

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



Planning Committee

Agenda

**Monday, 17th May, 2021
at 9.30 am**

in the

**Assembly Room
Town Hall
Saturday Market Place
King's Lynn**



King's Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX
Telephone: 01553 616200
Fax: 01553 691663

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, 17th May, 2021

VENUE: Assembly Room, 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 Meetings held on 12 April 2021 and the Special Meeting held on 15 April 2021.

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.

4. URGENT BUSINESS UNDER STANDING ORDER 7

To consider any business, which by reason of special circumstances, the Chair 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 Chair of their intention to do so and on what items they wish to be heard before a decision on that item is taken.

6. CHAIR'S CORRESPONDENCE

To receive any Chair'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 - 7)

The Committee is asked to note the Index of Applications.

a) Decisions on Applications (Pages 8 - 184)

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

9. DELEGATED DECISIONS (Pages 185 - 214)

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 (Chair), M Howland, C Hudson, C Joyce, J Kirk, B Lawton, C Manning, T Parish, S Patel, C Rose, A Ryves, S Sandell, Mrs V Spikings, S Squire and M Storey

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 20 May 2021** (time to be confirmed) and the meeting reconvened on the same day (time to be agreed).

Please note:

- (1) At the discretion of the Chair, 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 14 May 2021**. 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

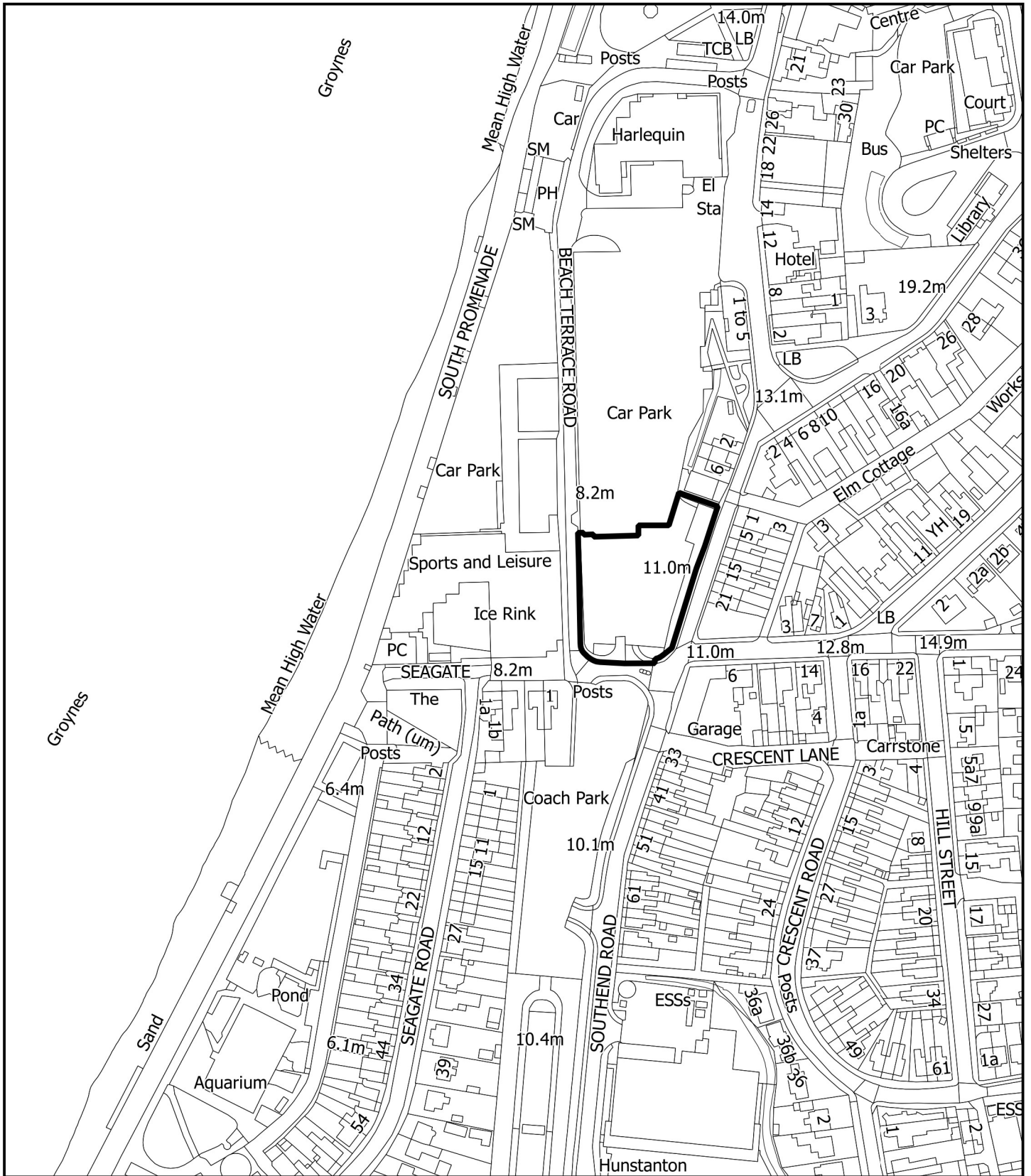
**INDEX OF APPLICATIONS TO BE DETERMINED
BY THE PLANNING COMMITTEE AT THE MEETING
TO BE HELD ON MONDAY 17 MAY 2021**

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
8/1	DEFERRED ITEMS			
8/1(a)	21/00243/FM Land Construction of 32 apartments with associated access, cycle stores, infrastructure and landscaping Southend Road Seagate	HUNSTANTON	APPROVE	8
8/2	MAJOR APPLICATIONS			
8/2(a)	20/01265/FM North Beach Caravan Park North Beach Temporary use of land for the siting of caravans for holiday occupation on an extended season between 6th March and 6th January (following year) up until and including the 31st December 2022	HEACHAM	APPROVE	43
8/2(b)	20/01268/FM Putting Green Caravan Park Jubilee Road Heacham Temporary use of land for the siting of caravans for holiday occupation on an extended season between 6th March and 6th January (following year) up until and including the 31st December 2022.	HEACHAM	APPROVE	62
8/2(c)	20/01269/FM Riverside Caravan Park Jubilee Road Temporary use of land for the siting of caravans for holiday occupation on an extended season between 6th March and 6th January (following year) up until and including the 31st December 2022	HEACHAM	APPROVE	79
8/2(d)	20/02097/FM Searles of Hunstanton South Beach Road Temporary use of land for the siting of caravans for holiday occupation on an extended season up to and including 31 December 2022	HEACHAM	APPROVE	98

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
8/3	OTHER APPLICATIONS/ APPLICATIONS REQUIRING REFERENCE TO THE COMMITTEE			
8/3(a)	20/02137/O Land at 37 Elm High Road Outline Application with some matters Reserved: Residential development	EMNETH	APPROVE	114
8/3(b)	21/00220/F Caley Farmhouse 1 Station Road Construction of a car-shed garage	HEACHAM	REFUSE	130
8/3(c)	21/00086/F Land Between 135 And 145 Smeeth Road REMOVAL OR VARIATION OF CONDITIONS 6 AND 7 OF PERMISSION 17/01675/O: Outline application for the construction of 6 dwellings on vacant land	MARSHLAND ST JAMES	APPROVE	142
8/3(d)	21/00030/F Cole Green House Fring Road Conversion and extension of existing detached carport and garage to ancillary bedroom accommodation and storage shed (Retrospective).	SEDFORD	APPROVE	150
8/3(e)	20/01892/F Land And Buildings Immediately N To NE of The Old Farm House Oxborough Road Full Planning Permission for 6 dwellinghouses in a conservation area following demolition of agricultural barns	STOKE FERRY	REFUSE	162
8/3(f)	21/00345/F Waterlow Nursery Waterlow Road Removal of Condition 6 of Planning Permission 19/00743/O: Outline Application for 2 storey dwelling in association with adjacent manufacturing and retail window business	TERRINGTON ST CLEMENT	REFUSE	177

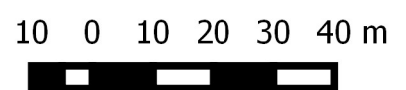
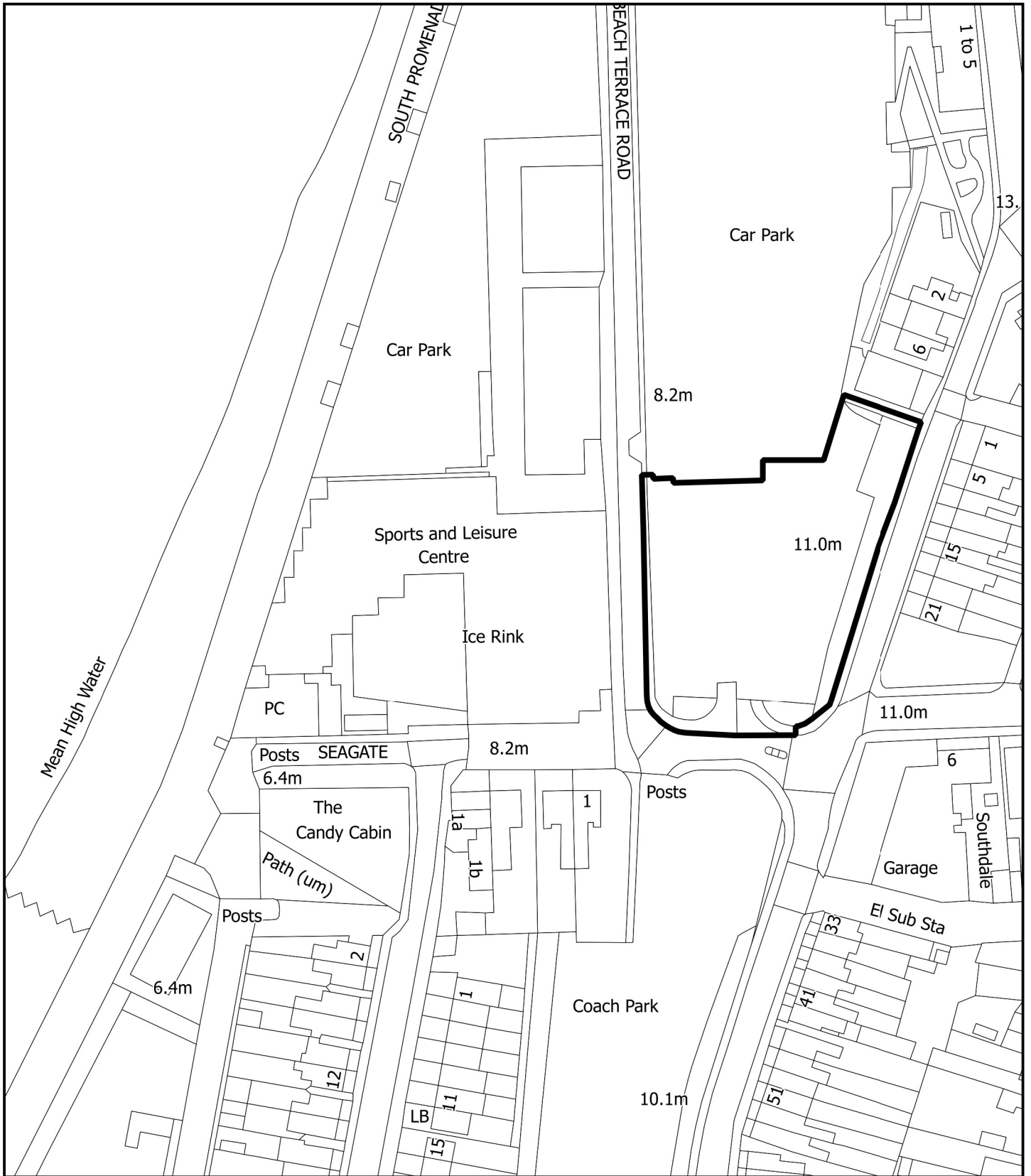
21/00243/FM

Land at Southend Road, Seagate



21/00243/FM

Land at Southend Road, Seagate



Parish:	Hunstanton	
Proposal:	Construction of 32 apartments with associated access, cycle stores, infrastructure and landscaping	
Location:	Land At Southend Road Seagate Hunstanton Norfolk	
Applicant:	Borough Council of King's Lynn And West Norfolk	
Case No:	21/00243/FM (Full Application - Major Development)	
Case Officer:	Mr K Wilkinson	Date for Determination: 19 May 2021

Reason for Referral to Planning Committee – The Borough Council is the applicant and the officer recommendation is contrary to the views of the Town Council.

Members will recall that this application was presented at the 12 April 2021 meeting where it was resolved that the application be deferred to another meeting for determination.

For ease of reference amendments to the April report (inclusive of previous Late Correspondence) are presented in emboldened text.

Neighbourhood Plan: The Hunstanton Neighbourhood Development Plan is in draft form and not at an advanced stage, so presently it has limited weight with regards to decision-making. This will be expanded upon in the report.

Case Summary

The site (0.3Ha) is the southern-most part of the Southend Road Car Park, bounded by Southend Road and Beach Terrace Road in Hunstanton.

This application seeks full planning permission for the development of 32 apartments, together with associated landscaping, 2 cycle stores, infrastructure and access.

The 32 residential units proposed comprise:

- 12 no. 1-bed apartments,
- 18 no. 2-bed apartments and
- 2 no. 3-bed apartments

Six of these apartments will be affordable housing.

A two-and-a-half storey residential building is proposed, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road. An additional storey on the northern wing would accommodate undercroft parking at ground floor level.

The existing exit from the car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to the development would be formed from the west side of the site off Beach Terrace Road.

The car park would continue to be accessed from the other existing vehicular access adjoining Harlequin House further north on Beach Terrace Road. Emergency exit from the car park would be available through this site should the need arise.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site.

This is a further submission following application ref: 20/00811/FM which was refused by the Planning Committee at its meeting on 7th December 2020. The reasons for refusal were as follows:

1. The proposed development would result in the significant loss of 100 public car parking spaces, which would create an adverse impact, especially during summer months, upon the ability to accommodate visitors to the town to the detriment of the local economy and amenity. The proposal is therefore considered to be contrary to the provisions of Policy CS05 of the Core Strategy (2011) and the Hunstanton Town Centre & Southern Seafront Masterplan (2008); and

2. The proposed development has inadequate parking provision within the application site to serve the number of dwellings sought. The proposal is therefore considered to be contrary to the provisions of Policies DM15 & DM17 of the SADMPP (2016).

This new proposal seeks to negate the aforementioned reasons for refusal.

Key Issues

Principle of Development
Form and Character
Design and impact on the Conservation Area
Impact upon neighbouring properties
Highway implications
Parking provision for the development
Loss of public car parking spaces
Flood Risk and Drainage
Affordable housing
Crime and Disorder
Other material considerations

Recommendation

A) APPROVE subject to the completion of a S106 Agreement within four months of the date of this resolution to approve.

B) REFUSE if the S106 Agreement is not agreed within four months of the date of this resolution to approve.

THE APPLICATION

The application site is located on land currently forming the southern part of the Southend Road Car Park, bounded by Southend Road and Beach Terrace Road.

The site is in a central location in Hunstanton. The town centre is approximately 75 metres to the north-east and the seafront is 120 metres to the west.

The site is generally level, though there is a pronounced drop (up to approx. 2m) from the frontage with Southend Road to the existing level of the car park.

The site is not located within the conservation area but adjoins it on the opposite side of Southend Road.

To the north of the site is the remainder of the car park and a one-and-a-half storey commercial unit (leather shop). To the east is Southend Road and opposite are two/two-and-a-half storey terraced houses. To the south-east, on the other side of the highway, is a car dealership (Fleming Brothers). To the south/opposite is a coach park. To the west of Beach Terrace Road, are the Oasis sport and leisure facility plus single-storey seafront amusement businesses.

This application seeks full planning permission for the development of 32 dwellings, together with associated landscaping, infrastructure and access.

The 32 residential units proposed comprise:

- 12 no. 1-bed apartments,
- 18 no. 2-bed apartments and
- 2 no. 3-bed apartments

Six of these apartments will be affordable housing.

A two-and-a-half storey residential building is proposed, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road. An additional storey on the northern wing would accommodate undercroft parking at ground floor level, but would not be apparent from the highway, by virtue of the change in ground level. The design and appearance of this building is expanded upon later in this report.

The existing access into the car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to the development would be formed from the west side of the site, off Beach Terrace Road.

The car park would continue to be accessed from the other existing vehicular access adjoining Harlequin House further north on Beach Terrace Road. Emergency exit from the car park is available through this site should the need arise.

Two detached single-storey cycle store buildings are proposed – one located in the central parking court and another one at the north end of the site.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area.

The application is accompanied by a Design & Access Statement, Planning Statement, Heritage Statement, Ecology Report, External Lighting Assessment, Flood Risk Assessment

& Drainage Strategy, Statement in Support of Parking Loss, Statement in Response to Parking Loss Remediation Strategy Report and Transport Note.

As stated above, this is a further submission following application ref: 20/00811/FM which was refused by the Planning Committee at its meeting on 7th December 2020. The reasons for refusal were as follows:

1. The proposed development would result in the significant loss of 100 public car parking spaces, which would create an adverse impact, especially during summer months, upon the ability to accommodate visitors to the town to the detriment of the local economy and amenity. The proposal is therefore considered to be contrary to the provisions of Policy CS05 of the Core Strategy (2011) and the Hunstanton Town Centre & Southern Seafront Masterplan (2008); and
2. The proposed development has inadequate parking provision within the application site to serve the number of dwellings sought. The proposal is therefore considered to be contrary to the provisions of Policies DM15 & DM17 of the SADMPP (2016).

In response to this refusal the following changes have been made:

The parking provision within the site has been modified to create 40 spaces (1 space for each of the proposed residential units plus two with an additional allocated space, and 6 visitor spaces) - a net increase of 7 spaces; and

A review of car parking provision has been undertaken resulting in additional spaces being created in the underused coach park to the immediate south of the site to off-set some of the spaces lost in the main car park – this will be expanded upon later in this report.

SUPPORTING CASE

The Agent has submitted the following statement in support of the proposed development:

“This re-submission addresses the two concerns of the planning committee in December 2020: that of a loss of public car parking in this area of the town, and the number of on-site parking spaces available for residents and their visitors.

The proposed residential development still comprises a mix of 12 no. 1-bed apartments, 18 no. 2-bed apartments and 2 no. 3-bed apartments, which would be accommodated in a two-and-a-half storey building, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road.

This application incorporates a scheme to compensate for the loss of public parking spaces on the application site by partially re-purposing and adapting the management of the coach park to the immediate south, which is owned by the Borough Council. Please refer to the ‘Statement in response to Parking Loss’ which outlines details of this scheme, including how that land can be more fully utilised at different times of the year, with parking for coaches and other large vehicles will continuing to be adequate provided for.

Furthermore, the revised site layout accommodates an additional seven spaces within the development site, representing an increase from 33 to 40 car parking spaces. All 1- and 2-bed apartments will have one space each, whilst the 3-bed apartments will each have two spaces, and there are now six spaces for visitor parking proposed instead of one. This provides for adequate and appropriate private car provision for residents of apartments in this location central to the town and its public transport, services and amenities.

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The proposal would provide much needed affordable housing as per policy CS09 of the Council's adopted Local Plan 2016. The policy requirement for 6 affordable homes is met on-site, and the proposal includes 4 no. rented (3 no. 1-bed and 1 no. 2-bed) and 2 no. shared ownership (2-bed) units. This site will contribute to meeting the Borough Council's housing delivery target of 539 homes per year. It responds directly to the housing need identified in the Borough Council's House Need Assessment March 2020 by providing an appropriate mix of accommodation types and tenures.

The site is in receipt of Central Government grant funding under the Local Government Accelerated Construction Programme. The funding is designed to provide a tailored package of support to local authorities to develop land in their ownership that otherwise would not be developed. The grant is available to fund site enabling and infrastructure work that unlocks the barriers to development and effectively bridges the viability gap that would otherwise prohibit the site from being delivered. The grant funding contribution provides certainty that the site is deliverable and that all S.106 requirements can be supported.

The scheme has been put forward to the Norfolk Constabulary for their Secured By Design Gold award and the requirements to achieve this, set out in a response by the Designing Out Crime Officer, have now been incorporated into the site plan and otherwise confirmed to be implemented as part of the development.

Sun path models for different seasons as well as an external lighting report have been submitted, which demonstrate that there will not be an adverse impact on residential amenities including with regards to light spill, loss of natural light or over-shadowing.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area, and improving connectivity from Southend Road towards the sea front. The existing tall brown-brick wall that bounds Beach Terrace Road along the west side of the application site will be removed, significantly improving the appearance of this particular street scene too.

Photovoltaic panels are proposed for certain south, east and west roof slopes. The north roof slopes, as well as those along a street frontage, will not have PV panels installed respectively for reasons of effectiveness and appearance.

On the site there will be an electric vehicle charging point installed at a visitor parking space, and infrastructure will be installed as part of the development to facilitate future installations of charging points at all allocated and visitor spaces. The scheme includes shared, secure, covered cycle storage for the residents, accommodated in two detached cycle store buildings."

Plus this additional submission:

"Following the committee debate on 12th April 2021, the applicant has taken further steps to address those matters which some members have raised concerns about.

It has been confirmed in a statement submitted that the Council, as developer, intends to add the following covenant in the plot transfer for each unit sold: "that the transferee shall not use the Unit or permit the Unit to be used other than as the primary or principal residence of the person entitled to occupy the Unit."

This covenant has been successfully used by Cornwall Council and ensures that people who wish to live in the area as full-time residents are able to buy the units, but crucially those who are not - or who wish to let the properties as holiday lets - cannot.

The above would be together with the plan to market the units initially to only local people from West Norfolk or those moving to be close to other family members who already live here, and only after this demand is met would the units be released to the wider market.

The possibility of re-instating the railway was raised at the last meeting. The Hunstanton Town Centre Area inset map to Policy F2.1 of the 2016 SADMPP (on page 165 of that document) does show clearly what area is and is not designated by Policy DM13 of the SADMPP (concerning safeguarding of former railway). The coach park to the south of Beach Terrace Road is designated as such, whilst the road and the application site is not designated by the adopted development plan as to be safeguarded by the policy. It should also be noted that re-instatement was looked at by the 2008 Masterplan, which noted that there are considerable difficulties, including existing residential buildings on the line.

The application should be assessed in regard to the Southern Seafront masterplan, and phase one of the 2017 Prospectus, in terms of how this site can practically deliver towards the aims. The scheme, by delivering local housing, would result in more year-round residential and economic activity in this area, which at present is busy mostly only on a seasonal basis. Its location should be distinguished from, for example, the bus station site in regard to being able to viably expand retail space. The scheme will enhance the appearance of the vicinity, especially in terms of the approach to the town centre. It is not apparent how a viable scheme on this site could expand water sports/activities, nor how the proposal might not respect heritage. The PV panels – making use of a natural asset – and EV charging infrastructure included in the scheme do make meaningful environmental contributions.

With regard to the draft Neighbourhood Plan, it is noted that this is currently in consultation, and has not therefore been tested by the LPA or the Secretary of State, as required, as to whether it meets the statutory requirements.

Since 12th April positive progress has been made in other matters, including with respect to Designing Out Crime – the plans being fine-tuned further so that the development can achieve the Gold Award; and with respect to flood planning and drainage strategy – as required by the LLFA, an updated Flood Risk Assessment & Drainage Strategy has been submitted following further survey work.

Members are respectfully reminded that the application – like any application – should be determined without reference to who the applicant is, whether private or public sector etc, including with respect to consideration of any planning conditions. In this instance, the applicant nonetheless is able to provide a non-planning control by the Council, of the sale and occupation of the proposed dwellings, as described above.

Following each of the two previous committee meetings (7th December 2020 and in April) the scheme has been revised to meet the specific concerns raised. It should be regarded that the scheme now put before Members fulfils all the requirements for a planning approval.”

PLANNING HISTORY

20/00811/FM: Application Refused: 07/12/20 - Construction of 32 apartments with associated access, cycle stores, infrastructure and landscaping.

RESPONSE TO CONSULTATION

Hunstanton Town Council: OBJECT

This application has been discussed again at the recent full council meeting of Hunstanton Town Council, we stand by our original decision made previously, as there is no material changes to the development and our standing orders prevents us from voting again on this application, the reallocation of spaces from visitor to dwellings is not deemed a significant alteration to the proposed design.

Car Parking

Car parking spaces (following national guidance/ local guidance and policy)

12 one bed apartments - need 12 parking spaces

18 two bedroom apartments – need 36 parking spaces

2 three bedroom apartments - need 6 parking spaces

Total requirement of parking spaces 54 spaces

Actual provision is 1 parking space per unit 32 spaces a short fall of 22 spaces

The project is being built on an existing car parking facility with a loss of 100 spaces, so construction of this site will result in a total reduction of parking of 122 spaces.

There is a presumption being used that Hunstanton has a good public transport infrastructure and the town does not require as many car parking spaces as local NCC and national NPPF guidelines recommend, however this is not the case, the current levels of public transport is poor compared to other areas of Norfolk. Cycling is not an option around Hunstanton as the roadways are not safe enough and an ageing population are less likely to use this option.

We note that other Major developments are proposed in West Norfolk which do meet the parking needs of a local community, for example 20/00724/FM 185 garage spaces and 645 parking spaces for 379 dwellings proposed close to Kings Lynn, a large town which has an adequate public transport infrastructure to support the needs of the local population.

Although we do welcome the acknowledgement of the need to meet future environmental needs by the recognition of increasing EV charging points and hope this is reflected in all future proposed developments.

We feel that this development does not fit in with the Hunstanton Neighbourhood Development Plan, although not yet agreed it is something planners need to take into consideration.

Local Highway Authority (NCC): NO OBJECTION - Parking has been increased to 40 spaces, with 2 cycle stores available for use as a partial replacement, which would fall short of adopted standards.

Whilst I previously had reservations regarding the limited provision and loss of public car parking provision, the off-site changes proposed would replace a large proportion of the lost space within the application site car park and I am mindful of the sites town centre location, which is well controlled by existing waiting restrictions and close to other Public car parks, as such, I would be unable to substantiate any highway objection to the development as proposed.

Recommend conditions relating to provision of access, car & cycle parking provision, no barrier to access point, parking for construction workers, Construction Traffic Management

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Plan and Access Route, plus details and implementation of off-site highway improvements (footway and retaining wall).

Lead Local Flood Authority (NCC): NO OBJECTION – subject to condition relating to full details of drainage scheme being submitted and implemented accordingly.

Historic England: NO OBJECTION Historic England has no objection to the application on heritage grounds. We consider that the application meets the requirements of the NPPF, in particular paragraph numbers 7, 8, 193, 194 and 196. In determining this application you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Environment Agency: NO COMMENTS

Anglian Water: NO OBJECTION - Confirm that there is adequate capacity in their sewerage system to serve the proposed development, and the surface water drainage details are acceptable. Development to accord with the FRA & Drainage Strategy.

Norfolk Fire & Rescue Service: NO OBJECTION – Subject to meeting Building Regulations and advice on including a sprinkler system as part of the infrastructure of the building (difficult to retro-fit).

Natural England: NO OBJECTION

Environmental Health & Housing – Environmental Quality: NO OBJECTION – Subject to conditions relating to remediation and unexpected contamination.

Environmental Health & Housing – Community Safety & Neighbourhood Nuisance: NO OBJECTION – subject to recommended conditions relating to construction management plan, sound insulation, foul and surface water details, plus lighting scheme.

Also recommends amended construction hours condition as follows: Construction hours and site deliveries /collections shall not take place outside of the hours of 08.00 -18.00 Monday to Friday, 08.00 -13.00 on Saturdays and at no times on Sundays and Bank / Public holidays. Between 08:00 and 08:30 on the permitted days no activities including deliveries requiring the use of noisy plant, machinery or equipment should take place. This includes the use of vehicles with reversing alarms or other machinery and equipment that utilise alarms.

Green Space Officer: NO OBJECTION - Given consideration to the context of this development, provision of on-site open/amenity space would be unnecessary and undesirable.

