel to the site by means other than the car.

Norfolk Fire Service have no objections subject to approved document B – Fire Regulations.

Norfolk Police Architectural Liaison Officer comments are generally supportive of the scheme.

Third party correspondence

Kings Lynn Civic Society have raised comment that most patients live within the town centre and that there will be a need for increased local car journey on busy roads. They note that there are several car parks in the town that have not been made available for this site. The Civic Society also comment that the implications of the doctors surgery site alongside the masterplan for Larkfleet, will need to be considered in terms of traffic flows.

In this response, the Doctors surgery have undertaken a survey and found that their patients are also located in the Woottons and Gaywood. Such patients now have the potential to access the new Primary Care Centre by foot or cycle, although it is accepted others will likely travel by car. The site is on a well used cycle route but also on a bus route, and there are proposals for enhanced bus stops closer to the proposed facility.

The effect of additional traffic and traffic flow along Edward Benefer, as described above, can be adequately mitigated through the s.278 highways agreement and conditions imposed on the decision notice.

A third-party objector has objected to the scheme in regard to proposal not conforming to the cycle infrastructure design requirements. Final access arrangements and detailed design arrangements, and any off-site works are covered by way of relevant conditions and s.278 Highways Act agreements.

CONCLUSION

The principle of the Primary Care Facility coming forward independently of the residential development to the west is acceptable in national policy terms (the NPPF), is in accordance with policy E3.1 of the SADMP, and a brand new facility adding to the health infrastructure of the town is to be supported.-

The scale, siting and appearance of the building and associated infrastructure is considered acceptable, and will not cause any undue visual or neighbour amenity issues. The site can now be served adequately by an appropriate access and parking arrangements, that is secured via way of condition and, and separately through s.278 agreements and traffic regulation orders. Surface water drainage is acceptable to the LLFA and Anglian Water and foul water drainage is acceptable to Environmental Health (CSNN). There are no arboricultural or protected species issues that cannot be addressed by way of condition.

The proposal therefore is considered to be in accordance with Policies CS01,02,03,06,08,10,11,13 of the Local Development Framework Core Strategy and Policy E3.1, DM1,9,12, 15,21 of the Site Allocations and Development Management Policies Plan, and Policies E2,E5,H1,H2,H4,S2 and T1 of the South Wootton Neighbourhood Plan

It 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 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:-
 - Location Plan dwg.AL(90)01 Rev A dated 14th December 2020
 - Updated Site Plans with Buildings Relocated dwg. Sk_11_B dated 14th July 2020 received 27th October 2021
 - Proposed Elevations Sheet A - (exc. Western sectional elevation) drawing no.AL(0)11 Rev D dated 14th December 2020 received 22nd October 2021
 - Proposed Elevations Sheet B - drawing no.AL(0) 12 Rev A dated 14th December 2020 received 14th October 2021
 - Proposed Floor Plans - drawing AL (0)10 rev F dated 14th December 2020
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: The mesh fencing as shown on dwg,SK_11 dated 14th December 2020 received 14th October 2021 shall be finished in a dark green colour and retained in such colour thereafter.
- 3 Reason: In the interests of visual amenity in accordance with the principles of the NPPF.
- 4 Condition: Prior to their erection/installation details of the security gate and security barrier as shown on drawing sk11 shall be submitted to approved in writing by the Local Planning Authority. The details shall include their scale, appearance and appearance used. The gates/barriers shall be erected in accordance with the agreed details.
- 4 Reason: In the interests of amenity and for the avoidance of doubt.
- 5 Condition: Prior to the first use of the building hereby approved, details of the cycle and refuse store shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the height, width and depth of the cycle and refuse store including the materials used in their construction. The development shall be carried out in accordance with the agreed details and the cycle and refuse store shall be retained in accordance with the agreed details.
- 5 Reason: For the avoidance of doubt and in the interests of visual amenity.
- 6 Condition: No plant or other mechanical or powered air handling/extraction/ventilation system shall be installed in the building other than that agreed through this planning consent. Prior to the installation of any plant associated with ventilation/extraction/air handling connected with the roof vents/louvres, full details including locations, sound power levels, times of operation and noise mitigation measures shall be submitted to

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and approved in writing by the LPA. Installation of any such plant shall then be in accordance with the approved details.

- 6 Reason: In the interests of safeguarding neighbour amenity in accordance with the principles of the NPPF
- 7 Condition: Prior to the installation of any external lighting, 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 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 scheme shall be implemented in accordance with the approved scheme and thereafter maintained and retained as agreed
- 7 Reason: In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 8 Condition: Prior to commencement of development a detailed construction management scheme must be submitted to and approved in writing by the Local Planning Authority; this must include proposed timescales and hours of the construction phase, deliveries/collections and any piling. The scheme shall also provide the location of any fixed machinery, their sound power levels, the location and layout of the contractor compound, the location of contractor parking, the location and layout of the materials storage area, machinery storage area and waste & recycling storage area, proposed attenuation and mitigation methods to protect residents from noise, lighting, dust and litter and communication methods to the local residents/school regarding the construction phases and likely disruptions. Risk from dust emissions shall be risk assessed with controls implemented in accordance with IAQM guidance (2018). Where construction methods will involve piling, details should be provided on how this will be carried out in terms of technique and times, plus how it will be controlled and monitored to ensure there is no detrimental impact on residents. The scheme shall be implemented as approved.
- 8 Reason: To ensure that the amenities of future occupants are safeguarded in accordance with the NPPF.
- 9 Condition: The use of the Primary Care Centre hereby approved shall be used between the hours of 07:30-20:00 Mon to Sunday and the pharmacy between the hours of 07:30 -20:30 hours Monday to Sunday.
- 9 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.
- 10 Condition: Prior to the first use of the building hereby, full details of a 2m high acoustic fence to be erected along the eastern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the siting, the amount of fencing provided, and the materials used in its construction. The development shall be carried out in the accordance with the approved details and retained thereafter as such.
- 10 Reason: In order to protect neighbours amenity in accordance with the principles of the NPPF.