Note of caution regarding choice of shrubs close to car parking areas. Otherwise, provided the permanent maintenance of on-site landscaping is secured by a robust management agreement, I don't think we have any further comments to make at this stage.

Business Manager – Leisure & Public Space: SUPPORT –

Current Situation

CENTRAL 44

COACH PARK 0
NORTH PROM 28
SEAGATE EAST 180
SEAGATE WEST 530
SOUTH PROM 161
SOUTHEND ROAD 495
VALENTINE ROAD 77
CLIFFTOP CARPARK 1500

TOTAL 3015
TOTAL (EXCLUDING CLIFFTOP) 1515

Usage of the car parks is varied throughout the year. The car parks are very busy during the summer, however for the majority of the year the car parks are largely empty. Figures show that based on Borough Council income from car park tickets sold, the majority of the usage is between June and September.

Car Park Usage

In 2019 there were 9 days when more parking tickets were sold within the town than the town holds. Every other day of the year there was space for each visitor to have an individual parking space. It should be noted that even when more cars visited the town than there were spaces available, that these spaces were still sold. This is a result of spaces being sold more than once as visitors arrived and left the resort at different times throughout the day.

The maximum number of visitors in 2019 on a single day was 5410.

Lowering the total number of spaces by 100 (as proposed) would result in only 1 additional day in which more spaces would need to be sold than the town currently has.

Exceeding Capacity

It should be noted that the council expects that more than 5410 cars could park within the town successfully on a single day.

Whilst only one year has been reviewed in detail, 2019 is considered a “typical” year for parking within Hunstanton with bank holiday weekend being particularly busy. Whilst the summer season is a busy time for the town, on only bank holiday weeks, and particularly good weather weekends, are parking spaces needing to be sold more than once per day to meet parking demand. It is therefore considered that in any given year, the proposed loss of parking would have a negligible and largely un-noticeable effect on car parking and therefore the town’s tourism economy.

Impact on Tourism

A review of the town’s tourism data shows that 86% of Day Trippers live further than 20 miles away from Hunstanton and 87% of day visitors are repeat visitors. These statistics demonstrate that visitors return to Hunstanton again and again from afar and it is therefore considered unlikely that should finding a parking space become harder that these visitors are unlikely to leave and would instead spend time finding an available space.

Added Economic Value

Destination Research, as part of their analysis of tourism spend in West Norfolk (2018), estimates that spend per day trip to the area is £31.12.

Whilst there is, therefore, the potential for the local economy to lose as a result of the loss in car parking (should visitors not be able to find a parking space and choose to leave the town), this loss is minimal in comparison to the potential to be spent in the local economy by those living in the proposed flats.

The proposed development will provide a boost to shops and services across Hunstanton, bringing with it increased retail spend and general household expenditure to support the local economy.

Parking Income

It should be noted that parking income is hugely important to the Borough Council. As was reported in the Lynn News (28 November 2019), parking services in the borough raised £3.1 million in profit in 2018-19.

This income enables the Borough Council to effectively deliver services to the residents of West Norfolk. As funding for Local Authorities by central government is minimised low risk revenue generating income streams play an important part of Council Finances. The Borough Council would not be pursuing the project should it feel that parking would be lost and this low risk, high yield income stream, negatively affected.

Covid 19

Whilst tourism will play an important part of Hunstanton Economic recovery post Covid-19, the reliance of a town on a single sector, and the risks associated with this has been clearly demonstrated. Diversifying the town's economy, attracting new residents and supporting year-round jobs will result a more sustainable use of the land and a more sustainable wider town.

Waste & Recycling Officer: NO OBJECTION

Arboricultural Officer: NO OBJECTION - please condition in accordance with the landscaping plan.

Housing Development Officer: NO OBJECTION – Confirms 20% affordable units required on sites capable of accommodating 10 or more dwellings and/or 0.33ha in Hunstanton. In this instance 6 units would be required, 4 for rent and 2 for shared ownership.

It is noted that the proposal is for 3 x 1 bed & 1 x 2 bed units for rent and 2 x 2 bed units for shared ownership. The proposed units and mix are policy compliant. A S.106 Agreement will be required to secure the affordable housing contribution.

Norfolk Constabulary: NO OBJECTION - Advice offered on Secure by Design matters with regards to controlled access points, boundary treatments and planting along new footway, cycle storage, bin storage, car parking and lighting scheme.

Conservation Officer: SUPPORT - From a conservation perspective, the comments provided on the 20 November for application 20/00811/FM still stand. Conditions will need to be added for materials and detail such as joinery, eaves dormers etc.

Conservation Areas Advisory Panel: The Panel concluded that there were no additional comments about the internal layout and increased number of car parking spaces and their comments on the application as a whole still remained when they considered the application back in November 2020.

These were as follows: the Panel still had concerns it raised before in relation to the long elevation running up the hill, and also expressed additional concerns in terms of the scale in the conservation area and its relationship with the buildings opposite.

Hunstanton & District Civic Society: OBJECTS

The Borough's regeneration strategy, as outlined in the Hunstanton Town Centre and Southern Seafront Masterplan 2008 - endorsed and updated by the Hunstanton Prospectus 2017 - has been generally accepted as the blueprint for development of the town. We believe that it is still relevant and is a material consideration in the determining of this application.

The Masterplan is underpinned by a five-part Vision for the town:

- An active town – expanding the existing water sports and activities offer
- A local town – meeting the needs of its residents with an expanded retail core
- A more attractive seaside destination – where visitors stay longer and spend more
- A town that respects its heritage whilst looking to the future
- An environmental town – making the most of the town's natural assets

Our contention is that this application does not fulfil any aspect of that Vision and therefore cannot be considered as part of the regeneration strategy:

- It does not expand the water sports or other activities
- It does not expand the retail core
- It does not make it a more attractive destination (unless you consider that obscuring the rear of the Azams building makes it qualify)
- It does not respect the town's heritage (ironically, the ground is part of the railway line that once connected Hunstanton with King's Lynn)
- The provision of a few photovoltaic panels on some roofs only pays lip service to the environment.

The Hunstanton Prospectus 2017 reiterated the five parts of the Masterplan's Vision and also included an Economic Plan 2016, developed by the Hunstanton Coastal Community Team and endorsed by your Cabinet in 2017.

This application does not meet any of the ten goals identified, nor any of the Guiding Principles of Connecting, Welcoming, Serving or Diversifying of the Economic Plan 2016.

This is a prime site and the town needs a development that will support the Vision and be of considerable benefit to the town's economy. However, if this application were to be approved, it is expected that many of the units will be bought as investments or second homes. They will therefore not make anything like the predicted contribution to the local economy, nor will they contribute to diversification of the local economy.

The Masterplan identified the area as an opportunity site, suggesting development along Southend Road with active retail frontages at ground level and apartments above, with the loss of perhaps 20 car park spaces. We would welcome such a development on that scale as it is in line with the agreed Vision for regeneration of the town.

NPPF paragraphs 105, 106 and DM17 permit a reduction in car parking provision if there is adequate accessible public transport. During office hours there are four buses per hour to King's Lynn, but the service is inadequate for those wishing to travel in any other direction or at times required when going to and from work.

The extra parking spaces identified in the revised application are not substantiated by scaled drawings that clearly demonstrate consideration of:

- The increased size of modern vehicles and associated traffic flows of people carriers and coaches within the area
- Provision of larger spaces and associated loading capacity for Blue Badge holders
- Provision of electric charging points and additional ticket machines

Such considerations may actually result in a further reduction of available spaces by approximately 10% and this situation will be further exacerbated by development of the Kit Kat site to provide even more apartments in this area and the proposed development of a budget hotel beside The Honeystone.

If this planning application were to be approved, despite local objections, the installation of an electronic notice board on the approach to the town indicating availability of parking spaces in each car park would have to be mandatory; additional signage would also be required to clearly identify each car park at its entry point(s).

Finally, reference should be made to the Hunstanton Neighbourhood Development Plan (HNDP) that is emerging. Under K11 there is a requirement for restricting purchasers of properties in new developments to those who wish to make the property their principal residence. This restriction has been enshrined in Neighbourhood Plans already passed and in force for Brancaster and Sedgeford.

We urge the Planning Committee to reject this application forthwith.

REPRESENTATIONS

Cllr Paul Beal:

“I feel saddened that this application has come to the fore again and I can’t express to much how important this car park is to the survival of tourism in Hunstanton.

It is the main parking point to central Hunstanton with easy access to the beach as well as the town and no matter how many times an officer juggles the parking figures if this space is built on we will definitely lose 100 plus parking spaces and is irrelevant whether they are placed anywhere else in the town we still lose valuable places.

I beg for the panel to take a lesson from British railway who took the railway away from the town which is now desperately trying to reinstate a line again.

As I stated in my last correspondence I’m not against development as it’s needed for the town to go forward but building on this car park would be a disaster and once it’s gone it’s gone forever.”

FIVE items of correspondence received raising **OBJECTION** on the following grounds:

- Loss of spaces in most popular car park in the town and their location makes them ideal for commerce;
- The proposals make up for some of these spaces by repurposing the coach park. Feel the projected gains will not be as high as projected as car parking space sizes need to be bigger as recognised in other parts of the borough, (the rise of the larger car and SUV) this was mentioned discussed in the planning committee when determining the original application. Suspect a further 10% loss.

- Appearance and materials not complementary to Victorian character and adverse impact on Conservation Area - the building is ugly, a failed attempt of putting a modern twist on a Carrstone building. This site is in a key location as visitors enter the town, it might hide the past architectural/planning mistakes but it will replace them with a new one;
- Loss of views of the sea and lack of permeability to the sea - this development along with the proposed development on the Kit Kat site will block any views of the sea from Park Road. This is not about right to a view but about preserving the nature of a Victorian Seaside town;
- Parking – inadequate to serve development. Following national guidance (NPPF) and Local guidance (NCC and policy K7 of the HNDDP) the car parking spaces needed would be 54 spaces. Actual provision is considerably below this and considering the need for car transport to live and work in Hunstanton is inadequate;
- **Problems already in neighbouring pedestrianised area/street with unauthorised parking for access to public toilets;**
- Bus services are not good enough to allow people to commute to full time work, they are just too limited and do not operate for long enough hours. Majority of jobs with wages sufficient to support a mortgage are out of town, needing car transport;
- Lack of electric car charging points - need to future proof all developments with the electric charging infrastructure;
- BCKLWN commissioned Building Design Partnership in 2008 to produce a Masterplan for the Town Centre and Southern Seafront. The Masterplan was adopted by the Borough Council and in 2015 it became the main plank of the Coastal Community Team Prosperity Document. As the proposal is for a block of apartments it does not meet any of the criteria, it is not regeneration and is contrary to the Master Plan and to the aims of the Coastal Community Team and its principles of connecting, welcoming, serving and diversifying; and
- The proposal is contrary to three of the policies of the emerging Hunstanton Neighbourhood Development Plan (HNDDP):

Policy K7 is in agreement with DM17 on the need for adequate off-street parking.

In order to try rebalance the seriously skewed age structure of the population, Policy K11 restricts the purchasers of new developments to those who wish to make the property their principal residence. Hunstanton already has the highest number of dwellings with no usual occupants i.e. caravans and second homes. Neighbourhood plans in force in Sedgeford and Brancaster contain similar restrictions.

Policy L6 only permits development on existing car parking areas if it can be shown that they are not needed, or replaced elsewhere, or in exceptional circumstances it can be clearly demonstrated that the development will be of significant social and/or economic benefit to the town.

ONE item of correspondence in **SUPPORT** of the proposal:

- The town needs younger people to rebalance the age range of residents;

- An earlier application was refused by BCKLWN Planning Committee, one reason being loss of visitor parking spaces which has now been overcome by resigning adjacent car/coach/camper parks to increase capacity;
- Some people say "they will be bought as holiday homes- bought by Londoners...." They said the same about Hopkins 166 homes south of the town...it didn't happen and those are very largely owner occupiers; and
- Too few parking spaces per home as per Policy DM17 - That policy can be ignored for town centre developments. Please do ignore it.

LDF CORE STRATEGY POLICIES

CS14 - Infrastructure Provision

CS01 - Spatial Strategy

CS09 - Housing Distribution

CS02 - The Settlement Hierarchy

CS05 – Hunstanton

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

DM13 - Railway Trackways

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 2019

OTHER GUIDANCE

Conservation Area Character Statement

NEIGHBOURHOOD PLAN POLICIES

K2 – Design, Style and Materials

K7 – Parking Provision

K8 – Off-road Parking

K11 – Houses as Principal Residences

L6 – Provision of Car Parking Areas

PLANNING CONSIDERATIONS

The main issues for consideration in the determination of this application are as follows:

- Principle of Development
- Form and Character
- Design and impact on the Conservation Area
- Impact upon neighbouring properties
- Highway implications
- Parking provision for the development
- Loss of public car parking spaces
- Flood Risk and Drainage
- Affordable housing
- Crime and Disorder
- Other material considerations

Principle of Development

The site is previously developed land within the development boundary of Hunstanton and is surrounded by a mixture of residential, leisure and commercial uses and adjoins the Conservation Area.

As such the principle of development with a residential scheme is to be supported, subject to compliance with other relevant planning policy and guidance.

The Hunstanton Town Centre and Southern Seafront Masterplan was endorsed by Cabinet 7th October 2008 and subsequently agreed by Full Council. This document identifies this site as part of an ‘opportunity site’ for building upon and creating active frontages to the east and south of the car park.

The original Hunstanton Masterplan is still relevant. However, much of it has been delivered on, or feeds into the work for the Southern Seafront Masterplan which only focuses on a small area of the town from the Pier along the seafront to the power boat ramp, taking in Southend Road car park and those premises directly behind the sea defences.

The latter document has not been referred to Full Council/Cabinet in its finished form to date and remains in draft, although complete and setting out the possible development options for the area. The southern seafront area has however been identified as a priority in the Hunstanton Prosperity Coastal Community Team Prospectus, which was endorsed by Cabinet in April 2017.

Core Strategy Policy CS05 specifically refers to the Masterplan stating: *‘The strategy for the town is to...enhance the local character of the town, promoting high quality design of the local environment and public realm. In particular to: promote a new style of design for the Southern Seafront Area, creating a new identity that reflects modern and high quality architecture rather*

than replicating the past...' The Masterplan is a material consideration in the determination of this application.

The original, and still relevant, Masterplan notes that: *'C2. Develop active frontages onto Southend Road, Le Strange Terrace and the Promenade; cafés and restaurants would be the most suitable uses. This will help to create a character for site C and in particular it will create a character transition between the historic core and southern seafront.'*

Whilst it is recognised that this scheme does not incorporate mixed uses, Southend Road mainly comprises a residential frontage and the proposed residential scheme would arguably be more compatible in terms of amenity. There still remains potential for an 'active frontage' as part of the remainder of the allocation onto Le Strange Terrace which would consolidate the commercial/retail area of the resort.

Reference is made to the Hunstanton Neighbourhood Development Plan by consultees and third parties. The relevant policies are as follows:

Policy K2 – Design, Style and materials

New housing development as well as alterations to existing buildings shall respect local character and be of high quality design. To achieve these proposals it shall demonstrate how the following factors have been taken into account: a) road, footpath and cycleway connections to adjacent areas within the town and the surrounding open countryside; b) ease of access and availability of facilities and services including public transport; c) the scale, density, massing, height, landscape design and materials reflect and enhance the architectural and historic character and scale of the surrounding buildings; d) the creation of well-defined streets and spaces which are easy to find your way around; e) the principles of 'streets for all'; f) car usage and parking; g) play areas, public and private spaces; h) external storage and amenity space; i) the promotion of sustainability by the orientation of buildings, storage for bicycles, and storage for waste including provision for recycling. Any new dwelling, redevelopment or extension to a dwelling in the area should be carefully designed to blend in with adjacent properties and areas to maintain the character of the town. The use of materials, especially those sourced locally, and materials of low ecological impact are to be encouraged. Buildings of modern design and materials will be permitted if they blend in well with their surroundings. New dwellings should have the appearance of a maximum of four storeys in the Town Centre Area (shown on Map 5 on page 32) and three in the other areas of the town unless it can be clearly demonstrated that they take the character of the surroundings into account and will make a positive contribution to local distinctiveness. If extra living space is needed it should be obtained by putting rooms in the roof rather than a full extra storey. The siting of new buildings shall have due regard for, and respect the setting of, designated heritage assets. Developments will be expected to preserve or enhance the character, appearance and views into and out of the Conservation Area with regards to the built /cultural heritage. Consideration should also be given to views of the AONB, The Green and permeability to the sea and sea front.

Policy K7 – Parking Provision

Car parking should be integrated within the landscaping of the scheme to minimise its visual impact but it should also serve its intended use and encourage natural surveillance. New dwellings (including flats and maisonettes) will be required to include car parking to the following minimum standards: One bedroomed unit – 1 space per dwelling; two or three bedroomed unit – 2 spaces per dwelling; four or more bedroomed unit – 3 spaces per dwelling. Hunstanton is a very rural area (16 miles from the nearest major town), and it currently has very limited public transport links. Proposals for developments not meeting these parking standards will not be supported.

Policy K8 – Off-road parking

There should be provision for electric charging points or future proofing of developments so electric charging points for vehicles can be easily added in all new developments. Proposals for separate parking courts will not be encouraged. Hard standings should be built, with permeable surfaces.

Policy K11 – Houses as Principal Residence

New build 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 non principal homes will not be supported. The condition or obligation on new open market homes will require that they are occupied only as the primary/principal residence of those people who are entitled to occupy them. Occupiers of homes with a principal Residence condition will be required to keep proof that they are meeting the obligation or condition, and be obliged to provide this proof if/when King's Lynn Borough requests this information. Proof of principal residence could include (but not limited to), registration on local electoral register and being registered with local services (healthcare providers, schools etc.).

Policy L6 – Provision of Car Parking Areas

Development of car parking areas (see maps 9a & b on pages 46 & 47) for other uses will not be supported unless; a) It can be demonstrated that retention of car parking spaces is not essential or b) Alternative provision is made to ensure no overall loss of parking capacity in key areas for commerce or c) Where in exceptional circumstances it can be clearly demonstrated that the development will be of significant social and/or economic benefit to the town.

Hunstanton Town Council have submitted their proposed Neighbourhood Development Plan under Regulation 16 of The Neighbourhood Planning (General) Regulations 2012. This is to be published for comment during the period Tuesday 30th March to Tuesday 25th May. Any interested person may send comment to the Borough Council during this period.

The comments received will be used to help an independent examiner and the Borough Council to decide whether the proposed neighbourhood plan meets the statutory tests and can therefore proceed towards a local referendum on whether it should come into force.

Paragraph 48 of the NPPF states that Local Planning Authorities may give weight to relevant policies in emerging plans according to: a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The Plan is not at an advanced stage, and very little weight can be attached to its policies with regards to decision-making.

On balance the principle of the proposed development, is considered to be acceptable.

Form and Character

The form and character of adjoining residential development to the east is predominantly Victorian terraced cottages of two storeys stepping up the slope of Southend Road to two storeys with accommodation in the roof, and two-and-a-half storeys beyond on the corner of Westgate. To the north is a single storey retail unit with accommodation in the roof. To the

west lies the Oasis Leisure Centre which is a large structure with a wide span multi-faceted roof and utilitarian multi-tonal sheet metal building alongside Beach Terrace Road. Further along Beach Terrace Road are single storey flat/mono-pitched roofed arcades.

Diagonally opposite on Seagate to the south-west are once again more traditional two-and-a-half storey houses. Fleming Brothers display area and car showroom lie to the south-east. The coach park lies to the immediate south of the site.

In terms of form and character, the introduction of effectively two-and-a-half storey buildings along these road frontages is considered to be appropriate, and mostly in accordance with the aspirations of the Masterplan (i.e. creating frontage development forming a transition the historic core and seafront).

The proposal therefore complies with the provisions of the NPPF, Policies CS05 & CS08 of the Core Strategy (2011) and Policy DM15 of the SADMPP.

Design and Impact on the Conservation Area

The Conservation Area lies to the immediate east of the site – the boundary being formed by Southend Road. The houses on the opposite side of the road therefore fall within that designated area. The area then continues on the southern side of Park Road up the hill eastwards. The remainder of the car park and Harlequin House are outside.

The urban design section of the Masterplan states:

“UD3. Creating a sense of identity for Hunstanton by promoting and respecting the local character but also being forward thinking by promoting diversity to create an interesting place. This should include maintaining the Victorian heritage of the town centre and historic core but looking to create a more modern area along the southern seafront with a new identity and high quality design.”

The development seeks to create a visual ‘transition’ from edge of the conservation area, anticipating the future redevelopment of the Southern Seafront. It therefore takes reference from the ‘old’ whilst looking forward to the ‘new’.

The Agent states that design is informed by the largely positive comments from the Borough Council’s Conservation Officer and Conservation Advisory Panel at pre-application stage. It also comes from comments from the Hemmingway Design Team and their design aspiration for the wider area to be delivered through the Southern Seafront Masterplan.

The plans for the Southern Seafront are still being brought forward for consultation and feasibility studies prepared. It is therefore impossible to know at this time exactly the form these will eventually take, other than the aspirations mentioned above. This development therefore needs to balance the longer term ambition against the reality of what already exists.

The building proposed has a scale that is domestic in proportion, presenting 2½ storeys to street frontages to Southend Road plus Beach Terrace Road and returning to enclose a courtyard area. Eaves are at approx. 7m and ridges at 11.4m respectively above road level and main depth/girth of 7.2m. Reference is made to examples of other terraced dwellings within the town, with more traditional blocks in stonework connected by contemporary metal clad elements creating visual variety and breaking up the solid expanse as it steps up/down Southend Road. This results in the roofline being stepped accordingly, with variety of materials and dormer windows, plus rooflights, creating features. This continues around the other frontages presented to public areas.

Corner features are used in the form of projecting bays from prominent gables, which once again are influenced by existing detailing within the built form of Hunstanton and given a modern twist.

The fall of the site has enabled the discrete use of undercroft parking within the wing to the northern part of Southend Road which creates a 3½ storeys to the rear/west. Most of the parking is contained within the central courtyard and undercrofts. There are two detached secure cycle stores – one within the courtyard and another in the northern corner of the site adjoining the sloping footway near the Leather Shop.

The choice of materials is strongly linked to the locality. The contemporary element of the design is to be expressed in the use of materials and detailing, such as windows; eaves; and in particular, the use of the contrasting standing seam metal cladding. The cladding has been used to accent the corner bays as well as the stairwells that help define the elements of the building.

The exterior of the building would be constructed with natural stone, similar to the local carrstone, laid with random coursing and with buff brick work dressing to windows, doors and quoins. The roofs would be covered with natural slate. The contrasting standing seam cladding are taken through in the detailing of eaves, dormers and porches.

This limited selection of materials is designed to create a simple and crisp appearance, whilst still tying the development to the location. The natural stone, brick and slate will mellow with age. The standing seam cladding will provide clean modern lines and will age equally well with very little maintenance.

Although the site does not lie within the Conservation Area, it adjoins it and affects its setting, so Historic England have been consulted. They opined in response to the original application that the existing car park site does nothing to enhance the setting of the conservation area, but the proposed terrace of new building fronting Southend Road is an appropriate scale and detailed modern variation on the historic terrace which would make a great improvement to the street.

Historic England once again has no objection to the application on heritage grounds. They consider that the application meets the requirements of the NPPF, in particular paragraph numbers 7, 8, 193, 194 and 196.

In determining this application, the Council must bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

In terms of contribution to, and views from, the public realm: from Seagate looking eastwards/inland the building would be seen with the existing traditional housing and the backdrop of further housing rising beyond up Park Road; from the south there would be a reflected streetscene along Southend Road and the southern elevation would screen views of the expansive car park and unattractive rear of Harlequin House; from the north/car park there would be a continuation of housing on Southend Road and a new façade along the southern extent of the car park (screening views of the coach park beyond); and from Park Road looking westwards the building would wrap around the corner, screen the rear of the Oasis centre plus car park, and frame the vista out to The Wash along Seagate.

It must be noted that the Conservation Areas Advisory Panel were involved at the pre-application stage where it was minuted/concluded that: the Panel supported the proposal and would like to see the scheme again when full planning permission was applied for.

In reviewing the current application no further comments are raised but previous concerns are referenced in relation to the long elevation running up the hill, and also additional concerns expressed in terms of the scale in the conservation area and its relationship with the buildings opposite [Southend Road].

This remains to be a little inconsistent and our Conservation Officer once again shares the view of Historic England stated above regarding the appropriate scale of the building, and the fact that there are many examples in the town and conservation area of 2½ - 3 storey buildings opposite two storey dwellings.

Your officers share the opinions of our Conservation Officer and Historic England and consider that the proposal is a modern, contemporary building which has been specifically designed to reflect the constraints and opportunities of the site and its surroundings, and to meet the aspirations of the Masterplan. It would successfully create a character transition between the historic core and southern seafront and make a positive contribution to the character and local distinctiveness of the historic environment. The proposal is therefore in accordance with the provisions of the NPPF and Policies CS08 & CS12 of the Core Strategy and Policy DM15 of the SADMPP.

Impact upon neighbouring properties

The residential properties directly affected by this proposal are those on the eastern side of Seagate Road. As described above, these are predominantly Victorian terraced cottages of two storeys stepping up the slope of Southend Road to two storeys with accommodation in the roof, and two-and-a-half storeys beyond on the corner of Westgate. They have small walled gardens to the front.

Sections through the site, streetscenes and shadow diagrams have been produced and submitted as part of this application. A similar assessment has been undertaken as that recently applied to the re-development of the former Whitley Press site on Church Street within the town, which Members will no doubt be familiar with.

Whilst the eave and ridge heights of the proposed building at approx. 7m & 11.4m respectively from road level are higher than the 2 storey cottages opposite, it is considered that the separation distance at approx. 17.4m is such that there will be no significantly detrimental impact upon the amenity of the occupants of these neighbouring properties in terms of overlooking, being overshadowed or the building being over-bearing.

Disturbance during the construction phase of this development would be relatively short-lived and can be secured via condition for the submission and implementation of a Construction Management Plan as recommended by CSNN.

The proposal accords with Policy CS08 of the LDF and Policy DM15 of the SADMPP.

Affordable housing

In accordance with the policy thresholds for the Borough, the application should provide an element of affordable housing. The site should command a 20% provision which would equate to six residential units.

These comprise: 4 no. rented (3x 1-bed and 1x 2-bed) and 2 no. shared ownership (2x 2-bed).

The rented units are numbered 7, 10, 13 and 21. The shared ownership units are numbered 22 and 23.

This number, type and arrangement has been produced in conjunction with our Housing Development Officer. The proposal accords with Policy CS09 of the Core Strategy (2011).

The units will be secured by S106 Agreement with Norfolk County Council operating as the overseeing authority, if permission is granted.

Highway Implications

As stated above, the existing exit point from the public car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to serve this new development would be formed from the west side of the site, off Beach Terrace Road.

The public car park would continue to be accessed from the other existing vehicular access further north on Beach Terrace Road adjoining Harlequin House where the current ingress point is. Emergency exit from the car park is available through this site should the need arise.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area.

The Local Highway Authority raise no objection to this proposal on highway safety grounds. However, conditions are recommended relating to provision of access, car & cycle parking provision, no barrier to access point, parking for construction workers, Construction Traffic Management Plan and Access Route, plus details and implementation of the off-site highway improvements (footway and retaining wall). Parking for construction workers can be combined with the Construction Traffic Management Plan and Access Route.

The proposal complies with Policy CS11 of the Core Strategy 2011 and Policy DM15 of the SADMPP.

Parking provision for the development

In response to concerns raised regarding the provision of on-site parking (reason for refusal 2), the site layout plan has been revised (without altering the number of flats, the proposed site area, or further altering Southend Road carpark) to create an additional 7 parking spaces to serve the prospective residents and their visitors.

The revised layout has achieved the increased number of parking spaces without significant effect in terms of the public views of the site. Acceptable levels of peripheral landscaping have been retained in the northern section adjoining the main car park and the courtyard cycle store has been redesigned and parking layout reconfigured.

One parking bay is provided for each residential unit and the two 3 bed apartments (Nos. 31 & 32) will have an additional allocated space, with 6 visitor bays near the main vehicular entrance (40 spaces in total).

This will lessen the burden that visitors to the development, may place on the 395 spaces that remain on Southend Road carpark.

Secure cycle provision is once again proposed in two blocks to accommodate one cycle per unit.

The Highway Authority raises no objection to the proposal. The proposed number of parking places is one per residential unit and given the proximity of the residential units to the town centre, the figure of one space per residential unit is considered to be acceptable and complies with the NPPF which states at paragraph 105:

'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) *the accessibility of the development*
- b) *the type, mix and use of development*
- c) *the availability of and opportunities for public transport*
- d) *local car ownership level; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'*

This stance is reflected in Policy DM17 of the Local Plan which stipulates minimum standards with the caveat that: *'Reductions in car parking requirements may be considered for town centres and for other urban locations where it can be shown that the location and the availability of a range of sustainable transport links is likely to lead to a reduction in car ownership and hence the need for car parking provision.'*

The current proposal provides for cycle parking and improved car parking adequate to serve the intended residents and visitors, and there are plenty of alternative parking spaces in this locality. Similarly the bus station/hub is located within the town centre.

It will be noted that reduced parking standards have recently been accepted on the re-development of the former Kit Kat Club site (ref: 19/01558/FM) and the re-development of the Bus Station site (20/00817/FM). This current application is consistent with, and indeed in excess of, those previously accepted standards.

The proposal once again is considered to accord with the provisions of the NPPF, Policy CS08 of the Core Strategy and Policies DM15 & DM17 of the SADMPP.

Loss of public car parking spaces

Members will recall their reason for refusal (1) to application ref: 20/00811/FM which stated:

"1. The proposed development would result in the significant loss of 100 public car parking spaces, which would create an adverse impact, especially during summer months, upon the ability to accommodate visitors to the town to the detriment of the local economy and amenity. The proposal is therefore considered to be contrary to the provisions of Policy CS05 of the Core Strategy (2011) and the Hunstanton Town Centre & Southern Seafront Masterplan (2008)."

Our Business Manager - Leisure & Public Space in conjunction with Property Services team gave a comprehensive response to this matter under application ref: 20/00811/FM which is summarised and reported in the Consultations section of this report. The key issues are as follows:

- There are currently approximately 1500 parking spaces within the town plus a further 1500 spaces at the Clifftop car park in Old Hunstanton.
- Peak usage is on Bank Holidays during summer months especially August.

- In 2019 there were 9 days when more parking tickets were sold within the town than the number of public spaces available - indicating a turn-over of parking spaces in the town car parks during the day.
- Lowering the total number of spaces by 100 (as proposed) would result in only 1 additional day in which more spaces would need to be sold than the town currently has.
- Parking income is hugely important to the Borough Council. As was reported in the Lynn News (28 November 2019), parking services in the borough raised £3.1 million in profit in 2018-19. This income enables the Borough Council to effectively deliver services to the residents of West Norfolk. As funding for Local Authorities by Central Government is minimised, low risk revenue generating income streams play an important part of Council Finances. The Borough Council would not be pursuing the project should it feel that parking would be lost and this low risk, high yield income stream, negatively affected.
- The limited impact upon the seasonal tourism economy needs to off-set against the year-round benefits to the overall local economy associated with new residential units.

In response to the previous reason for refusal (1 stated above) further work has been undertaken and two actions are now proposed in order to redress the parking loss. This is contained in the Revised Parking Loss Statement dated February 2021 submitted as part of this application.

This indicates that the northern end of the Seagate East/southern end of the Hunstanton Coach park is poorly utilised and inefficiently laid-out, resulting in land that offers no organised parking spaces.

The current coach park is also inefficiently used. It has capacity for 19 coaches within lined spaces and further coaches within unlined/open areas of the coach park. Usage of the site by coaches is more frequent in the core summer months (June, July, and August) during the week, especially during the period when schools send many pupils to the Sea Life Centre and other seafront facilities. Conversely the coach park is more frequently used by the smaller motorhomes over the weekend, however significant capacity remains at these times.

Whilst the motor home bays are unmarked it is anticipated that around 30 motor homes could fit on the site at any one time. The coach park therefore has a capacity for 49 vehicles, well in excess of the 12 vehicles that on average use the site on any single day. Only on a single day in 2019 did the number of tickets sold on the site exceed 49 spaces, and that was when the site was used by the Council as overflow parking on a busy Bank Holiday weekend.

Seagate East car park is therefore proposed to be extended into the poorly utilised area of the coach park (its southern end). Reconfiguration of this area will add 50 parking spaces accessible from Southend Road without impacting on the number of spaces available for coaches or access to the coach park. These new parking spaces are approximately 150m from the application site and therefore service the same area as the Southend Road carpark with easy access to the promenade, leisure centre, and town centre. Adding capacity in this area also takes cars off the local highway network earlier from traffic flow from the south, utilising the existing access point off Southend Road opposite Tesco's.

The Council will also revise management arrangements for the Coach Parking off Southend Road. On busy car parking days - when coach parking is not needed - 6 of the existing 19 parking spaces can be used for additional car parking through use of 'flexible spaces'. This will add a further 34 spaces to the Town.

Parking for a minimum of 13 coaches will remain even when some of the other spaces have been converted under the flexible spaces arrangement. This will ensure that coach spaces remain available throughout the year. 13 spaces were selected as it is above the average

number of vehicles parking on the site on any day (during 2019) and significantly higher than the predicted 7 coaches that on average park on the site. This therefore allows for additional capacity on days busier than average, but not so busy that all coach parking spaces are used.

It is expected that the additional 34 spaces will be available for the majority of the year and only used by coaches on the busiest of periods in the run up to the school holidays.

Parking for Motor Homes is not expected to be affected by the proposals, with around 30 motor homes still being able to park on the site. Only on the busiest of days, when the Coach Park is opened up for flexible parking as detailed above, may they have to compete for spaces.

If motor homes are not present on the site this gives possible further spaces for car parking along the western edge of the site however this has not been taken into the equation.

It is accepted that there would be a loss of 100 car parking spaces at the Southend Road public car park, reducing the number of spaces from 495 to 395, with a revised layout. However, the proposed alterations to the Seagate East car park (+50 spaces) plus the more efficient 'flexible' parking space arrangement in the northern sector of the coach park (+34 spaces) would significantly redress those car parking spaces lost. A net loss of some 16 spaces is identified.

At the previous meeting Members commented on the size of parking spaces in the remaining car park, however any review and modification to that layout is not part of this planning proposal.

Concerns were previously raised regarding commitments to permit holders and take up of spaces. It has been confirmed that to date there are 201 resident/trader parking permits issued in Hunstanton; of those only 7 are issued to resort businesses which are most likely to use the seafront parks. The remainder of the permits are more often used in the central car parks (Valentine Road and Central - south of Princess Theatre), mostly for shopping purposes as they are issued to residents, not visitors.

The Council is also considering to use Variable Message Signage (VMS) on the approach to Hunstanton Town Centre, along the A149, advising incoming visitors on the availability of car parking within the town and therefore direct motorists to car parks with capacity. The date of this installation is yet to be defined, **however at the April committee meeting the Business Manager – Leisure & Public Space indicated that a digital sign on the Redgate Hill approach to the town was pivotal to future management.** The Hunstanton & District Civic Society also consider this to be an essential requirement if the development is approved.

The importance of adequate parking provision to the local tourism economy is fully accepted and, in this context, any loss of parking spaces in the town must be given careful consideration.

On the information provided it is concluded that the parking provision for visitors to the town and seafront will remain adequate, by virtue of the overall parking availability in the town, and the slight reduction at this location will not result in any significant parking or highway safety issues.

The additional car parking provision would be on 'blue land' and can be secured via condition prior to development commencing. **This matter was queried during the debate at the previous meeting, and this is to confirm that the LPA can condition works within land within the same control and ownership of the applicant and Condition 21 has been amended to specify 'blue land' and the location plan drawing number for clarity.**

The proposal therefore now accords with Policies CS05, CS08, CS10 & CS11 of the Core Strategy (2011) and Policies DM15 & DM17 of the SADMPP (2016).

Flood Risk and Drainage

The site lies within Flood Zone 1 of the Council-adopted Strategic Flood Risk Assessment, so the site is not at risk of flooding.

Local concerns have been raised in connection with the capacity of the existing sewerage system, given the amount of new development both permitted and proposed in and around the town.

Anglian Water have confirmed that there is adequate capacity in their sewerage system to serve the proposed development, and the surface water drainage details are acceptable.

The flood risk assessment and drainage proposals submitted as part of this application are considered to be acceptable by the Lead Local Flood Authority, subject to further details which may be secured via condition as they suggest. Work is already being progressed in this regard and additional details may become available prior to the meeting to allow a change to the condition (20) to be in accordance with agreed details rather than requiring them pre-commencement. If this transpires, Members will be updated accordingly.

The development will accord with the provisions of the NPPF, Policies CS08 of the Core Strategy and Policy DM15 of the SADMPP.

Crime & Disorder

Section 17 of the Crime and Disorder Act 1998 requires Local Authorities to consider the implications for crime and disorder in the carrying out of their duties. Comment has been received from the Architectural Liaison/Crime Prevention Officer of Norfolk Constabulary. No objection is raised to the proposal in general although advice is offered with regard to planting, lighting, security, boundary treatments, controlled access points and surveillance, resulting in modified plans to address those issues. Confirmation has been given by the agent that the Secured by Design Gold Standard will be pursued. **Additional/amended plans have been submitted to accord with measures required to meet the aforementioned standard (1.8m high railing boundary treatments towards the car park) but have little impact upon the overall appearance of the proposed development.**

Overall, the proposal will not have a negative impact on crime and disorder; indeed the presence of residential properties overlooking the full length of the car park will be of some benefit.

Other Material Considerations

The matter of Policy DM13 - Railway Trackways was raised at the previous meeting which states:

**“The following existing and former railway trackways and routes, as indicated on the Policies Map, will be safeguarded from development which would prejudice their potential future use for paths, cycleways, bridleways, new rail facilities, etc. unless the proposals for trackway use are accompanied by appropriate alternative route provision that makes the safeguarding unnecessary:
...King’s Lynn to Hunstanton...”**

Whilst diagrammatic, the policies map accompanying the policy stops short of this site, it does however lie on the route of the former railway line. The SADMPP was adopted in 2016, however the southern seafront area was identified as a priority in the Hunstanton Prosperity Coastal Community Team Prospectus (endorsed by Cabinet in April 2017) which fed into the concepts for the more recent Development Delivery Plan for Hunstanton Southern Seafront and Promenade produced by Hemingway Design. These documents both show this site being developed, and indeed the full western frontage of Southend Road up to the Oasis Way roundabout.

The practicalities are such that the route of the former railway line has been developed in several places along its course (e.g. The Honey Pot PH) and the linkage to the heart of the resort is no longer achievable. That said, the footpath network would be improved by this proposal along the southern and western boundaries of the site which meets one of the aims of this policy albeit in a localised manner.

As mentioned above, a Section 106 agreement is required to secure the provision and tenure of the affordable housing units contained within the development. This would be overseen by Norfolk County Council in its role as Enforcing Authority.

The site is located within the zones of influence of The Wash Special Protection Area (SPA) and Ramsar Site, and The Wash & North Norfolk Coast Special Area of Conservation (SAC). As a consequence, there is a requirement derived from the Conservation of Habitats and Species Regulations 2017 to assess the implications of the proposal on the conservation objectives of the designated areas. Natural England have been consulted on this proposal and confirm that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. Section 70(4) of the 1990 Act (as amended) defines a local finance consideration as a grant or other financial assistance that has been, that will or that could be provided to a relevant authority by a Minister of the Crown. As raised by the Agent in the Statement in Support section earlier in this report, the site is in receipt of Central Government grant funding under the Local Government Accelerated Construction Programme which would ensure its implementation. It is for Members to decide how much weight is given to this material consideration when determining this application. However, it is your officers' opinion that little weight be apportioned, as the proposed development is considered to be acceptable for other planning reasons.

Habitat Mitigation fees have already been paid in accordance with Policy DM19 of the SADMPP.

Most of the issues raised by third parties have already been covered in this report. In relation to those not specifically mentioned in the report your officers respond as follows:

- Bus service is limited – This issue has been taken into consideration when assessing this proposal;
- Lack of electric car charging points – amended plans show one charging point provided serving a visitor space and cabling to serve the spaces throughout the parking areas should future residents wish to connect and utilise such facilities. Solar panels and 'Fabric First' principles (high levels of insulation and thermally efficient windows and doors) have also been applied to the scheme;
- Overshadowing, overlooking and loss of views from properties opposite on Southend Road – public views and the impact of the proposal have been considered above, however private views are not protected by planning law; and

- Suitability for local needs – restrict to local people not 2nd home owners – Six of the dwellings are to be affordable units and the remainder open market. There is no planning policy/justification to restrict the tenure of the apartments in the manner suggested.

With regards to the last point, as referred to in the Statement in Support of this application above, the Assistant Director – Companies & Housing Delivery has now confirmed that:

the Council as developer, intends to add the following covenant in the plot transfer for each unit sold:

“...that the transferee shall not use the Unit or permit the Unit to be used other than as the primary or principal residence of the person entitled to occupy the Unit.”

This covenant has been successfully used by Cornwall Council;

It would ensure that people who wish to live in the area as full-time residents are able to buy the units, but crucially those who are not, or who wish to let the properties as holiday lets, cannot.

Marketing the units will initially be to only local people from West Norfolk or those moving to be close to other family members who already live here, and only after this demand is met would the units be released to the wider market.

.Once again CSNN have raised a request for insulation details to be dealt with via condition, however this is covered by separate legislation (Building Regulations). An additional request for sound insulation for the apartments from external noise sources has now been sought, however this is the exact same scheme as previously considered and there has been no material change in circumstances. This is an active town centre location where background noise levels are expected to be higher than normal and prospective residents would be conscious of this factor.

Full consideration has been given to recent legislation in relation to Permitted Development Rights relating to increasing the heights of block of flats, and no action is required in relation to this application.

CONCLUSION

Once again, the proposed scheme is considered to be of good quality design and materials and is considered to satisfy the requirements of planning policy and guidance and is mostly in line with the overall objectives of the Masterplan.

The concept is modern; however it successfully forms a transition between the old and more contemporary aspirations for the seafront (exemplified by the recent approval on the former Kit Kat Club site). References to the existing traditional Victorian and Edwardian architecture found within the town are made within the building. The design is considered to be acceptable in terms of scale, height, massing, configuration plus materials, and there will be no significant harm to the character or appearance of the adjoining Conservation Area.

The revisions to the car park to accommodate the proposal would result in the loss of 100 parking spaces from the Southend Road Car Park, however off-site modifications proposed to Seagate East car park and the Coach Park result in a net reduction of 16 car parking spaces which can be controlled via condition.

Whilst the summer season is a busy time for Hunstanton, on only bank holiday weeks, and particularly good weather weekends, are parking spaces needing to be sold more than once per day to meet parking demand. It is therefore considered that in any given year, the proposed loss of parking would have a negligible and largely un-noticeable effect on car parking and therefore the town's tourism economy.

The revised site layout now provides an acceptable level of parking provision to serve its own needs and is close to public car parks, services and facilities of the town. Plus there are no highway safety concerns.

Detailed assessment has taken place in relation to neighbour amenity and it is considered that there would be no material overbearing, overshadowing or overlooking issues.

The concerns of Members with regards to the properties being sold to second home owners is now to be covered by a legal agreement within the terms of purchase and marketing aimed at West Norfolk residents initially. Whilst this is not a planning matter, Members will need to determine the weight that it is given when considering the application

Given the above, and applying the planning balance, the benefits of the proposal through the provision of 32 residential units of an acceptable scale, design and layout is considered to outweigh the relatively limited harm through the net loss of 16 public car parking spaces.

It is concluded that the development in this revised format has negated the previous reasons for refusal and accords with the provisions of the NPPF, Core Strategy Policies CS01, CS02, CS05, CS08, CS09, CS10, CS11, CS12 & CS14 of the LDF (2011) and Policies DM1, DM2, DM9, DM10, DM15, DM16, DM17 & DM19 of the SADMPP (2016); plus the guiding principles of the National Design Guide (2019).

It is therefore recommended that the application be approved subject to the completion of a satisfactory S106 Agreement to secure the affordable units.

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 drawing nos:

LP-870-P01 Revision **D**
LP-870-P02 Revision **G**
LP-870-P03 Revision A
LP-870-P04 Revision A
LP-870-P05 Revision A
LP-870-P06 Revision A
LP-870-P07
LP-870-P08
LP-870-P09 Revision A

LP-870-P10 Revision A
LP-870-P11 Revision A
LP-870-P12
LP-870-P16 Revision A
LP-870-LOC Revision A
2467-20 Revision 2

- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include any off-site/highway and on-site parking for construction workers, layout of site(s) regarding locations of compound, fixed plant / machinery, waste, stock, stockpiles, how deliveries/collections will be controlled in terms of access, turning etc. controls for noise, dust, lighting of site and handling of waste/control of litter, including minimising engine and reversing beeper noise, plus any other measures to protect residents from disturbance.

- 3 Reason: In the interests of the amenity of the locality in accordance with the NPPF and Development Plan. This needs to be a pre-commencement condition as it relates to issues during construction.

- 4 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 approved 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.

- 4 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.

- 5 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.

- 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: 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, 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 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.

- 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: 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 off-site highway improvement works (footpath widening), as indicated on Drawing No. LP-870-P02 Revision G, have been submitted to and approved in writing by the Local Planning Authority.

- 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 in accordance with the NPPF and Development Plan.

- 8 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 8 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 in the interests of highway safety in accordance with the NPPF and Development Plan.

- 9 Condition: Prior to the first occupation of the development hereby permitted the vehicular / pedestrian / cyclist accesses over the footway shall be constructed in accordance with the highways specification (TRAD 2) 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.

- 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 in accordance with the NPPF and Development Plan.

- 10 Condition: Prior to the first occupation of the development hereby permitted the proposed on-site access /car parking and cycle storage / servicing / loading / unloading / turning / waiting area to serve the development hereby permitted shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

- 10 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with the NPPF and Development Plan.

- 11 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.
- 11 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 12 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 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 scheme shall be implemented in accordance with approved scheme and thereafter maintained and retained as agreed.
- 12 Reason: In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 13 Condition: Notwithstanding the provisions of Schedule 2, Part 16, Class C of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the installation, alteration or replacement of any microwave antenna or any structure intended for the support of a microwave antenna shall not be allowed without the granting of specific planning permission on elevations of the building facing directly onto Southend Road and Beach Terrace Road.
- 13 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.
- 14 Condition: Prior to the first occupation of the development hereby permitted, details of a signage scheme, stating that the use of the car parking within the site is for residents only, shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be installed in accordance with the approved scheme and shall thereafter be retained.
- 14 Reason: To ensure the car parking on site is not used by others and is only available for residents.
- 15 Condition: Construction hours and site deliveries /collections shall not take place outside of the hours of 08.00-18.00 Monday to Friday, 08.00-13.00 on Saturdays and at no times on Sundays and Bank / Public holidays. Between 08:00 and 08:30 on the permitted days no activities including deliveries requiring the use of noisy plant, machinery or equipment shall take place. This includes the use of vehicles with reversing alarms or other machinery and equipment that utilise alarms.
- 15 Reason: In the interests of the amenities of the locality in accordance with the NPPF and Development Plan.

- 16 Condition: The development hereby approved shall be undertaken in accordance with the recommendations and ecology enhancements contained in the Preliminary Ecological Survey produced by CJ Yardley Landscape Survey & Design LLP dated February 2020 and submitted as part of this application.
- 16 Reason: To secure ecological enhancements to the site and locality, and to accord with Policy CS12 of the LDF.
- 17 Condition: The charging point for electric vehicles and associated future connection infrastructure, as shown on the approved plan Drawing No. LP-870-P02 Revision **G**, shall be installed prior to occupation of the apartments hereby approved.
- 17 Reason: In order to accord with Paragraph 110 of the NPPF.
- 18 Condition: No development shall take place on any external surface of the development hereby permitted until samples of the materials to be used in the construction of 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.
- 18 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 19 Condition: No development over or above foundations shall take place on site until full details of the casement, dormer and bay windows, doors and surrounds and eaves treatment 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.
- 19 Reason: To ensure that the design and appearance of the development is appropriate in accordance with the principles of the NPPF.
- 20 Condition: Prior to the commencement of development, a revised FRA and Drainage Strategy shall be produced to include the following:
- I. Detailed site investigation and infiltration testing in accordance with BRE Digest 365 (or equivalent) to determine if rates are viable for the use of soakage features and to determine the dissolution feature risk;
 - II. If infiltration is not viable, provision of surface water storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 1% AEP flood event, including allowances for climate change with an additional 10% allowance for urban creep. A minimum storage volume of 54.4m³ (for the attenuation basin) will be provided in line with Drainage Strategy plan Ref: 191315 RLC-00-00-DR C-001 P4 of the FRA. The attenuation basin will be designed with a run-off rate of 3.5 l/sec;
 - III. Finished ground floor levels of the property should be a minimum of 300mm above expected flood levels of all sources of flooding and will be a minimum of 150mm above the surrounding landscape;
 - IV. Details of how all surface water management features to be designed in accordance with The SuDS Manual (CIRIA C697, 2007), or the updated The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge; and
 - V. A detailed maintenance and management plan detailing the activities required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development;

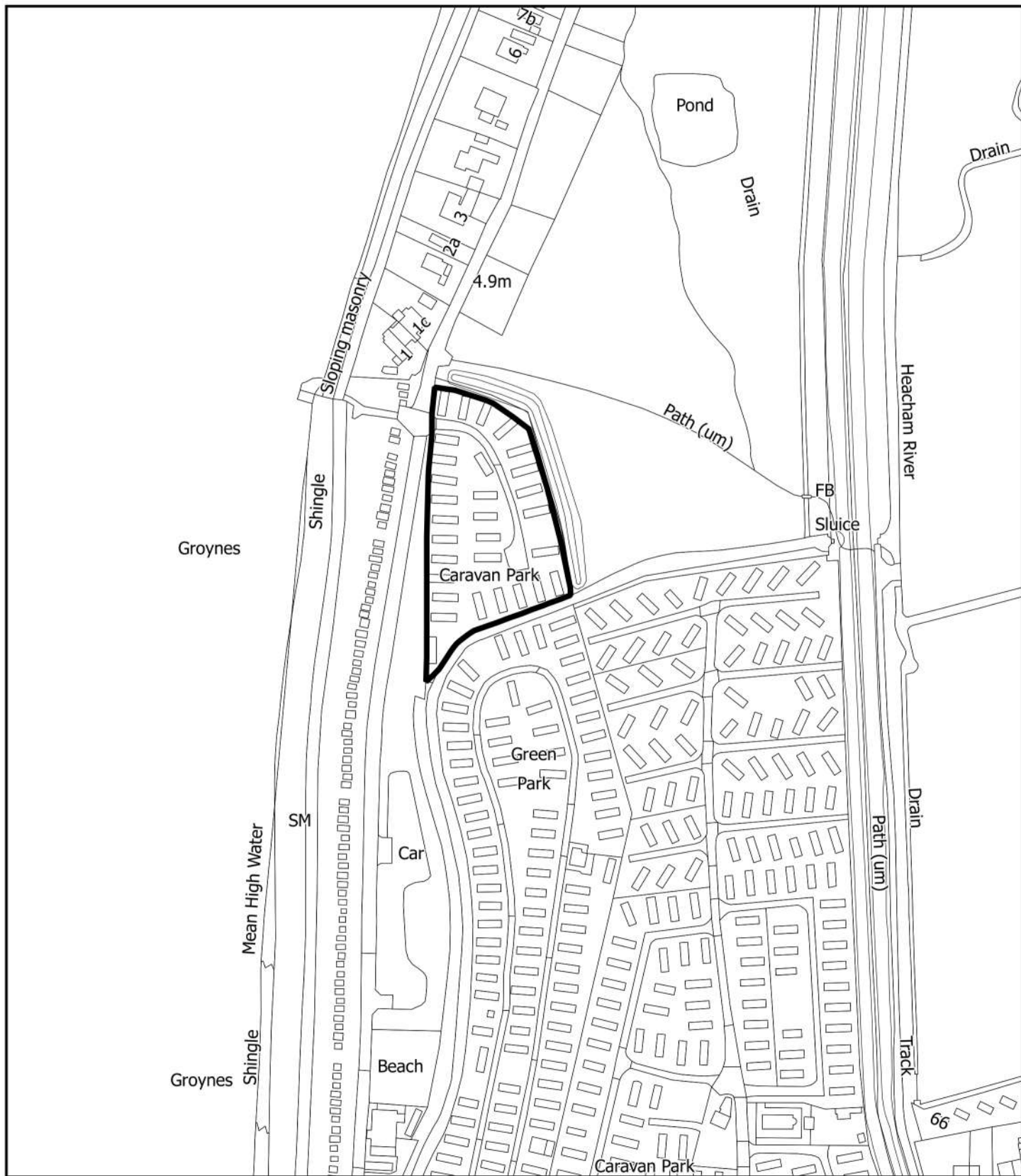
which will be submitted to, and agreed in writing by, the Local Planning Authority.

The approved scheme will be implemented prior to the first occupation of the development.

- 20 Reason: To prevent flooding in accordance with National Planning Policy Framework paragraph 163, 165 and 170 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as design for the lifetime of the development. This is a pre-commencement condition as surface water disposal is a matter which requires agreement before development commences.
- 21 Condition: Prior to the commencement of the development hereby approved, the off-site flexible parking arrangement on the current coach park (**shown as 'blue land' on the site location plan - Drawing No. LP-870-LOC Revision A**), as indicated in the Statement in response to Parking Loss at Southend Road – Hunstanton (Revised February 2021) and submitted as part of this application, shall be implemented and thereafter maintained.
- 21 Reason: To secure alternative car parking facilities in the interests of accommodating visitors to the town and to accord with Policy CS05 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).

20/01265/FM

North Beach Caravan Park North Beach



20/01265/FM

North Beach Caravan Park North Beach



Parish:	Heacham	
Proposal:	Temporary use of land for the siting of caravans for holiday occupation on an extended season between 6th March and 6th January (following year) up until and including the 31st December 2022	
Location:	North Beach Caravan Park North Beach Heacham King's Lynn	
Applicant:	Heacham Holidays Limited	
Case No:	20/01265/FM (Full Application - Major Development)	
Case Officer:	Mrs K Lawty	Date for Determination: 13 January 2021

Reason for Referral to Planning Committee – Parish Council objection and raises matters of wider concern

Neighbourhood Plan: No

Case Summary

The site comprises an existing static caravan site, known as North Beach Caravan Park. There are currently 31 caravans on the site, accessed via a central access road, although there is planning permission for 34.

The site is bounded to the south by other static caravan sites along Heacham Beach. To the west are beach huts, the beach and sea. To the east are grassed fields.

The static caravan site has been in place for many years with a restriction on the occupation of the caravans due to flood risk issues.

29 of the static caravans have consent to be occupied for holiday purposes between the period 20th March and 31st October in any one year and the remaining 5 static caravans for holiday occupation between the period 1st March or Maundy Thursday (whichever is the sooner) and 31st October in each year.

For many months the caravans have not been used due to the restrictions imposed by the government relating to the coronavirus pandemic.

This proposal seeks the extension of the season for occupation for a temporary period of time to compensate for loss of use in the spring and summer months of 2020 in particular.

This application therefore proposes the extension of the operational season from between 1st/20th March and 31st October to between 6th March and 6th January (i.e. an increase of just over 2.5 months over quieter times of the year) for a temporary two-year period, through to (and including) 31 December 2022, to recover earnings lost during the Covid-19 lockdown.

The key justification for the application, which is to be weighed in the balance, is Government guidance issued on 14 July 2020, in relation to this issue.