- 11 Condition: Prior to the first use of the development a detailed travel plan including provisions to measure its implementation and effect, for the operation of the site shall be submitted to and approved in writing by the Local Planning Authority. The details of the plan as agreed shall be fully implemented concurrently with the operation of the development hereby permitted unless otherwise agreed in writing by the Local Planning Authority.
- 11 Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment
- 12 Condition: Prior to the first use or occupation 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 finished levels or contours, hard surface materials, refuse or other storage units, street furniture, structures and other minor artefacts. 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.
- 12 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 13 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.
- 13 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 14 Condition: The development hereby approved shall be carried out in accordance with the Tree Survey Report, Ref No:A3159, by Encon associates dated 2nd February 2021 received as part of the application.
- 14 Reason: To ensure that the existing trees are properly surveyed and full consideration is made of the need to retain trees in the development of the site in accordance with the NPPF.
- 15 Condition: Prior to the commencement of development hereby approved, a timetable for the following items of ecological mitigation/enhancement shall be submitted to and approved in writing by the local Planning Authority: -
- the provision of 4 bat boxes in accordance with section 5.4.2 of the Ecological Appraisal by Encon associates dated December 2020 and Section 5.4 of the Bat and Barn Owl Survey 2021
 - the provision of a barn owl box in accordance with section 5.4.3 of the Ecological Appraisal by Encon associates dated December 2020 and section 5.3.3 of the Bat and Barn Owl Survey 2021
 - the erection of bird boxes in accordance with section 5.4.4 of the Ecological Appraisal by Encon associates dated December 2020

Such items shall be provided on site in accordance with the agreed timetable and retained thereafter as such.

- 15 Reason: In the accordance with the provisions of the Wildlife Countryside Act 1981 and the NPPF
- 16 Condition: Any clearance of tree or vegetation suitable for nesting birds should be cleared outside of the bird breeding/nesting season (between the months 1st March to the 31st August inclusive). Should clearance of any trees or vegetation be required to take place during this period a bird nesting survey shall be submitted to the Local Planning Authority for approval prior to such clearance works taking place.
- 16 Reason: In the accordance with the provisions of the Wildlife Countryside Act 1981 and the NPPF
- 17 Condition: The approved surface water drainage scheme shall be carried out in accordance with the foul and storm water drainage strategy ref: - 81973-03 Rev D dated 24th September 2021, drawing no. 101 rev P2 (Drainage Strategy project no.81973). The approved scheme shall be implemented prior to the first occupation/use of the development.
- 17 Reason: In order to prevent flooding in accordance with the National Planning Policy Framework paragraph 167,169 and 174 by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site from the site in a range of rainfall events and ensuring the SUDS proposed operates as designed for the lifetime of the development.
- 18 Condition: The development hereby approved shall be carried out in accordance with the Foul and Surface Water Drainage Strategy 81973-03 Rev E dated 25th October 2021. The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.
- 18 Reason: To ensure that there is a satisfactory means of drainage in accordance with the NPPF.
- 19 Condition: Notwithstanding details received on plan SK11_B, Prior to the first use of the development hereby permitted the vehicular access shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in accordance with the highways specification (for the first 10 metres into the site) 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.
- 19 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
- 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 15 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: The gradient of the vehicular access shall not exceed 1:12 for the first 15 metres into the site as measured from the near channel edge of the adjacent carriageway.
- 21 Reason: In the interests of the safety of persons using the access and users of the highway
- 22 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 81973- 022 REV P1, contained within the Transport Statement ref:81973-04 Rev B dated 28th April 2021 . The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway
- 22 Reason: In the interests of highway safety in accordance with the principles of the NPPF
- 23 Condition: Prior to the first use of the development hereby permitted the proposed access/on-site car and cycle parking/servicing/loading/unloading/turning/waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 23 Reason: To ensure the permanent availability of parking/manoeuvring areas, in the interests of satisfactory development and highway safety
- 24 Condition: Prior to the commencement of any works a construction traffic management plan and access route 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. 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.
- 24 Reason: In the interests of maintain 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.
- 25 Condition: Notwithstanding details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvement works (including the provision of a right hand turn lane) as indicated on drawing no. 031 Rev P1) have been submitted to and approved in writing by the Local Planning Authority. 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 this condition shall be completed to the written satisfaction of the Local Planning Authority.
- 25 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

- 26 Condition: The development hereby approved shall be used for the purposes primary medical centre with associated pharmacy class E(e) only, (as defined within the Town and Country Planning (Use Classes)(Amendment)Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and shall not be used for any other purpose, including any use permitted under Schedule 2, Part 3 'Changes of Use' of the Town and Country Planning (General Permitted Development) Order 2015, as amended, or any order revoking and re-enacting that Order with or without modification.
- 26 Reason: For the avoidance of doubt.