Key Issues

- * Planning history
- * Principle of development
- * Government advice
- * Flood risk
- * Precedent
- * Nature conservation sites
- * Other material considerations

Recommendation

APPROVE

THE APPLICATION

The site comprises an existing static caravan site, known as North Beach Caravan Park. It currently comprises 31 caravans accessed via a central access road, although has planning permission for 34.

The site is bounded to the south by other static caravan sites along Heacham Beach. To the west are beach huts, the beach and sea. To the east are grassed fields.

The static caravan site has been in place for many years with a restriction on the occupation of the caravans due to flood risk issues.

29 of the static caravans have consent to be occupied for holiday purposes between the period 20th March and 31st October in any one year and the remaining 5 static caravans for holiday occupation between the period 1st March or Maundy Thursday (whichever is the sooner) and 31st October in each year.

Earlier this year the caravans were not able to be used due to the restrictions imposed by the government relating to the coronavirus pandemic.

This proposal seeks the extension of the season for occupation for a temporary period of time to compensate for loss of use in the summer months of 2020.

This application therefore proposes the extension of the operation season from between 1st/20th March and 31st October to between 6th March and 6th January (i.e. an increase of just over 2.5 months over quieter times of the year) for a temporary two-year period, up to and including 31st December 2022, to recover earnings lost during the Covid-19 lockdown.

SUPPORTING CASE

This statement is written on behalf of Heacham Holidays who own four holiday parks in Heacham, of which three (North Beach, Putting Green and Riverside) are the subject of planning applications for temporary extension of season for consideration by the Planning Committee.

The main reason for the submission of these applications is to help the holiday park business to recover from the impact of the two periods of forced closure during the ongoing Covid-19 pandemic in accordance with recently published Government Guidance (July 2020). Heacham Holidays, like other holiday park operators, needs to offer their holiday accommodation for an extended season to make up for the loss of 3.5 months from late March to early July 2020, as well as the additional months closure in November 2020, to remain viable as a business. The government guidance seeks to outwardly support the tourism sector during these difficult times and Heacham Holidays needs to use this assistance and effectively manage its business in the short-term. In doing so, they will be able to support the local economy through increased visitor spend in the quieter season.

The current season for Heacham Holidays' above-mentioned parks runs from the 20th March to 31st October. The applications would allow for a small increase in the period of occupation from between 6th March and 19th March at the beginning of the year and from 1 November to 6th January (following year) at the end of the season up until and including the 31st December 2022, in accordance with the Government guidance. It is also important to note that 5 of the holiday caravans at North Beach are already permitted to be occupied from the 1st of March or Maundy Thursday (whichever is sooner).

Although the Parks are located within areas at risk of flooding, they are situated behind an Environment Agency flood defence which provides a 1 in 50 year standard of protection. The parks are all signed up to receive Environment Agency Flood Warnings and have robust and up to date flood evacuation plans in place to safely remove and relocate visitors off site in the event of a flood warning. The Environment Agency raise no objection to these temporary season extensions.

The proposed season extensions can be considered sustainable development that will have economic and social benefits and will not adversely affect the environment. Heacham Holidays, therefore, respectfully requests the planning committee to approve the temporary extension of season to between 6th March and 6th January (following year) up until and including the 31st December 2022.

Thank you, in anticipation, of your support for local business.

Written Statement for applications at North Beach, Putting Green & Riverside Caravan Parks (20/01265/FM, 20/01268/FM, 20/01269/FM).

PLANNING HISTORY

20/01267/LDP: Application Withdrawn: 13/11/20 - Lawful Development certificate for the proposed use of the land for the siting of caravans without restriction in regards to season of occupation - North Beach Caravan Park North Beach Heacham

10/00688/LDE: Was Lawful: 22/06/10 - Lawful Development Certificate:- Change of use of land for permanent siting of 29 static caravans for holiday occupation between the period 20th March and 31st October in each year and for permanent siting of 5 static caravans for

holiday occupation between the period 1st March or Maundy Thursday (whichever is the sooner) and 31st October in each year. - North Beach Caravan Park North Beach Heacham

2/84/2174/F – 5 caravans on existing park – Approved - Planning permission 2/84/0678/CU/F limits the occupation of the caravans to the period from 20 March to 31 October in each year. This permission relates to 29 static caravans.

2/84/0678/CU/F – Extension of existing caravan site and rearrangement of caravans – Approved - Planning permission 2/84/2174/CU/F limits the occupation of the caravans to the period from 1 March or Maundy Thursday to 31 October in each year. This permission relates to 5 static caravans in the centre of the site.

Planning permission ref: DG2352

Planning permission ref: DG950

RESPONSE TO CONSULTATION

Parish Council: OBJECT - Heacham Parish Council oppose this application, 20/01265/F, our reasons are as follows, they are based on extensive local knowledge, which we feel is very important in this situation. (They are not based on flood risk assessments or AW figures as these are due to be re-assessed and are at variance with each other.)

We really do appreciate the economic reasons for this application but feel that environmental and human factors are far more important in this case.

Seasonal restrictions are due to newer flood risk assessments by the EA. The seasonal restrictions have been in place for many years based on lower figures. The risk is now much greater, making less sense than ever for this change. If an extension to the season goes through at this time, then there will be fewer grounds for argument next year and in subsequent years. These greater risks may endanger lives.

Due to Global Warming water levels throughout the country are rising and unpredictable flooding is occurring, so we should be very cautious about the wisdom of dismissing the rules we have in place. We have in recent years suffered from bouts of very heavy rainfall, the land has become saturated and the absorbency has lessened, and new ponds are forming.

We had several flood warnings and very high tides lately and much of the Norfolk coast has suffered from severe erosion of land into the sea.

The caravans on these sites are not built for occupation in the winter and have insufficient insulation for this use. If you have ever been in one on a cold summer's evening you will know they are barely warm then, let alone in a freezing winter. This in turn will lead to extensive use of heaters which may not be of the proper regulation for use in caravans and certainly not environmentally friendly.

The impact of a winter season on the local populace is great in many ways including the pressure on our Doctor's surgeries and the hospital.

They already must cope with more sickness within our aged community, with winter ailments like flu and now of course Covid-19. This will increase the pressure on them considerably as most of these caravan owners are not young people either.

The logic of encouraging visitors, in a colder Covid season, from mingling with locals, especially toing and froing from place to place, is not sound.

The impact on wildlife - winter roosts need a rest too, particularly nesting birds on the coast, not least those birds who have migrated to their winter feeding grounds – these should not be underestimated.

One of our Borough Councillors got an MBE for his good work with the Covid Crisis, it would be a shame for him if our levels of infection went higher because of the wrong decision in his own Ward.

Highways Authority: NO OBJECTION - As the site is long established and operates for most of the rest of year already, in highway and traffic terms there will not be an unacceptable impact for use of the site over the winter period, therefore we do not wish to object.

Environment Agency: NO OBJECTION - As of the 14th July 2020, an extension to the open season can be acquired for caravan, campsite and holiday park owners. Please note that this is for a temporary period and will expire on the 31st December 2022 unless superseded by a further statement. This will therefore have no impact on the long term aim of the Local Plan policy

Natural England: NO OBJECTION – Natural England are satisfied with the conclusions of the HRA and welcome the provision of educational materials including:-

- Information boards and leaflets which highlight the sensitivity of designated interest features
- Mapped alternative routes for dog walkers away from sensitive sites
- We note that the extended season is until December 2022. Should the season be extended further, please consult us again.

(Original comments) Will need further consultation - All three caravan parks are adjacent to the following designated sites:

- The Wash Special Protect Area
- The Greater Wash Special Protection Area
- The Wash and North Norfolk Coast Special Area of Conservation
- The Wash Site of Special Scientific Interest

The Wash provides important winter feeding areas for waders and wildfowl outside of the breeding season. The enormous numbers of migrant birds that use the site are of international significance and are dependent on the rich supply of invertebrate food found here. The saltmarsh and shingle communities are also of considerable botanical interest. The site is also a very important breeding ground for the Common seal, containing the largest colony in Western Europe.

We understand from the documents provided that the applicant would like to extend the visitor season from March –October to March –January for a two year period. Natural England recommend that the Local Planning Authority considers how the period of extension may impact the sensitive interest features of the Wash and whether it will result in an increase in recreational disturbance impacts over winter. Any impacts should be considered both alone and in combination, including the possible collective effects of a seasonal extension for all three caravan sites.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow further period of 21 days before the operation can commence.

Should the applicant wish to discuss the further information required and scope for mitigation with Natural England, we would be happy to provide advice through our Discretionary Advice Service. Please consult us again once the information requested above, has been provided

Environmental Health & Housing – Environmental Quality: Nothing received

Emergency Planner: NO OBJECTION – subject to corrections of errors in the flood evacuation plan relating to flood warnings: Para 2.12 – NO flood sirens exist in area and this should be removed. Action card 5 – No flood siren in use and this should be removed. Page 20 and 21 – these are old notices and should be removed. The information in the photo on flood risk note on page 4 is the current information.

Green Infrastructure Officer (Public Rights of Way): NO OBJECTION – in principle to the application but would highlight that access to the site is via a Public Right of Way, known as Heacham Byway Open to All Traffic. There is no responsibility upon the Highway Authority to maintain the route to facilitate private vehicular access. It would be expected that any damage caused to the Public Right of Way by the exercise of the private rights remains with the private rights holders to repair. The full legal extent of this PROW must remain open and accessible for the duration of the development and subsequent occupation.

REPRESENTATIONS

10 REPRESENTATIONS received with **5 OBJECTIONS** and **5** in **SUPPORT**, referring to the following:-

Objections:

- One of the reasons the sites have to close in winter is because they are between the 2 bunds; thus subject to flooding and the sites become waterlogged and unsightly in the winter.
- If it is safe to open this winter; then the owners will contend it is safe every winter.
- The houses along the beaches also have limited occupancy status; they will contend that the extension should apply also to them.
- Our rural area has managed to keep down the CoVid-19 spread and number of cases/deaths have been low; except in the summer when there was an increase (relative to the fall elsewhere).
- The caravan owners are from densely-populated areas of the country with high infection/death rates. If they come to and fro during the winter the cases here will mushroom; our health services are designed for the resident population only.
- Council Tax is not paid by caravan owners. If they are here for far longer than the normally-permitted period then they should be charged Council Tax.
- Birds flock onto the dunes, beaches, salt flats, in winter; they will be disturbed by noise and lights from the caravan parks.
- Increased potential flood risk - The main reason that these sites are forced to close during the winter months is that there is an increased risk of flooding during this time with the associated potential risk to life.
- The increased risk on Covid-19 cases and deaths rising in what is at present a low level area - With the rapid exponential increase in Covid-19 cases and deaths in Northamptonshire and other areas from which caravan owners/hirers and other holiday

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makers travel to the coast it is absolutely imperative to discourage travel to areas with a comparatively low level of cases (so far) with the possibility of importing the virus.

- If this application albeit on a temporary basis is allowed it will definitely set a precedent to make the change permanent as all the caravan site owners will argue that if it is safe to open over winter in 20/21 then it must also be safe in other years. Also all owners of other coastal dwellings now subject to limited occupancy will have a good case for their properties to remain habitable all year round. It is inequitable to have one rule for Caravan site owners and another for other people.
- These caravans are seasonal holiday homes NOT residential caravans which would need gas heating much of the time during a cold Autumn and Winter producing even more carbon gases especially as the Government and Kings Lynn Borough Council are active within the Global Warming forum.
- Heacham has an elderly population and it is already very difficult to get doctors appointments. The increase in population, not least over the winter/flu season, will exacerbate this
- Due to its position it would be very dangerous to have people staying on this site over the winter months.
- If we are unlucky enough to have a flood anything like the 1953, 1978 or 2013 then the risk to life could be enormous.
- IF, they are given the go-ahead to stay open all year then the planning regulations for the many 8 and 11-month occupancy homes around the area could also be asking for 12-month residency.
- The sewage system in the village does not cope during the Holiday season, with Anglian Water having to use tankers to assist with the extra waste, so how will it cope if the village is permanently increased during the Winter.
- The proposal for LPD or LPC is only to define whether the application is legal, whether or not that the local populace want this application. It also makes a mockery of the planning laws and regulations that put the 8-month residency restriction in originally.
- Making this application legal would cause a doubling of permanent residents that do not pay Council Tax, albeit that the site owners pay a business tax and may claim some of it back from site residents, this doesn't help increase the local parish council's precept income.
- The local health specialists will have the possible increase of people requiring appointments, something which is difficult to get for the parishioners at the best of times, would these residents be asking the local surgery for flu injections? Or will they be travelling back to their home base for this treatment, which could be in a current lockdown area.
- Currently Heacham Group Practice is only offering Flu Injections to over 70's if they have an underlying health issue. Worrying for those of us who are well over 70 and prone to illnesses.
- Heacham does not have a dentist, the nearest being Snettisham or Hunstanton, that is if they have space to take on new patients. Temporary residents can still register to obtain treatment at the doctors and may need to make use of the emergency services of a dentist or hospitals.
- With climate change and global warming, we are seeing more activations of the flood warning signs. In the event that we have a dangerously high tide, 12-month occupancy would not only put in danger the lives of the people occupying the caravans but also the emergency service operatives, of which we have many Fire and Rescue volunteers here in our village.
- Heacham is a coastal village of some 4500 residences in some 2500 permanent properties, if the caravan site owners are allowed a 12-month residency this could put up the number in occupation to 9000 plus! Those in holiday caravans will either have to upgrade their caravans to residential type with a better insulation or have heating on all through the winter. What happens then to the Climate Change policy that the Borough is always on about?

- The majority of supporters of this LDC is because the pandemic has meant that movement of people has been limited and they, the caravan owners, are unhappy that the holiday caravan that they have had to pay for has not been able to be used for up to 4 months. But what about the residents of Heacham who have been in lockdown, not being able to get out and about and frequent the pubs and restaurants that they normally would have during the summer, or the owners of those establishments who have suffered a loss of income?
- The application may be legal, but 12-month occupancy of the caravan parks is not wanted by the majority of the villagers.

Support:

- As this is only a temporary extension to this year due to COVID Lockdown earlier in the season I cannot see why people conforming to travel guidelines in their own home regions should not be allowed to go to their own caravans which are non-rental on this site.
- At least allowing the owners of those caravans some regained time and site fees lost.
- in the last 4 years since owning a caravan the only time I have seen the flood warning lights on has been during the allotted season times. If asked to evacuate for any reason we of course would follow those instructions so as not to put any extra pressure on local emergency services of any kind.
- Continued siting of caravans to be allowed to be occupied on an extended season would be beneficial to local businesses including hospitality within the area. As a holiday owner I fully respect local residence and the surrounding environment.
- The flood risk is managed very well with all the notifications sent out by the Environment agency and the systems put in place by the caravan parks, Hunstanton is on the same flood plain but they have a permanent extended season, why should Heacham be penalised?
- 2013 high tides saw Hunstanton & Snettisham flood BUT not Heacham, the caravan owners are a polite friendly bunch that bring a lot to the village, as they are already owners there would be no extra traffic or strain on local services.
- It will help the local economy.
- The Government has stated that it has asked councils to ease planning restrictions on holiday park open seasons and Councils should be flexible in allowing holiday park operators, bound by planning conditions restricting their "open season" to extend into the winter, according to Government guidance aiming to support businesses struggling in the wake of Covid-19.
- The site will only be open from 01 Mar to 14 Jan.
- We are always aware of the high tide risk and I have the FloodLine App on my phone to inform me of any impending high tides for the local area.
- The modern caravans all have double glazing and boilers as good as any domestic items. They even have underfloor, wall and roof insulation.
- The drain on village amenities would be less than the summer season, as some caravaners would not want to use their vans in the winter months and far less day trippers.
- As far as speeding down Station Road is concerned, I'm sure there is no evidence it is by caravaners. We all love Heacham (which is why we choose here for our holiday home) and respect the village.

LDF CORE STRATEGY POLICIES

CS10 - The Economy

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS07 - Development in Coastal Areas

CS08 - Sustainable Development

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

DM18 – Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)

DM21 - Sites in Areas of Flood Risk

NEIGHBOURHOOD PLAN POLICIES

n/a – Heacham Neighbourhood Plan currently on consultation

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

PLANNING CONSIDERATIONS

The main issues for consideration in this case are:-

- Planning history
- Principle of development
- Government advice
- Flood risk
- Precedent
- Nature conservation sites
- Other material considerations

Background/ Planning history

Planning permission 2/84/0678/CU/F limits the occupation of the caravans to the period from 20th March to 31st October in each year. This permission relates to 29 static caravans. Planning permission 2/84/2174/CU/F limits the occupation of the caravans to the period from

1 March or Maundy Thursday to 31st October in each year. This permission relates to 5 static caravans in the centre of the site.

Application 10/00688/LDE concluded, that on the balance of probability, the evidence submitted shows that the land has been used for the siting of caravans for more than 10 years, and therefore it is lawful. It is however noted that this certificate will not give consent for the occupation of the caravans outside of the periods referred to in each of the 1984 applications.

The approved wording of application 10/00688/LDE reads 'Permanent siting for 29 static caravans for the holiday occupation between 20th March and 31st October in each year and 5 static caravans for the holiday occupation between 1 March or Maundy Thursday (whichever is the soonest) and 31 October in each year.'

Principle of development

The use of the site for the standing of static caravans and their use for holiday purposes is well established. The principle of the use for this purpose is therefore not at issue. The key issue is the temporary extended use of the site for holiday purposes during months of the year which have historically been prevented due to the increased risk from tidal flooding

Government advice

On 14th July 2020, the government published a written ministerial statement to support the tourism sector and specifically the season extension of caravan, campsites and holiday parks encouraging local planning authorities (LPAs) to exercise their discretion in relation to planning conditions for such sites.

This statement sets out the approach LPAs should take to decision making for these venues that have been made temporarily vacant by Covid-19 business disruption. LPAs are encouraged not to undertake enforcement action which would unnecessarily restrict the ability of caravan parks, campsites and holiday parks to extend their open season. The statement came into effect on 14th July 2020 and will remain in place until 31st December 2022.

The relevant government guidance states that where the open season of a caravan park is limited by planning condition, park owners should speak to their local planning authority who can advise whether planning permission is necessary. It adds that where there may be particular concerns about flooding, as in the subject case, applicants are encouraged to seek advice from the Environment Agency before submitting the application.

On 22nd February 2021 the government issued guidance in the 'COVID-19 Response - Spring 2021' and on 24th February 2021 their 'Reopening businesses and venues'. This sets out a 'roadmap' for recovery after Covid-19, identifying with different steps for recovery

In terms of caravan parks the following currently applies:-

Step 2 - no earlier than 12th April

Self-contained holiday accommodation in which all facilities (including for sleeping, catering, bathing, and indoor lobbies and corridors for entry and exit) are restricted to exclusive use of a single household/support bubble will reopen.

Step 3 - no earlier than 17th May

Remaining holiday accommodation can reopen.

Flood risk

This site is in a high risk flood area. It is Flood Zone 3 and is located behind an Environment Agency flood defence which provides a 1 in 50-year standard of protection. The flood defence consists of an earth and sand embankment.

The SFRA shows that the Park is located within Flood Zone 3a not Flood Zone 3b; the functional floodplain.

The Park has two records of flooding; the 1953 and 1978 flood events which caused widespread damage to the east coast.

The submitted site specific FRA concludes that 'subject to ensuring the emergency contacts, flood warning contact details and evacuation plan remain in place and up to date, we consider that there is no reason why on the grounds of flood risk the application should not be granted permission to extend the season of operation of Riverside Caravan Park to between 6th March and 6th January for the next two years to recover from the effects of the Covid-19 pandemic.'

The EA (Environment Agency) Tidal Hazard Mapping indicates that the site would experience flood max depths of between 0.8m and 2.9m, with the highest depths running alongside Heacham River.

In regard to risk the EA state that the Local Planning Authority 'must be satisfied with regard to the safety of people (including those with restricted mobility), the ability of such people to reach places of safety including safe refuges within buildings and the ability of the emergency services to access such buildings to rescue and evacuate those people.'

The EA do not normally comment on or approve the adequacy of flood emergency response and evacuation procedures accompanying development proposals, as they do not carry out these roles during a flood. Their involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users and professional partners including the Local Authority.

However, given the unique circumstances the EA have no objection to the proposed temporary extension, but strongly recommend that the measures proposed in the submitted flood plans are adhered to. The EA consider the temporary nature of this extended use would have no impact on the long term aim of the Local Plan policy.

The Emergency Planning Officer raises no objection subject to some changes to the Flood Evacuation Plan regarding flood sirens as there are no flood sirens that exist in this area and reference to them should therefore be removed. This can be achieved through a planning informative.

This section of coastline is at very high risk with only a one in 50 year (2% annual probability) standard of protection. The required standard of protection from tidal flood risk, as stipulated in the NPPF, is one in 200 years (0.5% annual probability).

The preamble to Policy DM18 refers at para C.19.8. 'Considering the risks associated with the seasonality of each of the highest astronomical tides, the probability of storm surges, and wave action severity, reports undertaken for the Borough Council concluded the only safe period of occupancy was between 1st April and 30th September each year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework/Practice Guidance.'

Policy DM18 states that seasonal occupancy limited to between 1st April and 30th September and applications to remove, relax or vary (by way of extension) any existing seasonal occupancy condition will be resisted.

Clearly the proposed extended use of the sites outside the agreed safe periods in Policy DM18 is at odds with the wording of the policy. However, the proposal is for a temporary period only in response to a national pandemic situation. Economically the country has suffered untold financial losses and the government has sent out a strong message to aid recovery.

It is acknowledged that the use of the caravan sites for this additional period would occur within the highest flood risk period of the year.

That said, the EA raises no objection to the proposal for this limited time period only. For this short time period only, for this site, they consider that if the applicant signs up to the EAs flood warning service and provided flood evacuation measures are safely in place and that people are able to reach places of safety and safe refuges within buildings where emergency services can access for rescue and evacuation, they do not raise objection.

This would be an exceptional circumstance, where the extended use of the site would take place for a limited time only, outside the scope of the recommended policy occupation period. Members would need to be satisfied that there are sufficient exceptional circumstances, through the unprecedented coronavirus pandemic, to justify such a use, contrary to the general aims of the policy and the NPPF.

Nature conservation sites

The caravan park is adjacent to the following designated nature conservation sites:

- The Wash Special Protect Area (SPA)
- The Greater Wash Special Protection Area (SPA)
- The Wash and North Norfolk Coast Special Area of Conservation (SAC)
- The Wash Site of Special Scientific Interest (SSSI)

The Wash provides important winter feeding areas for waders and wildfowl outside of the breeding season. The enormous numbers of migrant birds that use the site are of international significance and are dependent on the rich supply of invertebrate food found here.

The saltmarsh and shingle communities are also of considerable botanical interest. The site is also a very important breeding ground for the Common seal, containing the largest colony in Western Europe.

It is acknowledged that the scale of this caravan park is 31 static caravans and that each caravan could potentially accommodate 6 people. Accordingly up to 186 people could be on site at any one time if fully occupied. This is a potentially a significant number of additional visits to the wider coastal area and the designated areas and your officers required additional information in order to assess the impact of the proposed extended use.

Additionally, during consultation, Natural England stated that the LPA should consider how the period of extension may impact the sensitive interest features of the Wash and whether it will result in an increase in recreational disturbance impacts over winter. Any impacts should be considered both alone and in combination, including the possible collective effects of a seasonal extension for all three caravan sites (including LPA ref's 20/01268/FM & 20/01269/FM also on this agenda).

Accordingly the applicant has submitted a Shadow Habitat Regulation Assessment (HRA) to assist the local planning authority, as the competent decision making authority, to determine whether the proposals are likely to have a significant effect on any European sites and proceed to the Appropriate Assessment where significant effects cannot be ruled out.

The submitted HRA considers the impact of all three caravan sites upon the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site and The Wash SPA the so that the combined effect can be assessed.

The submitted Shadow HRA confirmed that because the project is not directly connected with or necessary to the management of the European sites and is likely to have an 'in-combination' significant effect on the identified sites when considered without the counteracting measures (as required by the recent ruling made by the CJEU in the case of People over Wind and Sweetman vs Coillte Teoranta ref: C – 323/17), an Appropriate Assessment is required under the Habitat Regulations 2017. This assesses whether or not it is possible to conclude that there would be no adverse effect on the integrity of the European Sites.

The Shadow HRA proposes counteracting measures for alleviating recreation pressure on the Natural 2000 sites. This comprises information boards at the camp site and information leaflets and designated dog walking routes (that avoid the designated sites completely).

The submitted Shadow HRA concludes that with the counteracting measures identified, particularly the provision of information boards and information packs, the project will not have an adverse effect on the integrity of the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site or The Wash SPA, either alone or in combination with other plans and projects. It maintains that this may also assist in reducing existing impacts at other times of the year as well.

On the basis of the findings of the HRA the LPA has conducted an Appropriate Assessment.

Members should be aware that the Local Authority (competent authority) is required to determine whether a proposal is likely to have a significant effect on any European site and proceed to the Appropriate Assessment stage where significant effects cannot be ruled out.

A precautionary approach must be taken and if all reasonable scientific doubt of an adverse effect on a site's integrity cannot be ruled out the proposal must be refused unless an exemption is justified. In other words, where an appropriate assessment has been carried out and it results in a negative assessment, or if uncertainty remains over the significant effect, consent can only be granted if there are no alternative solutions for the development, there are Imperative Reasons of Over-riding Public Interest (IROPI) and compensatory measures have been secured.

Therefore, consent should only be granted for projects once the relevant competent authority has ascertained that there will either be no Likely Significant Effect, or (if that is not possible) that there will be no adverse effect on the integrity of the European Site(s) in question.

The findings of the LPA Appropriate Assessment are that:

- The impacts of this development, in combination with increases in visitor numbers resulting from other such developments in the area, have the potential to increase the recreational pressure on the features that the nature conservation areas are designated for.

- The proposed extended use is for a temporary period of time only. Any impact will be short lived with no anticipated long term impact upon the European sites.
- The increase in winter visitors to the park will be offset by the lack of visitors during the forced shutdowns of the caravan parks in 2020.
- The proposal (in isolation or in combination) will not adversely affect the integrity of the European sites. The coherence of the ecological structure and function, across the whole area, that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was designated will not be adversely affected given the temporary nature of the proposed extended use.

In order to avoid or reduce any direct adverse effects that may be caused by the proposed extended use, and to ensure that it does not have an adverse effect on the integrity of a habitats site(s), mitigation measures, as proposed in the applicant's Shadow HRA should be implemented.

These measures, including the provision of information boards and information leaflets and designated dog walking routes (that avoid the designated sites completely), could be secured by way of planning condition.

Natural England has reviewed this Shadow HRA, which covers this site alone and in combination, and is satisfied with its conclusions. They welcome the provision of the proposed educational material, which may assist in reducing existing impacts at other times of the year as well.

In conclusion, the temporary nature of the proposed extended use, alone and in combination with other sites, would not result in harm to the integrity of the protected nature conservation sites due to the counteracting measures identified. If Members seek to approve the application it is recommended that a planning condition be imposed seeking the implementation of these mitigation measures in a timely manner and a period of three months is given as an appropriate period of time for compliance, with implementation prior to use outside of the regular season.

Other material considerations

Precedent

Parish Council and third party concern has been raised to the precedent that approval of this application might set if all or other sites along the coast sought the same extended use period. Concern has also been raised that if use of the caravan site is found to be acceptable in winter months for one year, what is to prevent this from being acceptable in the next few years.

In response to this, each case would be considered on its own merits. Each application would need to be supported by the appropriate supporting information, including a Flood Risk Assessment, a site specific Flood Evacuation Plan, HRA as appropriate and an agreement that this would be a temporary arrangement only in response to extraordinary circumstances.

In this case the applicant has provided the required background information and the EA has confirmed that they do not consider this temporary arrangement would be at odds with the wider aims and objectives of the policies of the Local Plan in regard to flood risk.

Similarly the impact upon nature conservation sites has been considered for this short term period only, although cumulative impacts do need to be taken into account.

It is considered that there are extraordinary circumstances in place through the coronavirus pandemic that need to be considered on a short term basis alongside the long term, strategic policies already in place in the development plan.

Economy

National guidance and Local Plan policies, including Policy CS10, encourage sustainable economic growth and recognise that tourism industries are key elements of the economic and social vibrancy of the borough. They contribute to the regeneration and growth of the area.

Policy CS10 states that the Council will promote opportunities to improve and enhance the visitor economy by supporting tourism opportunities throughout the borough.

Like the rest of the country, this borough has witnessed a significantly quieter annual tourist offer due to lockdown and other restrictions introduced. There are now in place government steps to recovery, but this is based upon the coronavirus being under control and there is no guarantee how this might evolve over time.

The government changes have been introduced to help the nation recover from the devastating economic losses witnessed during the pandemic so far. By supporting this proposal it would go some way to assisting local businesses through the potential in increased spending power of the additional visitors. In a borough where tourism is such an important economic function, the benefits of the proposal upon the local economy are a key consideration that is part of the planning balance.

Local services

Third party concern has been raised regarding limited resources, such as access to doctors and dentist etc. However, it is not anticipated that there would be any greater demand than at other times of the year.

Spread of Covid-19

Third party comments regarding the spread of covid-19 are noted. However, if the government guidance is followed then there should be no greater impact. The way the population conducts itself is not a land use issue or a material planning consideration in this case.

CONCLUSION

There is no doubt this is a finely balanced proposal.

The application site is in a sensitive location in terms of flood risk and nature conservation. It is an existing caravan site, but with restricted occupational use given the dangers associated with flooding along this part of the coast.

The dangers from flood risk and the risk to human life from high tides will still be present, but the use is only proposed for a short period of time to overcome the pandemic situation. This is part of the planning balance that must be considered as part of this application.

In terms of the impact upon nature conservation sites of national importance, an Appropriate Assessment has been undertaken by the LPA. This finds that the proposed temporary extended use of the site will not have an adverse effect on the integrity of the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site or The Wash SPA, either alone or in combination with other projects given the mitigation measures proposed. Natural England raise no objection to this extended use and note that the proposed mitigation may also assist in reducing existing impacts at other times of the year as well.

Government changes have been introduced to help the nation recover from the devastating economic losses witnessed during the pandemic so far. By supporting this proposal it would go some way to assisting local businesses through the potential in increased spending power of the additional visitors. In a borough where tourism is such an important economic function, the benefits of the proposal upon the local economy are a key consideration that is part of the planning balance. Officers put significant weight on this and the written Ministerial Statement of 14th July 2020.

On balance, for the reasons above, it is recommended that the proposal be supported but subject to planning conditions restricting the extended use for a temporary period only, to end on the 31st December 2022.

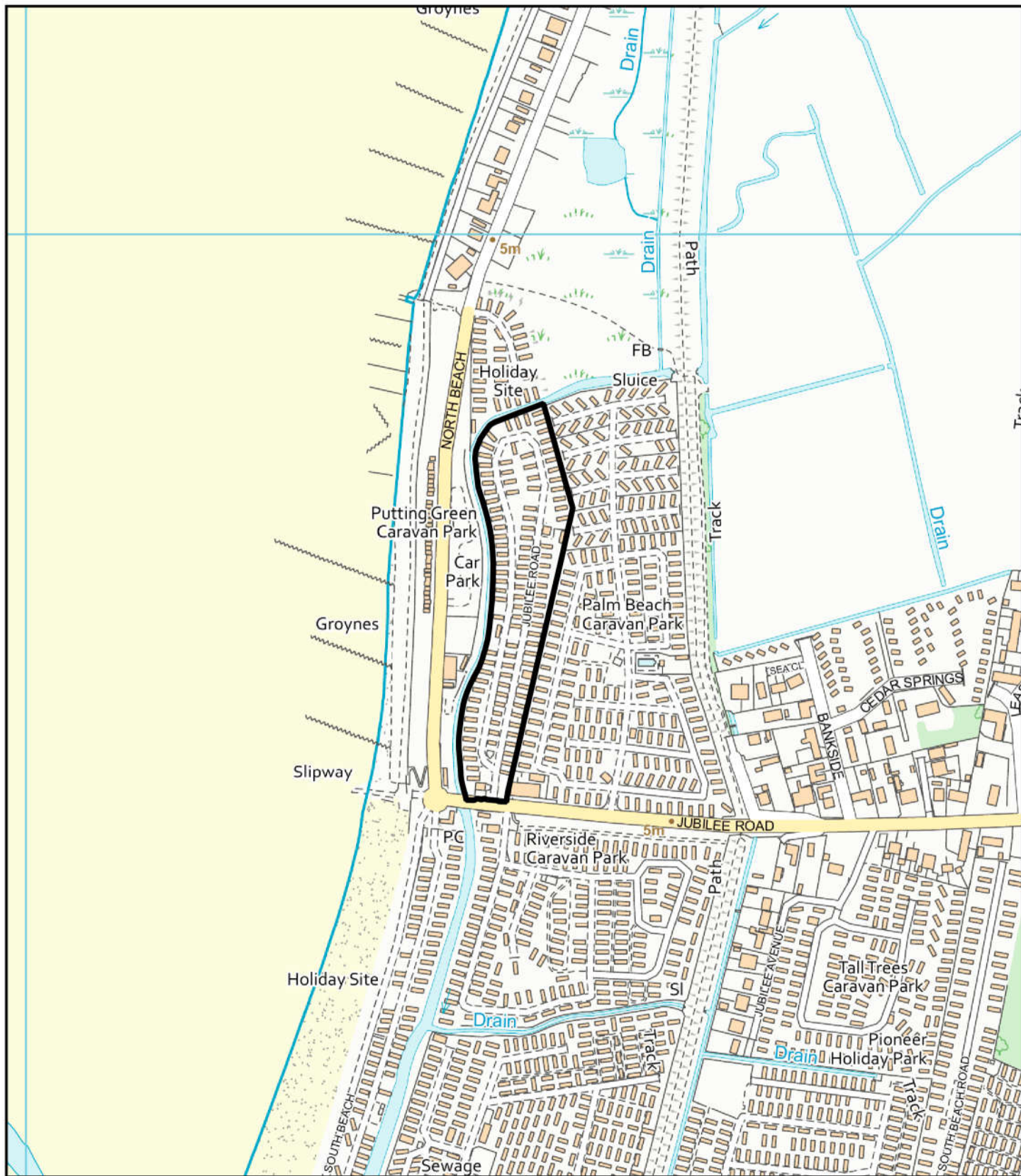
RECOMMENDATION:

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

- 1 Condition: This permission is for a temporary period only and allows the extension of seasonal use of land for the caravan park from 6th March 2021 to 6th January 2022 and from 6th March to 31st December 2022 and it shall expire on the 31st December 2022.
- 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 has been determined using the following approved plans:

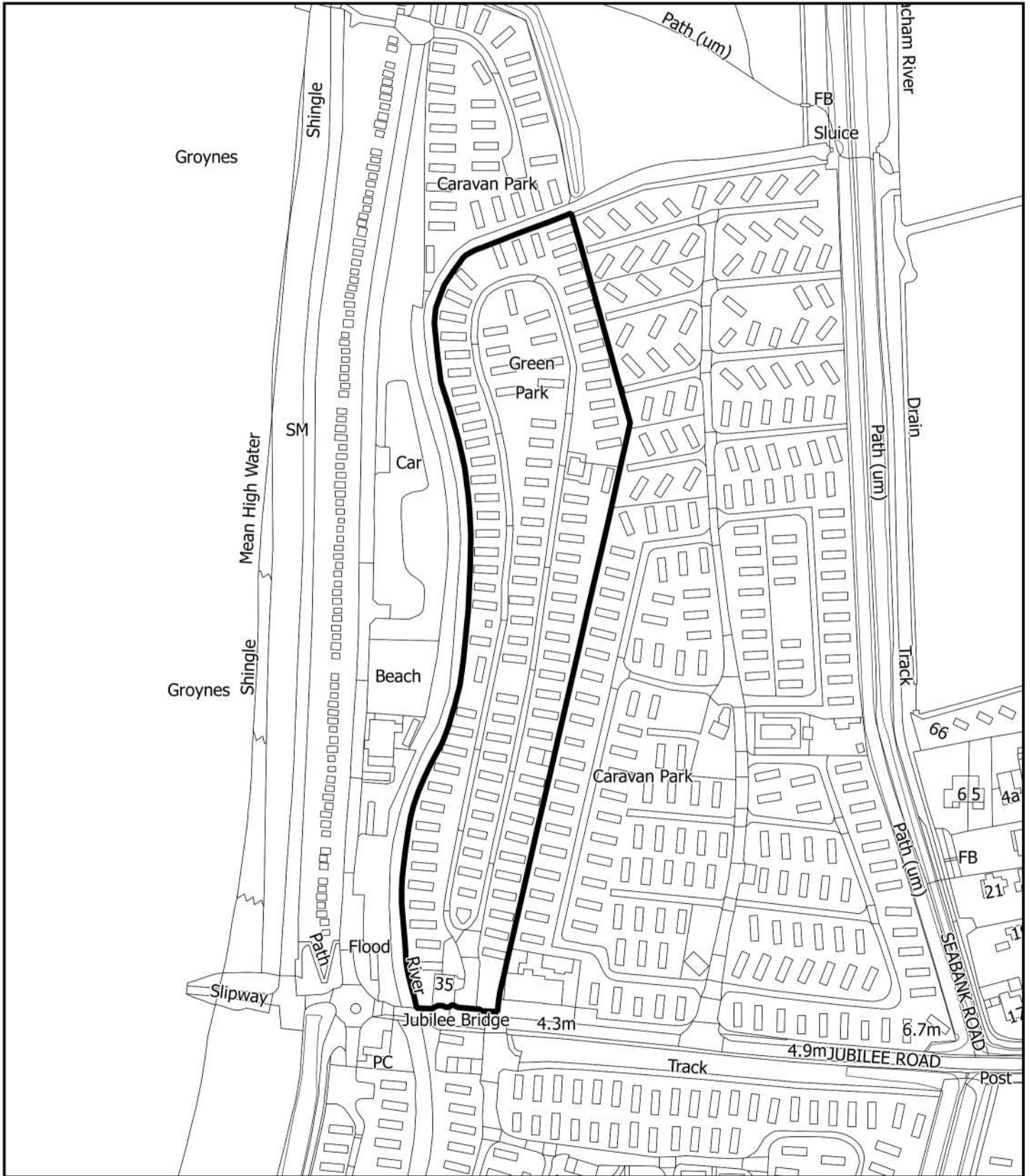
Site Location Plan Ref: 02B731197/NB/OC01
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Full details of the mitigation measures identified within the Shadow Habitat Regulations Assessment (HRA) Screening Matrix And Appropriate Assessment Statement by Philip Parker Associates, namely the provision of information boards and information packs conveying information and educating residents on how to avoid impacting wildlife and ecologically sensitive habitats in the European nature conservation sites, particularly when dog-walking in the local area, shall be submitted to and approved in writing by the local planning authority within three months of the date of this permission. Prior to the use of any caravans after 31st October (outside the regular season), the boards shall be installed and shall thereafter be retained in situ. Leaflets shall be provided to all visitors to the site during these additional weeks for the full duration of this temporary permission.
- 3 Reason: To ensure that the development takes place substantially in accordance with the principles and parameters contained within the HRA.

20/01268/FM Putting Green Caravan Park Jubilee Road



20/01268/FM

Putting Green Caravan Park Jubilee Road



AGENDA ITEM NO: 8/2(b)

Parish:	Heacham	
Proposal:	Temporary use of land for the siting of caravans for holiday occupation on an extended season between 6th March and 6th January (following year) up until and including the 31st December 2022.	
Location:	Putting Green Caravan Park Jubilee Road Heacham Norfolk	
Applicant:	Heacham Holidays Ltd	
Case No:	20/01268/FM (Full Application - Major Development)	
Case Officer:	Mrs N Osler	Date for Determination: 13 January 2021 Extension of Time Expiry Date: 16 April 2021

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

Neighbourhood Plan: No

Case Summary

The site comprises an existing static caravan site, known as Putting Green Caravan Park. It currently benefits from an extant permanent permission granted in November 1975 for the all year round siting of 137 caravans for occupation as holiday accommodation between 1st April to 30th September (inclusive) in any one year. The occupational period was extended by a Lawful Development Certificate in June 2011 to cover the period between 20 March and 31 October (inclusive) in any one year.

The site is accessed from Jubilee Road to the south and is bounded to the north, south and east by other caravan sites and to the west by 'beach services', beach huts and the beach.

Earlier this year the caravans were not able to be used due to the restrictions imposed by the government relating to the coronavirus pandemic.

This proposal seeks the extension of the season for occupation for a temporary period of time to compensate for loss of use during 2020.

This application therefore proposes the extension of the operational season from the current season of between 20 March and 31 October to between 6 March and 6 January up until and including the 31 December 2022 for a temporary period to recover earnings lost during the Covid-19 lockdown. This would result in an additional 9.5 weeks between 1 November 2021 and 6 Jan 2022, two weeks between 6 March and 20 March in March 2022 and 7.5 weeks between 1 November and 22 December 2022.

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The key issue to be considered is that this extends the holiday season into the period of highest flood risk from the temporary periods, although there are also other key issues which are summarised below.

Key Issues

- * Background / Planning history
- * Principle of development
- * Government advice
- * Flood risk
- * Precedent
- * Nature conservation sites
- * Other material considerations

Recommendation

APPROVE

THE APPLICATION

The site comprises an existing static caravan site, known as Putting Green Caravan Park. It currently benefits from an extant permanent permission granted in November 1975 for the all year round siting of 137 caravans for occupation as holiday accommodation between 1st April to 30th September (inclusive) in any one year. The occupational period was extended by a Lawful Development Certificate in June 2011 to cover the period between 20 March and 31 October (inclusive) in any one year.

The site is accessed from Jubilee Road to the south and is bounded to the north, south and east by other caravan sites and to the west by 'beach services', beach huts and the beach.

Earlier this year the caravans were not able to be used due to the restrictions imposed by the government relating to the coronavirus pandemic.

This proposal seeks the extension of the season for occupation for a temporary period of time to compensate for loss of use during 2020.

This application therefore proposes the extension of the operational season from the current season of between 20 March and 31 October to between 6 March and 6 January up until and including the 31 December 2022 for a temporary period to recover earnings lost during the Covid-19 lockdown. This would result in an additional 9.5 weeks between 1 November 2021 and 6 Jan 2022, two weeks between 6 March and 20 March in March 2022 and 7.5 weeks between 1 November and 22 December 2022.

The key issue to be considered is that this extends the holiday season into the period of highest flood risk from the temporary periods, although there are also other key issues which are summarised below.

SUPPORTING CASE

This statement is written on behalf of Heacham Holidays who own four holiday parks in Heacham, of which three (North Beach, Putting Green and Riverside) are the subject of

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planning applications for temporary extension of season for consideration by the Planning Committee.

The main reason for the submission of these applications is to help the holiday park business to recover from the impact of the two periods of forced closure during the ongoing Covid-19 pandemic in accordance with recently published Government Guidance (July 2020).

Heacham Holidays, like other holiday park operators, needs to offer their holiday accommodation for an extended season to make up for the loss of 3.5 months from late March to early July 2020, as well as the additional months closure in November 2020, to remain viable as a business.

The government guidance seeks to outwardly support the tourism sector during these difficult times and Heacham Holidays needs to use this assistance and effectively manage its business in the short-term. In doing so, they will be able to support the local economy through increased visitor spend in the quieter season.

The current season for Heacham Holidays' above-mentioned parks runs from the 20th March to 31st October. The applications would allow for a small increase in the period of occupation from between 6th March and 19th March at the beginning of the year and from 1 November to 6th January (following year) at the end of the season up until and including the 31st December 2022, in accordance with the Government guidance. It is also important to note that 5 of the holiday caravans at North Beach are already permitted to be occupied from the 1st of March or Maundy Thursday (whichever is sooner).

Although the Parks are located within areas at risk of flooding, they are situated behind an Environment Agency flood defence which provides a 1 in 50-year standard of protection. The parks are all signed up to receive Environment Agency Flood Warnings and have robust and up to date flood evacuation plans in place to safely remove and relocate visitors off site in the event of a flood warning. The Environment Agency raise no objection to these temporary season extensions.

The proposed season extensions can be considered sustainable development that will have economic and social benefits and will not adversely affect the environment. Heacham Holidays, therefore, respectfully requests the planning committee to approve the temporary extension of season to between 6th March and 6th January (following year) up until and including the 31st December 2022.

Thank you, in anticipation, of your support for local business.

PLANNING HISTORY

20/01266/LDP: Application Withdrawn: 03/11/20 - Application for a lawful development certificate for the proposed use of site for the siting of caravans without restriction in regard to the season of occupation. This certificate is sought on the basis that year-long use of the site would not generate a material change of use requiring an application for planning permission

11/00704/LDE: Application Permitted: 30/06/11 - Lawful Development Certificate: existing use of land as a static holiday caravan park for holiday occupation between the period 20 March to 31 October in each year

10/00691/LDE: Was Lawful: 18/06/10 - Lawful Development Certificate - Change of use of land for permanent siting of 137 static caravans for holiday occupation between the period 1st April and 30th September in each year

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2/02/0910/F: Application Permitted: 07/02/03 - Creation of first floor office for caravan site

2/97/1712/F: Application Permitted: 13/01/98 - Alteration to entrance to caravan site

2/97/0092/F: Application Refused: 20/03/97 - Continued use of the caravan as site office and sales location without complying with cond.1 of planning permission 75/1117/F to allow use for 12 months of the year

2/75/1117/F: Application Permitted: 21/11/75 – Application for permanent planning permission [for the siting of 137 caravans for occupation between 1st April and 30th September]

DG3543: Application Permitted: 29/01/65 – Temporary consent (expiring 31 Oct 1982) to increase the number of caravans on site from 120 to 125

DG2410: Application Permitted: 26/01/63 – Temporary consent (expiring 31 Oct 1970) to increase caravan standings from 80 to 120

No earlier permission could be found; although clearly DG2410 amended a previously approved permission.

RESPONSE TO CONSULTATION

Parish Council: OBJECT Heacham Parish Council oppose this application, 20/01268/FM, our reasons are as follows, they are based on extensive local knowledge, which we feel is very important in this situation. (They are not based on flood risk assessments or AW figures as these are due to be re-assessed and are at variance with each other.)

We really do appreciate the economic reasons for this application but feel that environmental and human factors are far more important in this case.

- Seasonal restrictions are due to newer flood risk assessments by the EA
- The seasonal restrictions have been in place for many years based on lower figures. The risk is now much greater, making less sense than ever for this change. If an extension to the season goes through at this time, then there will be fewer grounds for argument next year and in subsequent years. These greater risks may endanger lives
- Due to Global Warming water levels throughout the country are rising and unpredictable flooding is occurring, so we should be very cautious about the wisdom of dismissing the rules we have in place
- We have in recent years suffered from bouts of very heavy rainfall, the land has become saturated and the absorbency has lessened, and new ponds are forming
- We had several flood warnings and very high tides lately and much of the Norfolk coast has suffered from severe erosion of land into the sea
- The caravans on these sites are not built for occupation in the winter and have insufficient insulation for this use. If you have ever been in one on a cold summer's evening you will know they are barely warm then, let alone in a freezing winter. This in turn will lead to extensive use of heaters which may not be of the proper regulation for use in caravans and certainly not environmentally friendly
- The impact of a winter season on the local populace is great in many ways including the pressure on our Doctor's surgeries and the hospital. They already must cope with more sickness within our aged community, with winter ailments like flu and now of course Covid-19. This will increase the pressure on them considerably as most of these caravan owners are not young people either
- The logic of encouraging visitors, in a colder Covid season, from mingling with locals, especially toing and froing from place to place, is not sound

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- The impact on wildlife - winter roosts need a rest too, particularly nesting birds on the coast, not least those birds who have migrated to their winter feeding grounds – these should not be underestimated
- One of our Borough Councillors got an MBE for his good work with the Covid Crisis, it would be a shame for him if our levels of infection went higher because of the wrong decision in his own Ward.

Highways Authority: NO OBJECTION As the site is long established and operates for most of the rest of year already, in highway and traffic terms there will not be an unacceptable impact for use of the site over the winter period, therefore we do not wish to object.

PROW: We have no objection in principle to the application but would highlight that access to the site is via a Public Right of Way, known as Heacham Byway Open to All Traffic 3. There is no responsibility upon the Highway Authority to maintain the route to facilitate private vehicular access. It would be expected that any damage caused to the Public Right of Way by the exercise of the private rights remains with the private rights holders to repair.

The full legal extent of this PROW must remain open and accessible for the duration of the development and subsequent occupation.

Natural England: NO OBJECTION

All three caravan parks are adjacent to the following designated sites:

- The Wash Special Protect Area
- The Greater Wash Special Protection Area
- The Wash and North Norfolk Coast Special Area of Conservation
- The Wash Site of Special Scientific Interest

The Wash provides important winterfeeding areas for waders and wildfowl outside of the breeding season. The enormous numbers of migrant birds that use the site are of international significance and are dependent on the rich supply of invertebrate food found here. The saltmarsh and shingle communities are also of considerable botanical interest. The site is also a very important breeding ground for the Common seal, containing the largest colony in western Europe.

We understand from the documents provided that the applicant would like to extend the visitor season from March – October to March – January for a two-year period.

Natural England recommend that the Local Planning Authority considers how the period of extension may impact the sensitive interest features of the Wash and whether it will result in an increase in recreational disturbance impacts over winter. Any impacts should be considered both alone and in combination, including the possible collective effects of a seasonal extension for all three caravan sites.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England’s advice. You must also allow a further period of 21 days before the operation can commence.

Following receipt of the requested information outlined above Natural England raises **NO OBJECTION** stating that: *“Natural England are satisfied with the conclusions of the HRA and welcome the provision of educational materials including:*

** information boards and leaflets which highlight the sensitivity of designated interest features*

** mapped alternative routes for dog walkers away from sensitive sites.*

We note that the extended season is until December 2022, should the season be extended further, please consult us again."

Environment Agency: We have **NO OBJECTION** to the proposed development but wish to make the following comments.

As of the 14th July 2020, an extension to the open season can be acquired for caravan, campsite and holiday park owners. Please note that this is for a temporary period and will expire on the 31st December 2022 unless superseded by a further statement.

This will therefore have no impact on the long term aim of the Local Plan policy. For reference this can be found at: <https://www.gov.uk/guidance/coronavirus-covid-19-planning-update-on-cultural-venues-and-holiday-parks--2#extension-to-the-open-season-of-a-caravan-campsite-or-holiday-park-for-a-temporary-period>.

We have no objection to the proposed extension, but strongly recommend that the measures proposed in the submitted flood plans are adhered to.

Our Tidal Hazard Mapping indicates that the site would experience flood max depths of between 0.7m and 2.4m, with the southern half of the park receiving the highest depths.

Your Authority must be satisfied with regard to the safety of people (including those with restricted mobility), the ability of such people to reach places of safety including safe refuges within buildings and the ability of the emergency services to access such buildings to rescue and evacuate those people.

Please be aware that we do not normally comment on or approve the adequacy of flood emergency response and evacuation procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users and professional partners including your Authority.

Emergency Planning Officer: NO OBJECTION subject to any permission being conditioned in accordance with the amended Flood Evacuation Plan submitted in October 2020.

REPRESENTATIONS

Eight letters of **OBJECTION/CONCERN** have been received. The reasons for objection can be summarised as:

- Flood risk; if it is safe to open this winter owners will contend it is safe every winter
- Houses along the beaches have limited occupancy; they will contend that the extension should apply to them as well
- It will result in an increase in Covid cases and health services for local people will be put under strain from the visitor population
- We should be discouraging travel from outside of the area to reduce the spread of Covid; not encouraging it
- They should have to pay council tax if they're open all year
- Impact on wildlife
- The local sewerage system cannot cope with the present waste disposal let alone an increase
- Most people visiting the park use their cars and therefore there will be increased pollution

- The caravans will require heating that would not normally be required; thus increasing pollution

14 letters of **SUPPORT** (all from outside of the borough) have been received. The reasons for support can be summarised as:

- Benefits the local economy
- Caravan owners are fully aware of the flood risk issues, and it's their decision
- It is a safe environment to live in whilst the pandemic is happening
- Will give caravan owners more flexibly to use their caravans.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS07 - Development in Coastal Areas

CS08 - Sustainable Development

CS10 - The Economy

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

DM18 – Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

PLANNING CONSIDERATIONS

The main issues for consideration in this case are:-

- Background / Planning history
- Principle of development
- Government advice
- Flood risk
- Precedent
- Nature conservation sites
- Other material considerations

Background / Planning history

The caravan site use on this site has been established since the early 1960s. Over the years temporary seasonal occupational permissions gave way to a permanent seasonal occupational permission granted in 1975 under application 21/11/75 which granted permanent planning permission for the siting of 137 caravans for occupation between 1st April and 30th September in any one year.

The seasonal occupancy of the caravans was later extended by virtue of the grant of a Lawful Development Certificate (11/00704/LDE) for holiday occupation between the period of 20 March to 31 October in each year.

Principle of Development

The use of the site for the standing of static caravans and their use for holiday purposes is well established. The principle of the use for this purpose is therefore not an issue. The key issue is the temporary extended use of the site for holiday purposes during months of the year which have historically been prevented due to the perils of flood risk, harm to life and putting at danger those that would be involve in rescue operations.

Government Advice

On 14th July 2020, the government published a written ministerial statement to support the tourism sector and specifically the season extension of caravan, campsites and holiday parks encouraging local planning authorities (LPAs) to exercise their discretion in relation to planning conditions for such sites.

This was updated in January 2021 to cover use of caravans as permanent residence if they have no alternative accommodation (because of the impact of coronavirus). This is not relevant to the current application.

This statement sets out the approach LPAs should take to decision making for these venues that have been made temporarily vacant by Covid-19 business disruption. LPAs are encouraged not to undertake enforcement action which would unnecessarily restrict the ability of caravan, campsites and holiday parks to extend their open season. The statement came into effect on 14th July 2020 and will remain in place until 31st December 2022.

The relevant government guidance states that where the open season of a caravan park is limited by planning condition, park owners should speak to their local planning authority who can advise whether planning permission is necessary. It adds that where there may be particular concerns about flooding, as in the subject case, applicants are encouraged to seek advice from the Environment Agency (EA) before submitting the application.

On 22 February 2021 the government issued guidance in the 'COVID-19 Response - Spring 2021' and on 24 February 2021 their 'Reopening businesses and venues'. This sets out a 'roadmap' for recovery after Covid-19, identifying with different steps for recovery

In terms of caravan parks the following applies:-

Step 2 - no earlier than 12 April

Self-contained holiday accommodation in which all facilities (including for sleeping, catering, bathing, and indoor lobbies and corridors for entry and exit) are restricted to exclusive use of a single household/support bubble will reopen.

Step 3 - no earlier than 17 May
Remaining holiday accommodation can reopen.

Flood Risk

This site is in a high risk flood area. It is Flood Zone 3 and is located behind an Environment Agency flood defence which provides a 1 in 50-year standard of protection. The flood defence consists of an earth and sand embankment.

The SFRA shows that the Park is located within Flood Zone 3a but not Flood Zone 3b; the functional floodplain.

The submitted site specific FRA concludes that 'subject to ensuring the emergency contacts, flood warning contact details and evacuation plan remain in place and up to date, we consider that there is no reason why on the grounds of flood risk the application should not be granted permission to extend the season of operation of Putting Green Caravan Park to between 6th March and 6th January for the next two years to recover from the effects of the Covid-19 pandemic.'

The EA's Tidal Hazard Mapping indicates that the site would experience flood max depths of between 0.7m and 2.4m, with the southern half of the park receiving the highest depths.

In regard to risk the EA state that the Local Planning Authority 'must be satisfied with regard to the safety of people (including those with restricted mobility), the ability of such people to reach places of safety including safe refuges within buildings and the ability of the emergency services to access such buildings to rescue and evacuate those people.'

The EA do not normally comment on or approve the adequacy of flood emergency response and evacuation procedures accompanying development proposals, as they do not carry out these roles during a flood. Their involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users and professional partners including the Local Authority.

However, given the unique circumstances, the Environment Agency have no objection to the proposed temporary extension, but strongly recommend that the measures proposed in the submitted flood plans are adhered to. The EA consider the temporary nature of this extended use would have no impact on the long term aim of the Local Plan policy.

The Emergency Development Officer raises no objection subject to conditioning any permission in accordance with the amended Flood Evacuation Plan.

This section of coastline is at very high risk with only a one in 50 year (2% annual probability) standard of protection. The required standard of protection from tidal flood risk, as stipulated in the NPPF, is one in 200 years (0.5% annual probability).

The preamble to Policy DM18 refers at para C.19.8. 'Considering the risks associated with the seasonality of each of the highest astronomical tides, the probability of storm surges, and wave action severity, reports undertaken for the Borough Council concluded the only safe period of occupancy was between 1st April and 30th September each year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework/Practice Guidance.'

Policy DM18 states that seasonal occupancy limited to between 1 April and 30 September and applications to remove, relax or vary (by way of extension) any existing seasonal occupancy condition will be resisted.

Clearly the proposed extended use of the site outside the agreed safe periods in Policy DM18 is at odds with the wording of the policy. However, the proposal is for a temporary period only in response to a national pandemic situation. Economically the country has suffered untold financial losses and the government has sent out a strong message to aid recovery.

It is acknowledged that the use of the caravan sites for this additional period would occur within the highest flood risk period of the year.

That said, the EA raises no objection to the proposal for this limited time period only. For this short time period only, for this site, they consider that if the applicant signs up to the EAs flood warning service and provided flood evacuation measures are safely in place and that people are able to reach places of safety and safe refuges within buildings where emergency services can access for rescue and evacuation, they do not raise objection.

This would be an exceptional circumstance, where the extended use of the site would take place for a limited time only, outside the scope of the recommended policy occupation period. Members would need to be satisfied that there are sufficient exceptional circumstances, through the unprecedented coronavirus pandemic, to justify such a use, contrary to the general aims of the policy and the NPPF.

Nature Conservation Sites

The caravan park is adjacent to the following designated nature conservation sites:

- The Wash Special Protect Area (SPA)
- The Greater Wash Special Protection Area (SPA)
- The Wash and North Norfolk Coast Special Area of Conservation (SAC)
- The Wash Site of Special Scientific Interest (SSSI)

The Wash provides important winter feeding areas for waders and wildfowl outside of the breeding season. The enormous numbers of migrant birds that use the site are of international significance and are dependent on the rich supply of invertebrate food found here.

The saltmarsh and shingle communities are also of considerable botanical interest. The site is also a very important breeding ground for the Common seal, containing the largest colony in Western Europe.

It is acknowledged that the scale of this caravan park is 137 static caravans and that each caravan could potentially accommodate 6 people. Accordingly up to 822 people could be on site at any one time if fully occupied. This is a potentially significant number of additional visits to the wider coastal area and the designated areas and your officers required additional information in order to assess the impact of the proposed extended use.

During consultation, Natural England stated that the Local Planning Authority (LPA) should consider how the period of extension may impact the sensitive interest features of the Wash and whether it will result in an increase in recreational disturbance impacts over winter. Any impacts should be considered both alone and in combination, including the possible collective effects of a seasonal extension for all three caravan sites (including LPA ref's 20/01265/FM & 20/01269/FM also on this agenda).

Accordingly the applicant has submitted a Shadow Habitat Regulation Assessment (HRA) to assist the local planning authority, as the competent decision making authority, to determine whether the proposals are likely to have a significant effect on any European sites and proceed to the Appropriate Assessment where significant effects cannot be ruled out.

The submitted HRA considers the impact of all three caravan sites so that the combined effect on protected sites can be assessed.

The extended use is proposed for a temporary period only. Over the remaining proposed period to December 2022, the granting of permission would result in a total of approximately 5 months, or 21.5 weeks, of additional use, should Covid regulations permit the use of caravans for holiday purposes. In this case 10 weeks would include the whole of November and December 2021, ending at the beginning of January 2022, 3 additional weeks at the beginning of March 2022 and another 9 weeks in November – December 2022.

There would be an impact in terms of increased human activity on the site along with potential for pets, including dog walking. Increased recreation places increasing demands on the management of designated nature conservation sites and can cause impacts to the designated interest features. ('Visitor surveys at European protected sites across Norfolk during 2015 and 2016', Panter, Lily & Lowen)

However, this part of the beach is open to members of the public all year round. This is a material consideration and must be considered against any potential harm to nationally important nature conservation sites that might be caused by any temporary increased use of this caravan site.

The HRA submitted by the applicant provides details on the European sites likely to be impacted by the project. It claims that three European sites are likely to witness disturbance arising from the increased winter use of visitor accommodation from the extended use of the three caravan parks by proximity. These are the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site and The Wash SPA.

The HRA refers to the publication: "Visitor surveys at European protected sites across Norfolk during 2015 and 2016" by Footprint Ecology. This identified that tourist development within proximity of the Norfolk European sites will contribute 'in combination' to recreational pressure within those sites that will require mitigation.

The survey work identified different patterns of visitor activity during summer and winter months. It found that half of the holiday makers visiting nearby European sites at Snettisham and Holme, which are closest to the application site, during the winter period came from caravan sites. However, the winter period was classed as the period between 10-19 September rather than full winter months. Clearly the winter period in the study (September) is different to the winter period for this application.

The other impact on European sites is from dog walkers, who may be from holiday makers or locally exercised.

Overall, the HRA states that the increase in winter visitors to the park will be offset by the lack of visitors during the parks forced shutdowns in 2020. Despite this, it is acknowledged that there will be an increase in winter visitors to the designated sites from the increased winter use of the parks. However, the HRA finds that the percentage increase of recreational use over the current use in the period November to January cannot be readily determined as there are no baseline figures for the months in question at Snettisham (the closest study site).

The HRA found that the wintering wader populations on the Wash were not currently significantly impacted by human disturbance during the intertidal foraging period at the time of the study. The current visitor numbers to the Wash were in most locations well below the numbers likely to cause an issue but future impacts due to increased disturbance should not be completely discounted.

The impacts of this development, in combination with increases in visitor numbers resulting from other such developments in the area, have the potential to increase the recreational pressure on the features that the Washes are designated for.

The HRA found that because the project is not directly connected with or necessary to the management of the European sites and is likely to have an 'in-combination' significant effect on the identified sites when considered without the counteracting measures (as required by the recent ruling made by the CJEU in the case of *People over Wind and Sweetman vs Coillte Teoranta* ref: C – 323/17), an Appropriate Assessment is required under the Habitat Regulations 2017. This will ascertain whether or not it is possible to conclude that there would be no adverse effect on the integrity of the European Sites.

Counteracting measures for alleviating recreation pressure on Natura 2000 sites are proposed within the HRA. This comprises an information board and information leaflets and designated dog walking routes (that avoid the designated sites completely).

A community information board is proposed to be provided at each of the caravan parks at access points onto the beach. The community information board will detail the importance and sensitivities of nearby designated sites and identify alternative less-sensitive routes to promote walking away from the designated sites. It will also assist in conveying information and educating residents on how to avoid impacting wildlife and ecologically sensitive habitats, particularly when dog-walking in the local area.

In addition, the Shadow HRA recommends that leaflets will be provided to all visitors setting out a similar level of information as on the information boards. This information will not only mitigate any impacts over the winter period, it will be also useful to assist in educating visitors to help mitigate impacts at other times of the year as well.

The submitted Shadow HRA concludes that due to the counteracting measures identified, particularly the provision of information boards and information packs, the project will not have an adverse effect on the integrity of the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site or The Wash SPA, either alone or in combination with other plans and projects. It maintains that this may also assist in reducing existing impacts at other times of the year as well.

On the basis of the findings of the HRA the LPA has conducted an Appropriate Assessment.

Members should be aware that the Local Authority (competent authority) is required to determine whether a proposal is likely to have a significant effect on any European site and proceed to the Appropriate Assessment stage where significant effects cannot be ruled out. Where an appropriate assessment has been carried out and results in a negative assessment, or if uncertainty remains over the significant effect, consent can only be granted if there are no alternative solutions for the development, there are Imperative Reasons of Over-riding Public Interest (IROPI) and compensatory measures have been secured. Therefore, consent should only be granted for plans and projects once the relevant competent authority has ascertained that there will either be no Likely Significant Effect, or (if that is not possible) that there will be no adverse effect on the integrity of the European Site(s) in question.

The findings of the Appropriate Assessment are that:

- The impacts of this development, in combination with increases in visitor numbers resulting from other such developments in the area, have the potential to increase the recreational pressure on the features that the nature conservation areas are designated for.

- The proposed extended use is for a temporary period of time only. Any impact will be short lived with no anticipated long term impact upon the European sites.
- The increase in winter visitors to the park will be offset by the lack of visitors during the forced shutdowns of the caravan parks in 2020.
- the proposal (in isolation or in combination) will not adversely affect the integrity of the European sites. The coherence of the ecological structure and function, across the whole area, that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was designated will not be adversely affected given the temporary nature of the proposed extended use.

In order to avoid or reduce any direct adverse effects that may be caused by the proposed temporary extended use, and to ensure that it does not have an adverse effect on the integrity of a habitats site(s), mitigation measures, as outlined above, are proposed in the applicant's Shadow HRA.

Natural England has reviewed this Shadow HRA, is satisfied with its conclusions and welcomes the provision of the proposed educational material.

In conclusion, the temporary nature of the proposed extended use, alone and in combination with other sites, would not result in harm to the integrity of the protected nature conservation sites due to the counteracting measures identified. If Members seek to approve the application it is recommended that a planning condition be imposed seeking the implementation of these mitigation measures in a timely manner and a period of three months is given as an appropriate period of time for the submission of details, with implementation prior to use outside the regular season.

Other material considerations

Precedent

Parish Council and third party concern has been raised to the precedent that approval of this application might set if all or other sites along the coast sought the same extended use period. Concern has also been raised that if use of the caravan site is found to be acceptable in winter months for one year, what is to prevent this from being acceptable in the next few years.

In response to this, each case would be considered on its own merits. Each application would need to be supported by the appropriate supporting information, including a Flood Risk Assessment, a site specific Flood Evacuation Plan, HRA as appropriate and an agreement that this would be a temporary arrangement only in response to extraordinary circumstances.

The site specific issues would then need to be considered on an individual basis, as for any planning application. There would be no automatic assumption that because one site might be acceptable another nearby site would be the same, although site specific reasons would need to be given if a proposal was refused.

In this case the applicant has provided the required background information and the EA has confirmed that they do not consider this temporary arrangement would be at odds with the wider aims and objectives of the policies of the Local Plan in regard to flood risk.

Similarly the impact upon nature conservation sites has been considered for this short term period only.

It is considered that there are extraordinary circumstances in place through the coronavirus pandemic that need to be considered on a short term basis alongside the long term, strategic policies already in place in the development plan.

Economy

National guidance and Local Plan policies, including Policy CS10, encourage sustainable economic growth and recognise that tourism industries are key elements of the economic and social vibrancy of the borough. They contribute to the regeneration and growth of the area.

Policy CS10 states that the Council will promote opportunities to improve and enhance the visitor economy by supporting tourism opportunities throughout the borough.

Like the rest of the country, this borough has witnessed a significantly quieter annual tourist offer due to lockdown and restrictions introduced through the tier system. There are now in place government steps to recovery, but this is based upon the corona virus being under control and there is no guarantee how this might evolve over time.

The government changes have been introduced to help the nation recover from the devastating economic losses witnesses during the pandemic so far. By supporting this proposal it would go some way to assisting local businesses through the potential in increased spending power of the additional visitors. In a borough where tourism is such an important economic function, the benefits of the proposal upon the local economy are a key consideration that is part of the planning balance.

Local Services

Third party concern has been raised regarding limited resources, such as access to doctors and dentist etc. However, the borough is a tourist area and it is not anticipated that there would be any greater demand than at other times of the year.

Spread of Covid-19

Third party comments regarding the spread of covid-19 are noted. However, if the government guidance is followed then there should be no greater impact. The way the population conducts itself is not a land use issue or a material planning consideration in this case.

CONCLUSION

The application site is in a sensitive location in terms of flood risk and nature conservation. It is an existing caravan site, but with restricted occupational use given the dangers associated with flooding along this part of the coast.

The dangers from flood risk and the risk to human life from high tides will still be present, but the use is only proposed for a short period of time to overcome the pandemic situation. This is part of the planning balance that must be considered as part of this application.

In terms of the impact upon nature conservation sites of national importance, an Appropriate Assessment has been undertaken by the LPA which finds that the proposed temporary extended use of the site will not have an adverse effect on the integrity of the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site or The Wash SPA, either alone or in combination with other plans and projects. The proposed mitigation measures may also assist in reducing existing impacts at other times of the year as well.

Government changes have been introduced to help the nation recover from the devastating economic losses witnesses during the pandemic so far. By supporting this proposal it would go some way to assisting local businesses through the potential in increased spending power

of the additional visitors. In a borough where tourism is such an important economic function, the benefits of the proposal upon the local economy are a key consideration that is part of the planning balance. Officers put significant weight on this and the written Ministerial Statement of 14th July 2020.

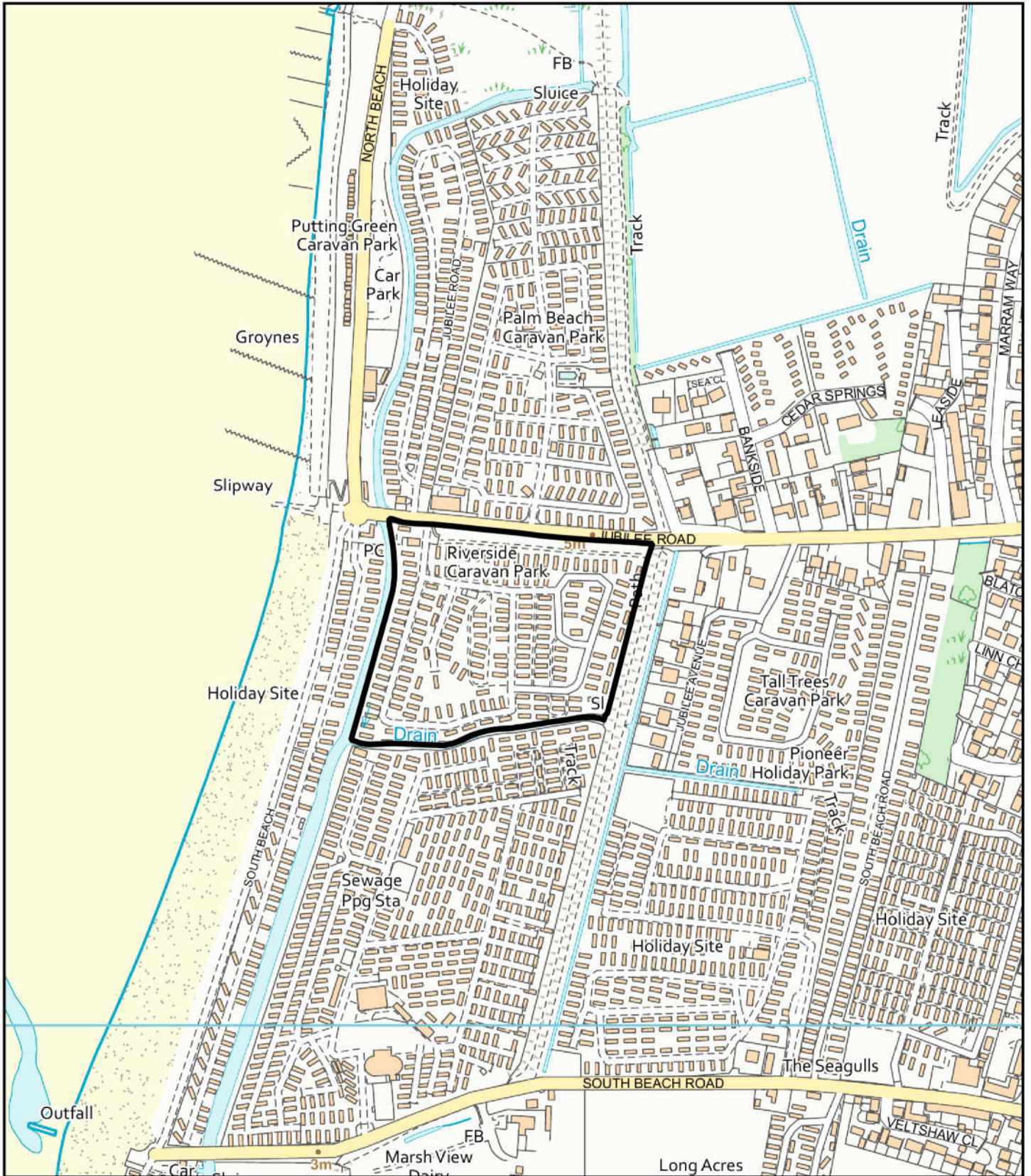
On balance, for the reasons above, it is recommended that the proposal be supported but subject to planning conditions restricting the extended use for a temporary period only, to end on the 31 December 2022.

RECOMMENDATION:

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

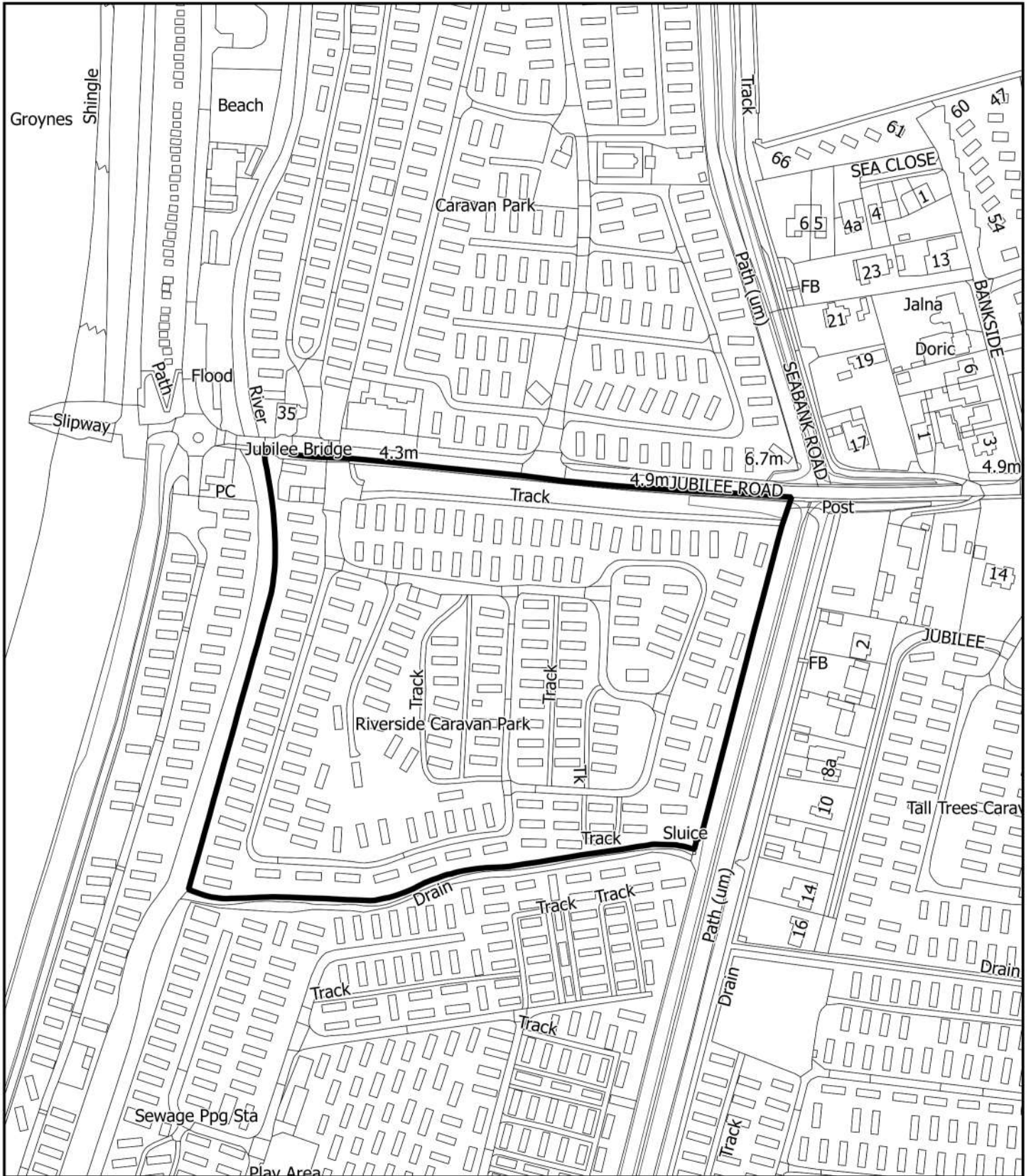
- 1 Condition: This permission is for a temporary period only and allows the extension of seasonal use of land for the siting of 137 caravans for holiday occupation from 6th March 2021 to 6th January 2022 (inclusive) and from 6th March 2022 to 31st December 2022 (inclusive) and it shall expire on the 31st December 2022.
- 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. The extension of seasonal use of land for the siting of caravans for holiday occupancy in areas at risk of flooding would not normally be entertained and this temporary permission is granted in exceptional circumstances to enable additional occupation of the caravans on the site due loss of occupation due to Covid-19.
- 2 Condition: The development has been determined using the following approved plans:
Site Location Plan Ref:02B731197/PG/OC01.
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Details of the mitigation measures identified within the Shadow Habitat Regulations Assessment (HRA) Screening Matrix And Appropriate Assessment Statement by Philip Parker Associates, namely the provision of information boards and information packs conveying information and educating residents on how to avoid impacting wildlife and ecologically sensitive habitats in the European nature conservation sites, particularly when dog-walking in the local area, shall be submitted to and approved in writing by the local planning authority within three months of the date of this permission. Prior to the use of any caravans after 31st October (outside the regular season), the boards shall be installed and shall thereafter be retained in situ. Leaflets shall be provided to all visitors to the site during these additional weeks for the full duration of this temporary permission.
- 3 Reason: To ensure that the development takes place substantially in accordance with the principles and parameters contained within the HRA.
- 4 Condition: The development shall be operated in full accordance with the Flood Risk Assessment and Amended Flood Evacuation Plan (dated October 2020) that accompanied the application.
- 4 Reason: To reduce the risks associated with flooding in accordance with the NPPF and Development Plan.

20/01269/FM Riverside Caravan Park Jubilee Road



20/01269/FM

Riverside Caravan Park Jubilee Road



Parish:	Heacham	
Proposal:	Temporary use of land for the siting of caravans for holiday occupation on an extended season between 6th March and 6th January (following year) up until and including the 31st December 2022	
Location:	Riverside Caravan Park Jubilee Road Heacham Norfolk	
Applicant:	Heacham Holidays Ltd	
Case No:	20/01269/FM (Full Application - Major Development)	
Case Officer:	Mrs K Lawty	Date for Determination: 13 January 2021

Reason for Referral to Planning Committee – Parish Council objection and raises matters of wider concern

Neighbourhood Plan: No

Case Summary

The site comprises an existing static caravan site, known as Riverside Caravan Park. It currently comprises 225 caravans.

The site is located on the southern side of Jubilee Road. It is surrounded by other static caravan sites on all sides, but separated from the caravan park to the east by a banked sea defence.

The static caravan site has been in place for many years (established 1960's) with a restriction on the occupation of the caravans due to flood risk issues.

All of the static caravans have consent to be occupied for holiday purposes between the period 20th March and 31st October in each year.

Earlier this year the caravans were not able to be used due to the restrictions imposed by the government relating to the coronavirus pandemic.

This proposal seeks the extension of the season for occupation for a temporary period of time to compensate for loss of use in the spring and summer months of 2020 in particular.

This application therefore proposes the extension of the operation season from between 20th March and 31st October to between 6th March and 6th January up until and including the 31st December 2022 for a temporary period to recover earnings lost during the Covid-19 lockdown. This would result in an additional 10 weeks use in November – December 2021, 3 weeks use in March 2022 and 9 weeks in November – December 2022.

It would result in occupation of the site for 44 weeks of the year with only an 8 week break in January – February 2022 for this temporary period.

The key justification for the application, which is to be weighed in the balance, is Government guidance issued on 14 July 2020, in relation to this issue.

Key Issues

- * Planning history
- * Principle of development
- * Government advice
- * Flood risk
- * Precedent
- * Other material considerations

Recommendation

APPROVE

THE APPLICATION

The site comprises an existing static caravan site, known as Riverside Caravan Park. It currently comprises 225 caravans.

The site is located on the southern side of Jubilee Road. It is surrounded by other static caravan sites on all sides, but separated from the caravan park to the east by a banked sea defence.

The static caravan site has been in place for many years (established 1960's) with a restriction on the occupation of the caravans due to flood risk issues.

All of the static caravans have consent to be occupied for holiday purposes between the period 20th March and 31st October in each year.

Earlier this year the caravans were not able to be used due to the restrictions imposed by the government relating to the coronavirus pandemic.

This proposal seeks the extension of the season for occupation for a temporary period of time to compensate for loss of use in the summer months of 2020.

This application therefore proposes the extension of the operation season from between 20th March and 31st October to between 6th March and 6th January (i.e. an increase of just over 2.5 months over quieter times of the year) for a temporary two-year period to recover earnings lost during the Covid-19 lockdown.

SUPPORTING CASE

This statement is written on behalf of Heacham Holidays who own four holiday parks in Heacham, of which three (North Beach, Putting Green and Riverside) are the subject of planning applications for temporary extension of season for consideration by the Planning Committee.

The main reason for the submission of these applications is to help the holiday park business to recover from the impact of the two periods of forced closure during the ongoing Covid-19 pandemic in accordance with recently published Government Guidance (July 2020). Heacham Holidays, like other holiday park operators, needs to offer their holiday accommodation for an extended season to make up for the loss of 3.5 months from late March to early July 2020, as well as the additional months closure in November 2020, to remain viable as a business. The government guidance seeks to outwardly support the tourism sector during these difficult times and Heacham Holidays needs to use this assistance and effectively manage its business in the short-term. In doing so, they will be able to support the local economy through increased visitor spend in the quieter season.

The current season for Heacham Holidays' above-mentioned parks runs from the 20th March to 31st October. The applications would allow for a small increase in the period of occupation from between 6th March and 19th March at the beginning of the year and from 1 November to 6th January (following year) at the end of the season up until and including the 31st December 2022, in accordance with the Government guidance. It is also important to note that 5 of the holiday caravans at North Beach are already permitted to be occupied from the 1st of March or Maundy Thursday (whichever is sooner).

Although the Parks are located within areas at risk of flooding, they are situated behind an Environment Agency flood defence which provides a 1 in 50 year standard of protection. The parks are all signed up to receive Environment Agency Flood Warnings and have robust and up to date flood evacuation plans in place to safely remove and relocate visitors off site in the event of a flood warning. The Environment Agency raise no objection to these temporary season extensions.

The proposed season extensions can be considered sustainable development that will have economic and social benefits and will not adversely affect the environment. Heacham Holidays, therefore, respectfully requests the planning committee to approve the temporary extension of season to between 6th March and 6th January (following year) up until and including the 31st December 2022.

Thank you, in anticipation, of your support for local business.

Written Statement for applications at North Beach, Putting Green & Riverside Caravan Parks (20/01265/FM, 20/01268/FM, 20/01269/FM)

PLANNING HISTORY

20/01933/LDP: Application Refused: 05/03/21 - Application for a Lawful Development Certificate which seeks confirmation that the site can be used for the siting of caravans from the 1st March - 30th November. This certificate is sought on the basis the extended season would not generate a material change of use requiring an application for planning permission.

20/01264/LDP: Application Withdrawn: 16/11/20 - Lawful Development Certificate for the proposed use of the land for the siting of caravans without restriction in regard to season of occupation

10/00689/LDE: Would be Lawful: 18/06/10 - Lawful Development Certificate - Change of use of land for permanent siting of 225 static holiday caravans for holiday occupation between the period 20th March and 31st October in each year.

11/00164/PREAPP: INFORMAL - Likely to refuse: 31/01/12 - PRE-APPLICATION ENQUIRY: Proposed extension of seasons

08/02548/LDE: Would be Lawful: 14/04/09 - Lawful Use Certificate: caravan site

2/02/0653/F: Application Approved: 09/07/2002 - Office extension and gas cylinder storage pound.

2/98/1527/F: Application Approved: 22/01/1999 - Erection of security barriers and alterations to site entrance (revised proposal).

DG2398: Application Approved: 07/03/1962 - Caravan site with toilet block.

DG1851: Application Approved 10/03/1960 & 10/02/1961 - Caravan site, with lavatory accommodation, water etc.

RESPONSE TO CONSULTATION

Parish Council: OBJECT - Heacham Parish Council oppose this application, 20/01269/FM, our reasons are as follows, they are based on extensive local knowledge, which we feel is very important in this situation. (They are not based on flood risk assessments or AW figures as these are due to be re-assessed and are at variance with each other.)

We really do appreciate the economic reasons for this application but feel that environmental and human factors are far more important in this case.

Seasonal restrictions are due to newer flood risk assessments by the EA.

The seasonal restrictions have been in place for many years based on lower figures. The risk is now much greater, making less sense than ever for this change. If an extension to the season goes through at this time, then there will be fewer grounds for argument next year and in subsequent years. These greater risks may endanger lives.

Due to Global Warming water levels throughout the country are rising and unpredictable flooding is occurring, so we should be very cautious about the wisdom of dismissing the rules we have in place.

We have in recent years suffered from bouts of very heavy rainfall, the land has become saturated and the absorbency has lessened, and new ponds are forming.

We had several flood warnings and very high tides lately and much of the Norfolk coast has suffered from severe erosion of land into the sea.

The caravans on these sites are not built for occupation in the winter and have insufficient insulation for this use. If you have ever been in one on a cold summer's evening you will know they are barely warm then, let alone in a freezing winter. This in turn will lead to extensive use of heaters which may not be of the proper regulation for use in caravans and certainly not environmentally friendly.

The impact of a winter season on the local populace is great in many ways including the pressure on our Doctor's surgeries and the hospital. They already must cope with more sickness within our aged community, with winter ailments like flu and now of course Covid-19. This will increase the pressure on them considerably as most of these caravan owners are not young people either.

The logic of encouraging visitors, in a colder Covid season, from mingling with locals, especially toing and froing from place to place, is not sound.

The impact on wildlife - winter roosts need a rest too, particularly nesting birds on the coast, not least those birds who have migrated to their winter feeding grounds – these should not be underestimated.

One of our Borough Councillors got an MBE for his good work with the Covid Crisis, it would be a shame for him if our levels of infection went higher because of the wrong decision in his own Ward

Highways Authority: NO OBJECTION - as the site is long established and operates for most of the rest of year already, in highway and traffic terms there will not be an unacceptable impact for use of the site over the winter period

Natural England: NO OBJECTION – Natural England are satisfied with the conclusions of the HRA and welcome the provision of educational materials including:-

- Information boards and leaflets which highlight the sensitivity of designated interest features
- Mapped alternative routes for dog walkers away from sensitive sites
- We note that the extended season is until December 2022. Should the season be extended further, please consult us again.
- (Original comments)Will need further consultation - All three caravan parks are adjacent to the following designated sites:
- The Wash Special Protect Area
- The Greater Wash Special Protection Area
- The Wash and North Norfolk Coast Special Area of Conservation
- The Wash Site of Special Scientific Interest

The Wash provides important winter feeding areas for waders and wildfowl outside of the breeding season. The enormous numbers of migrant birds that use the site are of international significance and are dependent on the rich supply of invertebrate food found here. The saltmarsh and shingle communities are also of considerable botanical interest. The site is also a very important breeding ground for the Common seal, containing the largest colony in western Europe. We understand from the documents provided that the applicant would like to extend the visitor season from March –October to March –January for a two year period. Natural England recommend that the Local Planning Authority consider show the period of extension may impact the sensitive interest features of the Wash and whether it will result in an increase in recreational disturbance impacts over winter. Any impacts should be considered both alone and in combination, including the possible collective effects of a seasonal extension for all three caravan sites. Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow further period of 21 days before the operation can commence. Should the applicant wish to discuss the further information required and scope for mitigation with Natural England, we would be happy to provide advice through our Discretionary Advice Service. Please consult us again once the information requested above, has been provided

Environment Agency: NO OBJECTION - As of the 14th July 2020, an extension to the open season can be acquired for caravan, campsite and holiday park owners. Please note that this is for a temporary period and will expire on the 31stDecember 2022unless

Planning Committee
17 May 2021

superseded by a further statement. This will therefore have no impact on the long term aim of the Local Plan policy.

We have no objection to the proposed extension, but strongly recommend that the measures proposed in the submitted flood plans are adhered to.

Our Tidal Hazard Mapping indicates that the site would experience flood max depths of between 0.8m and 2.9m, the highest depths run alongside Heacham River

Your Authority must be satisfied with regard to the safety of people (including those with restricted mobility), the ability of such people to reach places of safety including safe refuges within buildings and the ability of the emergency services to access such buildings to rescue and evacuate those people.

Please be aware that we do not normally comment on or approve the adequacy of flood emergency response and evacuation procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users and professional partners including your Authority

District Emergency Planning Office: NO OBJECTION – subject to changes to flood evacuation plan.

Internal Drainage Board: NO OBJECTION – but highlight that the Public Rights of Way, known as Heacham BOAT4 and Heacham Footpath 2 are both aligned adjacent to the site. The full legal extent of these Public Rights of Way must remain open and accessible for the duration of the development and subsequent occupation.

REPRESENTATIONS

24 REPRESENTATIONS received with **10 OBJECTIONS** and **14** in **SUPPORT**, referring to the following:-

Objections:

- The increased risk on Covid-19 cases and deaths rising in what is at present a low level area - With the rapid exponential increase in Covid-19 cases and deaths in Northamptonshire and other areas from which caravan owners/hirers and other holiday makers travel to the coast it is absolutely imperative to discourage travel to areas with a comparatively low level of cases (so far) with the possibility of importing the virus.
- If this application albeit on a temporary basis is allowed it will definitely set a precedent to make the change permanent as all the caravan site owners will argue that if it is safe to open over winter in 20/21 then it must also be safe in other years. Also all owners of other coastal dwellings now subject to limited occupancy will have a good case for their properties to remain habitable all year round. It is inequitable to have one rule for Caravan site owners and another for other people.
- The extended use of the site will create a problem in the worst weather. Jubilee Road is narrow and the sites flood for an extended period during the winter months. The sites and roads are likely become dangerous with mud and potential flooding happening.
- The narrow beach access has many walkers and drivers, who will park on this road when site is unable to be used by cars due to standing water leading to constant wet

and flooded pitches. This will put residents and visitors at risk when cars are overtaking on these narrow roads that are likely to be covered in mud.

- Unless the site can guarantee that the users will not cause a danger to people and a nuisance To the community, then they should not be allowed to extend their season.
- Increased potential flood risk - The main reason that these sites are forced to close during the winter months is that there is an increased risk of flooding during this time with the associated potential risk to life.
- My understanding has always been that the restrictions on people residing during the winter months in properties located in the floodplain both in Heacham and in Hunstanton are there to protect life and limb in the event of flooding.
- Many business sectors, and not least our local pubs, cafes and restaurants, hotels, etc have suffered substantial financial loss as a result of lockdown this year but they are having to comply with current legislation, and operate, whenever possible, at severely reduced levels and continue to suffer the economic consequences.
- I do not see why caravan sites should be any different and be allowed to flout current rules.
- I therefore object strongly to all extension applications of this nature.
- We are unable to get appointments for medical amenities, additional residents during flue/pandemic period will exacerbate an already difficult situation.
- Object to the caravan sites staying open for 12 months. Not only are they in the highest flood zone which, if we are unlucky enough to have a flood anything like the 1953, 1978 or even the Hunstanton/Snettisham 2013 flood then the risk to life could be enormous.
- These caravans are seasonal holiday homes NOT residential caravans which would need gas heating much of the time during a cold Autumn and Winter producing even more carbon gases especially as the Government and Kings Lynn Borough Council are active within the Global Warming forum.
- If, they are given the go-ahead to stay open all year then the planning regulations for the many 8 and 11-month occupancy homes around the area could also be asking for 12-month residency.
- Kings Lynn and West Norfolk has a lower Covid-19 infection rate than Norwich and Great Yarmouth which seem to be the hot-spots, this could be compromised with people travelling between Heacham and their permanent homes elsewhere in the country with the possibility of contravening the Covid restrictions. I am sure many of the owners of caravans on this site will wish to travel back home at some time to check on their permanent homes.
- The sewage system in the village does not cope during the Holiday season, with Anglian Water having to use tankers to assist with the extra waste, so how will it cope if the village population is permanently increased during the Winter.
- Flood Risk - one of the reasons the sites have to close in winter is because they are between the 2 bunds; thus subject to flooding and the sites become waterlogged and unsightly in the winter.
- Tip of the iceberg scenario - if it is safe to open this winter; then the owners will contend it is safe every winter.
- The houses along the beaches also have limited occupancy status; they will contend that the extension should apply also to them.
- Our rural area has managed to keep down the CoVid-19 spread and number of cases/deaths have been low; except in the summer when there was an increase (relative to the fall elsewhere). The caravan owners are from densely-populated areas of the country with high infection/death rates. If they come to and fro during the winter

the cases here will mushroom; our health services are designed for the resident population only.

- Council Tax is not paid by caravan owners. If they are here for far longer than the normally-permitted period then they should be charged Council Tax.
- Birds flock onto the dunes, beaches, salt flats, in winter; they will be disturbed by noise and lights from the caravan parks.
- Many of the local residents are elderly or have health issues. In the current circumstances our local health facilities could not cope in the winter with an enhanced population, many of whom may be in the above categories. It seems wrong to encourage people who may live in an area with a higher infection rate to visit at this time

Support:

- This would bring in extra revenue to local traders in these hard times
- We have bought a caravan this July on Riverside and have started to use the local community. However we would love it to stay open for longer during the year and open up earlier in March as well in order for us to be able to play a bigger part of a community for longer during the year and continue to use the local services, pubs, restaurants, hairdressers, shops and theatre in Hunstanton.
- Caravan owners on this site can only bring positive outcomes to the village. We will shop at local shops and use local amenities. The numbers using the site in the autumn/winter months will not be as many as in the summer so will not cause any major problems to the village. We are responsible people who treat our caravans like our homes.
- This a beautiful site and very well run by the owners of Heacham Holidays.
- We thoroughly enjoy Autumn and Winter in Norfolk, the wildlife is amazing and the beaches second to none. We always support the local shops and restaurants when we visit as well as going to the Princess Theatre whenever we can. An extension to our season would be greatly appreciated.
- As I have family that live in the village it means I can visit more regularly as I live far away.
- I find it very surprising that a local authority can determine how many weeks per year I can use my static caravan that I have invested many thousands of pounds to enjoy my recreational time. Today's caravans have been designed for use throughout the whole year being extremely well insulated and with a full central heating system. I fully understand and appreciate they should not form a main residence.
- Many local businesses have suffered hugely because of lockdown and this could provide a vital lifeline for many.
- The 2 caravan sites on Jubilee Road owned by the applicant have been in use for longer than a majority of the houses in that neighbourhood, so the occupants of those properties are more guilty of creating more traffic through the village than caravan owners who would make far less vehicle journeys in a year. With the current local Pandemic local businesses should welcome the caravan owners contributions and hopefully sustaining local jobs.
- I can see that the extension of the season will upset the people that don't want any caravans in Heacham, the flood risk is managed very well with all the notifications sent out by the Environment agency and the systems put in place by the caravan parks, Hunstanton is on the same flood plain but they have a permanent extended season, why should Heacham be penalised?
- 2013 high tides saw Hunstanton & Snettisham flood BUT not Heacham, the caravan owners are a polite friendly bunch that bring a lot to the village, as they are already owners there would be no extra traffic or strain on local services.

- Continued siting of caravans to be allowed to be occupied on an extended season would be beneficial to local businesses including hospitality within the area. As a holiday owner I fully respect local residence and the surrounding environment.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS07 - Development in Coastal Areas

CS08 - Sustainable Development

CS10 - The Economy

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

DM18 – Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)

DM21 - Sites in Areas of Flood Risk

NEIGHBOURHOOD PLAN POLICIES

n/a – Heacham Neighbourhood Plan currently on consultation

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

PLANNING CONSIDERATIONS

The main issues for consideration in this case are:-

- Planning history
- Principle of development
- Government advice
- Flood risk
- Precedent
- Nature conservation sites
- Other material considerations

Background/ Planning history

The caravan site use on this site has been established since the early 1960s under the planning permission ref: DG1851 'Caravan site, with lavatory accommodation, water etc' granted for the west part of the current site. The permission was initially granted in March 1960 and was subsequently renewed in February 1961.

The conditions attached to the decision restricted the use of the land for standing of holiday caravans only and for the period of 24th March to 31st October. During the period from 1st November to 23rd March the site should be cleared from caravans. The use should also not supersede the normal use of the land for agriculture while the total number of caravans was restricted to 155.

The caravan site use was later extended to its current size under planning permission ref: DG2398, which allowed the use of adjacent to the east land as 'Caravan site with toilet block'. The total number of caravans was restricted to 81. The rest of the condition attached to decision notice were similar to those of permission ref: DG1851.

More recently, in 2008, a Certificate of lawful use (ref: 08/02548/LDE) was granted for the lawful use of the site as a caravan site. The decision notice states that the reason for the grant of the certificate was that the applicant had demonstrated that the use of the land as a caravan site had been in use for a continuous period of at least ten years.

A Lawful Development Certificate was granted in June 2010 for 'Change of use of land for permanent siting of 225 static holiday caravans for holiday occupation between the period 20th March and 31st October in each year'.

An application for a Lawful Development Certificate seeking confirmation that the site can be used for the siting of caravans from the 1st March - 30th November was refused earlier this year. This certificate was refused as it was considered use of the site for the extended season was a material change of use requiring an application for planning permission.

Principle of development

The use of the site for the stranding of static caravans and their use for holiday purposes is well established. The principle of the use for this purpose is therefore not at issue. The key issue is the temporary extended use of the site for holiday purposes during months of the year which have historically been prevented due to the perils of flood risk and harm to life.

Government advice

On 14th July 2020, the government published a written ministerial statement to support the tourism sector and specifically the season extension of caravan, campsites and holiday parks encouraging local planning authorities (LPAs) to exercise their discretion in relation to planning conditions for such sites.

This statement sets out the approach LPAs should take to decision making for these venues that have been made temporarily vacant by Covid-19 business disruption. LPAs are encouraged not to undertake enforcement action which would unnecessarily restrict the ability of caravan, campsites and holiday parks to extend their open season. The statement came into effect on 14th July 2020 and will remain in place until 31st December 2022.

The relevant government guidance states that where the open season of a caravan park is limited by planning condition, park owners should speak to their local planning authority who

can advise whether planning permission as necessary. It adds that where there may be particular concerns about flooding, as in the subject case, applicants are encouraged to seek advice from the Environment Agency before submitting the application.

On 22 February 2021 the government issued guidance in the 'COVID-19 Response - Spring 2021' and on 24 February 2021 their 'Reopening businesses and venues'. This sets out a 'roadmap' for recovery after Covid-19, identifying with different steps for recovery

In terms of caravan parks the following applies:-

Step 2 - no earlier than 12 April

Self-contained holiday accommodation in which all facilities (including for sleeping, catering, bathing, and indoor lobbies and corridors for entry and exit) are restricted to exclusive use of a single household/support bubble will reopen.

Step 3 - no earlier than 17 May

Remaining holiday accommodation can reopen.

Flood risk

This site is in a high risk flood area. It is Flood Zone 3 and is located behind an Environment Agency flood defence which provides a 1 in 50-year standard of protection. The flood defence consists of an earth and sand embankment.

The SFRA shows that the Park is located within Flood Zone 3a not Flood Zone 3b; the functional floodplain.

The Park has two records of flooding, however, these events occurred over 40 years ago. The flooding occurred during the 1953 and 1978 flood events which caused widespread damage to the east coast.

The submitted site specific FRA concludes that 'subject to ensuring the emergency contacts, flood warning contact details and evacuation plan remain in place and up to date, we consider that there is no reason why on the grounds of flood risk the application should not be granted permission to extend the season of operation of Riverside Caravan Park to between 6th March and 6th January for the next two years to recover from the effects of the Covid-19 pandemic.'

The EA Tidal Hazard Mapping indicates that the site would experience flood max depths of between 0.8m and 2.9m, with the highest depths running alongside Heacham River.

In regard to risk the EA state that the Local Planning Authority 'must be satisfied with regard to the safety of people (including those with restricted mobility), the ability of such people to reach places of safety including safe refuges within buildings and the ability of the emergency services to access such buildings to rescue and evacuate those people.'

The EA do not normally comment on or approve the adequacy of flood emergency response and evacuation procedures accompanying development proposals, as they do not carry out these roles during a flood. Their involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users and professional partners including the Local Authority.

However, the Environment Agency have no objection to the proposed extension, but strongly recommend that the measures proposed in the submitted flood plans are adhered to. The

EA consider the temporary nature of this extended use would have no impact on the long term aim of the Local Plan policy.

The Emergency Development Officer raises no objection subject to some changes to the Flood Evacuation Plan regarding flood sirens as there are no flood sirens that exist in this area and reference to them should therefore be removed. This can be covered by an informative.

This section of coastline is at very high risk with only a one in 50 year (2% annual probability) standard of protection. The required standard of protection from tidal flood risk, as stipulated in the NPPF, is one in 200 years (0.5% annual probability).

The preamble to Policy DM18 refers at para C.19.8. 'Considering the risks associated with the seasonality of each of the highest astronomical tides, the probability of storm surges, and wave action severity, reports undertaken for the Borough Council concluded the only safe period of occupancy was between 1st April and 30th September each year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework/Practice Guidance.'

Policy DM18 states that seasonal occupancy limited to between 1 April and 30 September and applications to remove, relax or vary (by way of extension) any existing seasonal occupancy condition will be resisted.

Clearly the proposed extended use of the sites outside the agreed safe periods in Policy DM18 is at odds with the wording of the policy. However, the proposal is for a temporary period only in response to a national pandemic situation. Economically the country has suffered untold financial losses and the government has sent out a strong message to aid recovery.

It is acknowledged that the use of the caravan sites for this additional period would occur within the highest flood risk period of the year.

That said, the EA raises no objection to the proposal for this limited time period only. For this short time period only, for this site, they consider that if the applicant signs up to the EAs flood warning service and provided flood evacuation measures are safely in place and that people are able to reach places of safety and safe refuges within buildings where emergency services can access for rescue and evacuation, they do not raise objection.

This would be an exception circumstance, where these extended use of the site would take place for a limited time only, outside the scope of the recommended policy occupation period. Members would need to be satisfied that there are sufficient exceptional circumstances, through the unprecedented coronavirus pandemic, to justify such a use, contrary to the general aims of the policy and the NPPF.

Nature conservation sites

The caravan park is adjacent to the following designated nature conservation sites:

- The Wash Special Protect Area (SPA)
- The Greater Wash Special Protection Area (SPA)
- The Wash and North Norfolk Coast Special Area of Conservation (SAC)
- The Wash Site of Special Scientific Interest (SSSI)

The Wash provides important winter feeding areas for waders and wildfowl outside of the breeding season. The enormous numbers of migrant birds that use the site are of

international significance and are dependent on the rich supply of invertebrate food found here.

The saltmarsh and shingle communities are also of considerable botanical interest. The site is also a very important breeding ground for the Common seal, containing the largest colony in Western Europe.

It is acknowledged that the scale of this caravan park is 225 static caravans and that each caravan could potentially accommodate 6 people. Accordingly up to 1350 people could be on site at any one time if fully occupied. This is a potentially a significant number of additional visits to the wider coastal area and the designated areas and your officers required additional information in order to assess the impact of the proposed extended use.

Additionally, during consultation, Natural England stated that the LPA should consider how the period of extension may impact the sensitive interest features of the Wash and whether it will result in an increase in recreational disturbance impacts over winter. Any impacts should be considered both alone and in combination, including the possible collective effects of a seasonal extension for all three caravan sites (including LPA ref's 20/01268/FM & 20/01265/FM also on this agenda).

Accordingly the applicant has submitted a Shadow Habitat Regulation Assessment (HRA) to assist the local planning authority, as the competent decision making authority, to determine whether the proposals are likely to have a significant effect on any European sites and proceed to the Appropriate Assessment where significant effects cannot be ruled out.

The submitted HRA considers the impact of all three caravan sites upon the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site and The Wash SPA the so that the combined effect can be assessed.

The submitted Shadow HRA confirmed that because the project is not directly connected with or necessary to the management of the European sites and is likely to have an 'in-combination' significant effect on the identified sites when considered without the counteracting measures (as required by the recent ruling made by the CJEU in the case of People over Wind and Sweetman vs Coillte Teoranta ref: C – 323/17), an Appropriate Assessment is required under the Habitat Regulations 2017. This assesses whether or not it is possible to conclude that there would be no adverse effect on the integrity of the European Sites.

The Shadow HRA proposes counteracting measures for alleviating recreation pressure on the Natural 2000 sites. This comprises information boards at the camp site and information leaflets and designated dog walking routes (that avoid the designated sites completely).

The submitted Shadow HRA concludes that with the counteracting measures identified, particularly the provision of information boards and information packs, the project will not have an adverse effect on the integrity of the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site or The Wash SPA, either alone or in combination with other plans and projects. It maintains that this may also assist in reducing existing impacts at other times of the year as well.

On the basis of the findings of the HRA the LPA has conducted an Appropriate Assessment.

Members should be aware that the Local Authority (competent authority) is required to determine whether a proposal is likely to have a significant effect on any European site and proceed to the Appropriate Assessment stage where significant effects cannot be ruled out.

A precautionary approach must be taken and if all reasonable scientific doubt of an adverse effect on a site's integrity cannot be ruled out the proposal must be refused unless an exemption is justified. In other words, where an appropriate assessment has been carried out and it results in a negative assessment, or if uncertainty remains over the significant effect, consent can only be granted if there are no alternative solutions for the development, there are Imperative Reasons of Over-riding Public Interest (IROPI) and compensatory measures have been secured.

Therefore, consent should only be granted for projects once the relevant competent authority has ascertained that there will either be no Likely Significant Effect, or (if that is not possible) that there will be no adverse effect on the integrity of the European Site(s) in question.

The findings of the LPA Appropriate Assessment are that:

- The impacts of this development, in combination with increases in visitor numbers resulting from other such developments in the area, have the potential to increase the recreational pressure on the features that the nature conservation areas are designated for.
- The proposed extended use is for a temporary period of time only. Any impact will be short lived with no anticipated long term impact upon the European sites.
- The increase in winter visitors to the park will be offset by the lack of visitors during the forced shutdowns of the caravan parks in 2020.
- The proposal (in isolation or in combination) will not adversely affect the integrity of the European sites. The coherence of the ecological structure and function, across the whole area, that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was designated will not be adversely affected given the temporary nature of the proposed extended use.

In order to avoid or reduce any direct adverse effects that may be caused by the proposed extended use, and to ensure that it does not have an adverse effect on the integrity of a habitats site(s), mitigation measures, as proposed in the applicant's Shadow HRA should be implemented.

These measures, including the provision of information boards and information leaflets and designated dog walking routes (that avoid the designated sites completely), could be secured by way of planning condition.

Natural England has reviewed this Shadow HRA, which covers this site alone and in combination, and is satisfied with its conclusions. They welcome the provision of the proposed educational material, which may assist in reducing existing impacts at other times of the year as well.

In conclusion, the temporary nature of the proposed extended use, alone and in combination with other sites, would not result in harm to the integrity of the protected nature conservation sites due to the counteracting measures identified. If Members seek to approve the application it is recommended that a planning condition be imposed seeking the implementation of these mitigation measures in a timely manner and a period of three months is given as an appropriate period of time for compliance, with implementation prior to use outside of the regular season.

Other material considerations

Precedent

Parish Council and third party concern has been raised to the precedent that approval of this application might set if all or other sites along the coast sought the same extended use period. Concern has also been raised that if use of the caravan site is found to be acceptable in winter months for one year, what is to prevent this from being acceptable in the next few years.

In response to this, each case would be considered on its own merits. Each application would need to be supported by the appropriate supporting information, including a Flood Risk Assessment, a site specific Flood Evacuation Plan, HRA as appropriate and an agreement that this would be a temporary arrangement only in response to extraordinary circumstances.

In this case the applicant has provided the required background information and the EA has confirmed that they do not consider this temporary arrangement would be at odds with the wider aims and objectives of the policies of the Local Plan in regard to flood risk.

Similarly the impact upon nature conservation sites has been considered for this short term period only, although cumulative impacts do need to be taken into account.

It is considered that there are extraordinary circumstances in place through the coronavirus pandemic that need to be considered on a short term basis alongside the long term, strategic policies already in place in the development plan.

Economy

National guidance and Local Plan policies, including Policy CS10, encourage sustainable economic growth and recognise that tourism industries are key elements of the economic and social vibrancy of the borough. They contribute to the regeneration and growth of the area.

Policy CS10 states that the Council will promote opportunities to improve and enhance the visitor economy by supporting tourism opportunities throughout the borough.

Like the rest of the country, this borough has witnessed a significantly quieter annual tourist offer due to lockdown and other restrictions introduced. There are now in place government steps to recovery, but this is based upon the coronavirus being under control and there is no guarantee how this might evolve over time.

The government changes have been introduced to help the nation recover from the devastating economic losses witnessed during the pandemic so far. By supporting this proposal it would go some way to assisting local businesses through the potential in increased spending power of the additional visitors. In a borough where tourism is such an important economic function, the benefits of the proposal upon the local economy are a key consideration that is part of the planning balance.

Local services

Third party concern has been raised regarding limited resources, such as access to doctors and dentist etc. However, it is not anticipated that there would be any greater demand than at other times of the year.

Spread of Covid-19

Third party comments regarding the spread of covid-19 are noted. However, if the government guidance is followed then there should be no greater impact. The way the population conducts itself is not a land use issue or a material planning consideration in this case.

CONCLUSION

There is no doubt this is a finely balanced proposal.

The application site is in a sensitive location in terms of flood risk and nature conservation. It is an existing caravan site, but with restricted occupational use given the dangers associated with flooding along this part of the coast.

The dangers from flood risk and the risk to human life from high tides will still be present, but the use is only proposed for a short period of time to overcome the pandemic situation. This is part of the planning balance that must be considered as part of this application.

In terms of the impact upon nature conservation sites of national importance, an Appropriate Assessment has been undertaken by the LPA. This finds that the proposed temporary extended use of the site will not have an adverse effect on the integrity of the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site or The Wash SPA, either alone or in combination with other projects given the mitigation measures proposed. Natural England raise no objection to this extended use and note that the proposed mitigation may also assist in reducing existing impacts at other times of the year as well.

Government changes have been introduced to help the nation recover from the devastating economic losses witnessed during the pandemic so far. By supporting this proposal it would go some way to assisting local businesses through the potential in increased spending power of the additional visitors. In a borough where tourism is such an important economic function, the benefits of the proposal upon the local economy are a key consideration that is part of the planning balance. Officers put significant weight on this and the written Ministerial Statement of 14th July 2020.

On balance, for the reasons above, it is recommended that the proposal be supported but subject to planning conditions restricting the extended use for a temporary period only, to end on the 31st December 2022.

RECOMMENDATION:

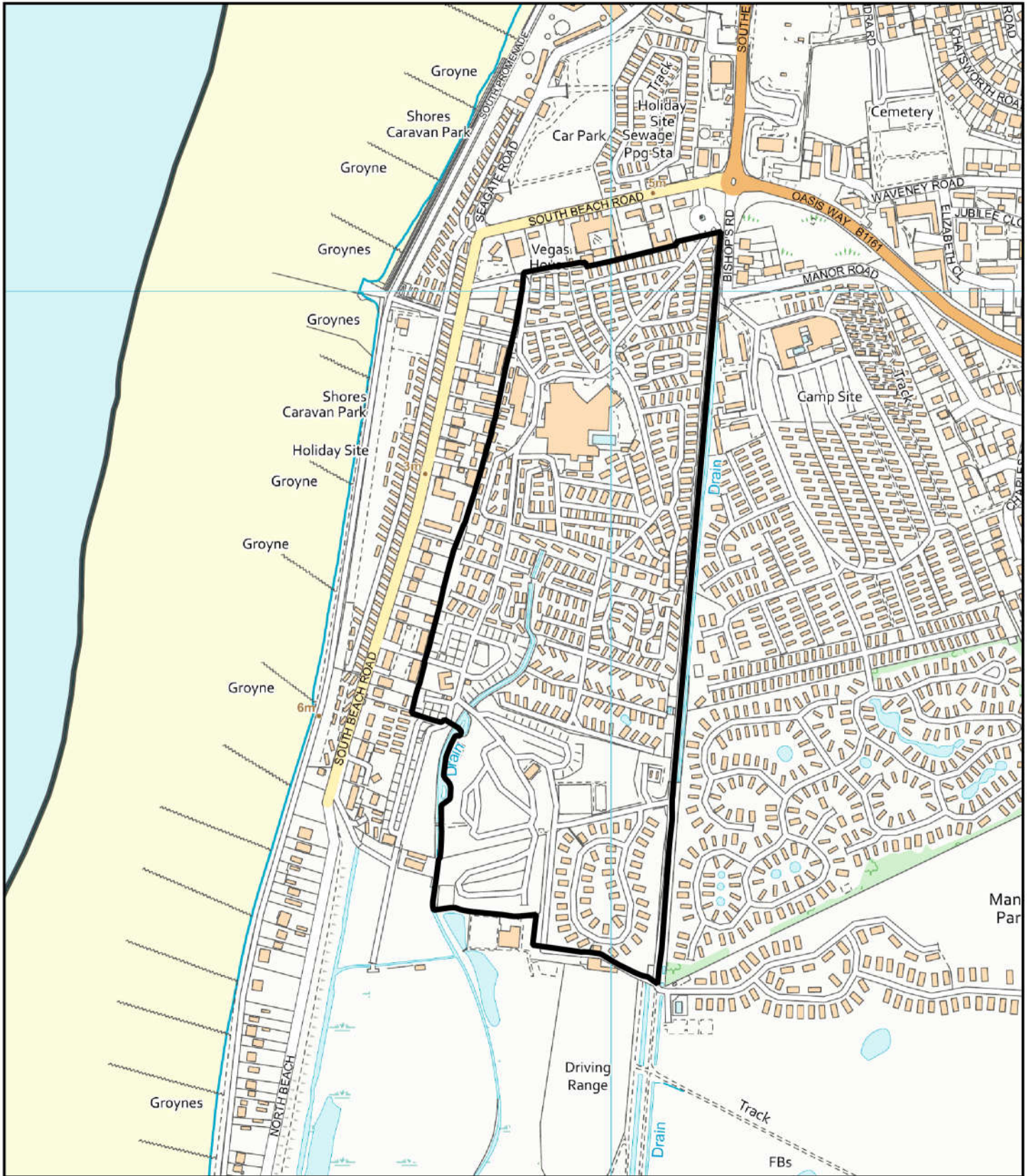
APPROVE subject to the imposition of the following condition(s):

- 1 Condition: This permission is for a temporary period only and allows the extension of seasonal use of land for the caravan park from 6th March 2021 to 6th January 2022 and from 6th March to 31st December 2022 and it shall expire on the 31st December 2022.
- 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 has been determined using the following approved plans:

- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Full details of the mitigation measures identified within the Shadow Habitat Regulations Assessment (HRA) Screening Matrix And Appropriate Assessment Statement by Philip Parker Associates, namely the provision of information boards and information packs conveying information and educating residents on how to avoid impacting wildlife and ecologically sensitive habitats in the European nature conservation sites, particularly when dog-walking in the local area, shall be submitted to and approved in writing by the local planning authority within three months of the date of this permission. Prior to the use of any caravans after 31st October (outside the regular season), the boards shall be installed and shall thereafter be retained in situ. Leaflets shall be provided to all visitors to the site during these additional weeks for the full duration of this temporary permission.
- 3 Reason: To ensure that the development takes place substantially in accordance with the principles and parameters contained within the HRA.

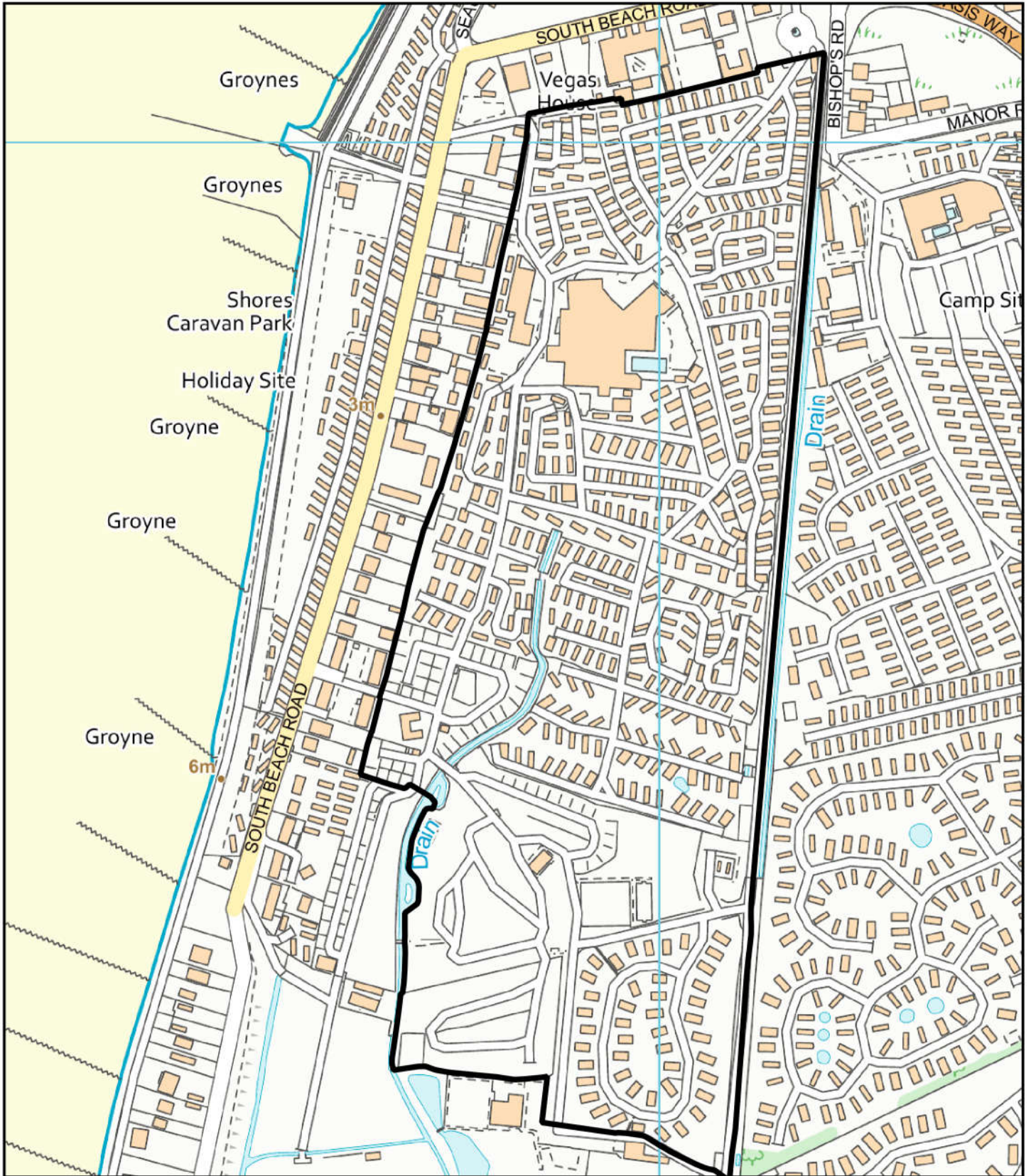
20/02097/FM

Searles of Hunstanton South Beach Road



20/02097/FM

Searles of Hunstanton South Beach Road



Parish:	Hunstanton Heacham	
Proposal:	Temporary use of land for the siting of caravans for holiday occupation on an extended season up to and including 31 December 2022	
Location:	Searles of Hunstanton South Beach Road Hunstanton Norfolk	
Applicant:	Searles (Camping Ground) Limited	
Case No:	20/02097/FM (Full Application - Major Development)	
Case Officer:	Mrs K Lawty	Date for Determination: 19 March 2021

Reason for Referral to Planning Committee — Parish Council objection and raises matters of wider concern

Neighbourhood Plan: No

Case Summary

The site comprises areas of holiday lodge caravans, traditional static caravans, touring caravan and tented accommodation, known as Searles Leisure Resort. It has a caravan site licence allowing for the siting of a total of 657 static holiday caravans and 241 touring caravans and tents. In addition to the accommodation, a wide range of supporting services and facilities are provided for guests

The site is bordered to the west by residential accommodation facing the coast, and by Manor Park Holiday Park to the east, while the first 9 holes of Searles Country Park golf course lie immediately south of the holiday park and the second 9 holes lie to the south east of the resort.

The planning history of the site is complex, with several different historic permissions across the whole area. Different parts of the site have different historic permissions in place, with some restrictions relating to the seasons of occupation of that certain parts of the site.

The site also has a caravan licence which states that the permitted season of occupation runs from 15th February to 15th January in the following year.

For many months the caravans have not been able to be used due to the restrictions imposed by the government relating to the coronavirus pandemic.

This proposal seeks the extension of the season for occupation for a temporary period of time to compensate for loss of use in the spring and summer months of 2020 in particular.

This application therefore proposes the extension of the operation season to allow for the use of the caravans during those periods when planning conditions would otherwise prevent them from being occupied, for a temporary period until 31 December 2022, to recover earnings lost during the Covid-19 lockdown.

The key justification for the application, which is to be weighed in the balance, is Government guidance issued on 14 July 2020, in relation to this issue.

Key Issues

- * Planning history
- * Principle of development
- * Government advice
- * Flood risk
- * Precedent
- * Other material considerations

Recommendation

APPROVE

THE APPLICATION

The site comprises areas of holiday lodge caravans, traditional static caravans (privately owned and site owned), touring caravan and tented accommodation. It has a caravan site licence allowing for the siting of a total of 657 static holiday caravans and 241 touring caravans and tents. In addition to the accommodation, a wide range of supporting services and facilities are provided for guests.

The site is bordered to the west by residential accommodation facing the coast, and by Manor Park Holiday Park to the east, while the first 9 holes of Searles Country Park golf course lie immediately south of the holiday park and the second 9 holes lie to the south east of the resort.

No public rights of way cross any part of the proposal site, although a public footpath outside the leisure resort runs along to the west of the existing tented camping field and the proposed field shelter location.

The planning history of the site is complex, with many different historic permissions across the whole area. Different parts of the site have different historic permissions in place, with some restrictions relating to the seasons of occupation of that certain parts of the site.

The site also has a caravan licence which states that the permitted season of occupation runs from 15th February to 15th January in the following year.

For many months the caravans were not able to be used due to the restrictions imposed by the government relating to the coronavirus pandemic.

This proposal seeks the extension of the season for occupation for a temporary period of time to compensate for loss of use in 2020 and 2021.

This application therefore proposes the extension of the operation season to allow for the use of the caravans during those periods when planning conditions would otherwise prevent them from being occupied, for a temporary period until 31 December 2022, to recover earnings lost during the Covid-19 lockdown.

SUPPORTING CASE

This statement is written on behalf of Searles (Camping Ground) Limited, owner and operator of Searles Leisure Resort in Hunstanton since the early 1950s, and which is currently the subject of a planning application for temporary use of land for the siting of caravans for holiday occupation on an extended season up to and including 31 December 2022.

The only reason for submitting this application is to help the applicant's holiday park business to recover from the impact of the multiple periods of forced closure over the last 12 months during the Covid-19 pandemic. Government guidance, in the form of a written ministerial statement published on 14 July 2020, explicitly seeks to support the tourism sector during these difficult times by way of temporary extensions to the opening season of caravan/holiday parks to counter the economic and social impacts of the pandemic. The guidance encourages local planning authorities to "consider the benefits of longer opening season times for a temporary period to the local economy as it recovers from the impact of COVID-19".

Searles Leisure Resort, like other holiday park operators locally and nationally, needs to offer their accommodation for an extended season to make up for the loss of 3.5 months from March to July 2020, a month in November 2020, and 3 months from January to March 2021, to remain viable as a business and continue supporting 200+ jobs on site and additional jobs and spending locally.

The application does not propose to instate a 'winter season' as the leisure resort already has planning permission and a site licence allowing holiday use throughout much of the winter. As paragraph 4.2 of the submitted Planning Statement explains, the proposal is for just 32 additional days use between 15 January and 15 February 2022 in the majority of the site (Areas 1, 2, 3, 5 and 6 of submitted plan ref. AY/02C000854/02), and 151 additional days in 2021 and 2022 in a very small area (Area 4) comprising just 37 touring caravan pitches.

The application also will not result in any additional caravans being sited at the application site, and the permission, if granted, will cease to have any effect after 31 December 2022 in any case.

The important issue of flood risk has been considered in detail, both in terms of the site-specific flood risk and the effectiveness of the site's existing flood risk mitigation measures including robust and up to date flood evacuation plans in place to safely remove and relocate visitors off site in the event of a flood warning.

Neither the Environment Agency nor the Council's District Emergency Planning Officer have raised any objection. The application has been made to help make up for the loss of trade during several periods of enforced closure, and the extended holiday season applied for is both temporary and shorter than these three lockdown periods and therefore, overall, less people will have been at risk of flooding.

The proposed season extension can be considered sustainable development that will have economic and social benefits and will not adversely impact on the environment. The

applicant, therefore, respectfully requests the Planning Committee to approve the temporary use of land for the siting of caravans for holiday occupation on an extended season up to and including 31 December 2022.

Thank you, in anticipation, for your support for local business at this challenging time.

PLANNING HISTORY

21/00386/F: Under consideration: - Construction of field shelter for year-round use, construction of tennis courts and paddle ball court and multi-sports pitch, installation of electric service network and continued use of land for camping, and change of use of land for siting static caravans - Field Shelter At Searles Caravan Park, South Beach Road, Hunstanton

20/01092/LDP: Would be Lawful: 11/11/20 - Lawful development certificate for the proposed use of land for the siting of holiday lodge caravans in place of the currently sited touring caravans - Searles Leisure Resort Hunstanton

17/00033/F: Application Permitted: 09/03/17 - Variation of condition 2 of planning permission 16/01360/F: To amend previously approved drawings for the construction of a new enclosed swimming pool and associated works - Searles of Hunstanton

16/01360/F: Application Permitted: 23/09/16 - Construction of a new enclosed swimming pool and its associated works - Searles of Hunstanton

2/03/1573/F: Application Permitted: 03/10/03 - Arcade canopy to existing open area - Searles of Hunstanton

2/98/0316/F: Application Permitted: 20/04/98 - Extensions to administration buildings including covered links and walkways - Searles Holiday Centre

2/98/0493/CU: Appeal Allowed 11/06/99 - Application Refused: 04/08/98 - Creation of 9-hole golf course driving range bowling green clubhouse 48 timber clad caravan holiday homes 47 touring caravan pitches and ancillary facilities - Land Adjoining To Searles Leisure Resort

2/98/1265/CU: Application Withdrawn: 19/11/99 - Creation of 9-hole golf course driving range bowling green clubhouse and recreational land - Land Adjoining To Searles Leisure Resort,
South Beach Road, Hunstanton

2/98/1631/F: Application Permitted: 05/01/99 - Extension to main club building - Searles of Hunstanton, South Beach Road Hunstanton

2/95/1494/F: Application Permitted: 19/12/95 - Extension to swimming pool/leisure centre - Searles Holiday Centre, Hunstanton

2/94/1289/F: Application Permitted: 19/09/94 - Extensions to provide ancillary accommodation and kiosk to existing bar and leisure facilities - Searles of Hunstanton

2/94/0709/F: Application Permitted: 14/06/94 - Retention of bottle store and glazed walkway - Searles of Hunstanton

2/94/1647/PN:: 10/11/94 - Installation of 6 telephone kiosks - Searles of Hunstanton

Planning Committee
17 May 2021

South Beach Road

2/93/0545/F: Application Permitted: 08/06/93 - Extension to existing clubhouse for use as restaurant and construction of new workshop - South Beach Road, Hunstanton

RESPONSE TO CONSULTATION

Hunstanton Parish Council: SUPPORT- we as a Town Council feel that the plans submitted for this property falls in line with this Councils visions on the recovery of the town post pandemic.

Heacham Parish Council: OBJECT- Heacham Parish Council oppose this application, 20/02097FM, Searles Caravan Park Hunstanton, our reasons are as follows,

Firstly, the application is not clear as to whether they are increasing the amount of caravans on the site, which we would object to.

Our objections are based on extensive local knowledge, which we feel is very important in this situation. (They are not based on flood risk assessments or AW figures as these are due to be reassessed and are at variance with each other.)

We really do appreciate the economic reasons for this application but feel that environmental and human factors are far more important in this case.

Seasonal restrictions are due to newer flood risk assessments by the EA.

The seasonal restrictions have been in place for many years based on lower figures. The risk is now much greater, making less sense than ever for this change. If an extension to the season goes through at this time, then there will be fewer grounds for argument next year and in subsequent years. These greater risks may endanger lives.

Due to Global Warming water levels throughout the country are rising and unpredictable flooding is occurring, so we should be very cautious about the wisdom of dismissing the rules we have in place.

We have in recent years suffered from bouts of very heavy rainfall, the land has become saturated and the absorbency has lessened, and new ponds are forming.

We had several flood warnings and very high tides lately and much of the Norfolk coast has suffered from severe erosion of land into the sea.

The caravans on these sites are not built for occupation in the winter and have insufficient insulation for this use. If you have ever been in one on a cold summer's evening you will know they are barely warm then, let alone in a freezing winter. This in turn will lead to extensive use of heaters which may not be of the proper regulation for use in caravans and certainly not environmentally friendly.

The impact of a winter season on the local populace is great in many ways including the pressure on our Doctor's surgeries and the hospital.

They already must cope with more sickness within our aged community, with winter ailments like flu and now of course Covid-19. This will increase the pressure on them considerably as most of these caravan owners are not young people either.

The logic of encouraging visitors, in a colder Covid season, from mingling with locals, especially toing and froing from place to place, is not sound.

The impact on wildlife - winter roosts need a rest too, particularly nesting birds on the coast, not least those birds who have migrated to their winter feeding grounds – these should not be underestimated.

One of our Borough Councillors got an MBE for his good work with the Covid Crisis, it would be a shame for him if our levels of infection went higher because of the wrong decision in his own Ward.

Highways Authority: NO OBJECTION - I am able to comment that in relation to highways issues only, as this proposal does not affect the current traffic patterns or the free flow of traffic that Norfolk County Council does not wish to resist the grant of consent.

Environment Agency: NO OBJECTION - As of the 14th July 2020, an extension to the open season can be acquired for caravan, campsite and holiday park owners. Please note that this is for a temporary period and will expire on the 31st December 2022 unless superseded by a further statement. This will therefore have no impact on the long-term aim of the Local Plan policy.

We have no objection to the proposed extension, but strongly recommend that the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) are adhered to and provided the agreed evacuation plans are in place. The Tidal Hazard Mapping for this site states that in a 0.5% AEP breach that flood depths for this site would be greater than 2m.

Registration to receive flood warnings is not sufficient on its own to act as an evacuation plan. We are unable to comment on evacuation and rescue procedures for developments. Advice should be sought from the emergency services and the Local Authority's emergency planners when producing a flood evacuation plan.

District Emergency Planning Office: NO OBJECTION – This application is in line with the extension to extend holiday season MHCLG guidance as part of the recovery to the Covid 19 pandemic. The submitted flood evacuation plan and arrangements to receive flood warnings are fit for purpose from an emergency planning point of view.

Environmental Quality: NO OBJECTION - Having reviewed the information in the application and our files, we have no objections with regard to contaminated land.

Natural England: No objection - Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

REPRESENTATIONS

ONE letter of **SUPPORT** received referring to the following:-

After a torrid year of disruption this application seeks to follow Government encouragement for Covid recovery plans. Searles are probably the largest employer in Hunstanton with over 250 staff and their clients contribute greatly to Hunstanton's wider economic success helping sustain town centre businesses.

LDF CORE STRATEGY POLICIES

CS10 - The Economy

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS07 - Development in Coastal Areas

CS08 - Sustainable Development

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

DM18 – Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)

DM21 - Sites in Areas of Flood Risk

NEIGHBOURHOOD PLAN POLICIES

n/a – Heacham Neighbourhood Plan currently on consultation

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

PLANNING CONSIDERATIONS

The main issues for consideration in this case are:-

- Planning history
- Principle of development
- Government advice
- Flood risk
- Precedent
- Nature conservation sites
- Other material considerations

Background/ Planning history

Searles leisure resort has grown incrementally since the early 1950s and as a result the site's planning history is long and complex. The area can be defined by 7 different areas, each with different planning approvals, approved at different times.

Some of the early records have details missing from the files, but to simplify the current position the applicant has summarised the existing approved uses as:

Area	Current season
1	Assumed closed from 15 Jan to 15 Feb each year
2	Assumed closed from 15 Jan to 15 Feb each year
3	Closed from 15 Jan to 15 Feb each year
4	Assumed open from earlier of 1 March or Maundy Thurs to 31 Oct
5	Assumed no restriction (12 month)
6	Closed from 15 Jan to 15 Feb each year
7	No restriction (12 month)

Consequently this application seeks the following in regard to each area:

Area	Proposed season
1	15 Jan to 15 Feb
2	15 Jan to 15 Feb
3	15 Jan to 15 Feb
4	1st Nov to 28th Feb
5	No requirement for an extension
6	15 Jan to 15 Feb
7	No requirement for extension

Principle of development

The use of the site for the stranding of static caravans and their use for holiday purposes is well established. The principle of the use for this purpose is therefore not at issue. The key issue is the temporary extended use of the site for holiday purposes during a month/months of the year which have historically been prevented due to the perils of flood risk and harm to life.

Government advice

On 14th July 2020, the government published a written ministerial statement to support the tourism sector and specifically the season extension of caravan, campsites and holiday parks encouraging local planning authorities (LPAs) to exercise their discretion in relation to planning conditions for such sites.

This statement sets out the approach LPAs should take to decision making for these venues that have been made temporarily vacant by Covid-19 business disruption. LPAs are encouraged not to undertake enforcement action which would unnecessarily restrict the ability of caravan, campsites and holiday parks to extend their open season. The statement came into effect on 14th July 2020 and will remain in place until 31st December 2022.

The relevant government guidance states that where the open season of a caravan park is limited by planning condition, park owners should speak to their local planning authority who can advise whether planning permission is necessary. It adds that where there may be particular concerns about flooding, as in the subject case, applicants are encouraged to seek advice from the Environment Agency before submitting the application.

On 22 February 2021 the government issued guidance in the 'COVID-19 Response - Spring 2021' and on 24 February 2021 their 'Reopening businesses and venues'. This sets out a 'roadmap' for recovery after Covid-19, identifying with different steps for recovery

In terms of caravan parks the following applies:-

Step 2 - no earlier than 12 April

Self-contained holiday accommodation in which all facilities (including for sleeping, catering, bathing, and indoor lobbies and corridors for entry and exit) are restricted to exclusive use of a single household/support bubble will reopen.

Step 3 - no earlier than 17 May

Remaining holiday accommodation can reopen.

Flood risk

This site is in a high risk flood area. It is Flood Zone 3 and is located behind an Environment Agency flood defence which provides a 1 in 50-year standard of protection. The flood defence consists of an earth and sand embankment.

The areas of Searles which are the subject of this application have no recorded history of flooding.

The SFRA identifies that the site is at risk during the 0.5% annual probability tidal event and during a breach of the coastal defences.

During the present day 0.5% annual probability (1 in 200 chance each year) event the estimated tide level of +5.31m OD together with the effect of wave action is likely to lead to overtopping of the coastal defence. Over time there will be a gradual increase in risk to the site due to climate change. During the design life of the development a maximum tide level of +6.51m OD has been estimated during the 0.5% annual probability (1 in 200 chance each year) event.

The site would be at risk in the event of a breach of the tidal defences. Within the site the risk varies between no risk and a flood depth greater than 2.0m.

The submitted site specific FRA concludes that 'The proposals do not increase the vulnerability of an occupant of the site. Any potential increase in risk associated with the site being occupied for a longer period during the winter are considered to be mitigated by the Flood Evacuation Plan for the site.'

In regard to risk the EA state that the Local Planning Authority 'must be satisfied with regard to the safety of people (including those with restricted mobility), the ability of such people to reach places of safety including safe refuges within buildings and the ability of the emergency services to access such buildings to rescue and evacuate those people.'

The EA do not normally comment on or approve the adequacy of flood emergency response and evacuation procedures accompanying development proposals, as they do not carry out these roles during a flood. Their involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users and professional partners including the Local Authority.

However, the Environment Agency have no objection to the proposed extension, but strongly recommend that the measures proposed in the submitted flood plans are adhered to. The

EA consider the temporary nature of this extended use would have no impact on the long term aim of the Local Plan policy.

The Emergency Development Officer raises no objection, stating, this application is in line with the extension to extend holiday season MHCLG guidance as part of the recovery to the Covid 19 pandemic. The submitted flood evacuation plan and arrangements to receive flood warnings are fit for purpose from an emergency planning point of view.

This section of coastline is at very high risk with only a one in 50 year (2% annual probability) standard of protection. The required standard of protection from tidal flood risk, as stipulated in the NPPF, is one in 200 years (0.5% annual probability).

The preamble to Policy DM18 refers at para C.19.8. 'Considering the risks associated with the seasonality of each of the highest astronomical tides, the probability of storm surges, and wave action severity, reports undertaken for the Borough Council concluded the only safe period of occupancy was between 1st April and 30th September each year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework/Practice Guidance.'

Policy DM18 states that seasonal occupancy limited to between 1 April and 30 September and applications to remove, relax or vary (by way of extension) any existing seasonal occupancy condition will be resisted.

Clearly the proposed extended use of the sites outside the agreed safe periods in Policy DM18 is at odds with the wording of the policy. However, the proposal is for a temporary period only in response to a national pandemic situation. Economically the country has suffered untold financial losses and the government has sent out a strong message to aid recovery.

It is acknowledged that the use of the caravan sites for this additional period would occur within the highest flood risk period of the year.

That said, the EA raises no objection to the proposal for this limited time period only. For this short time period only, for this site, they consider that if the applicant signs up to the EAs flood warning service and provided flood evacuation measures are safely in place and that people are able to reach places of safety and safe refuges within buildings where emergency services can access for rescue and evacuation, they do not raise objection.

This would be an exception circumstance, where these extended use of the site would take place for a limited time only, outside the scope of the recommended policy occupation period. Members would need to be satisfied that there are sufficient exceptional circumstances, through the unprecedented coronavirus pandemic, to justify such a use, contrary to the general aims of the policy and the NPPF.

Nature conservation sites

The caravan park is adjacent to the following designated nature conservation sites:

- The Wash Special Protect Area (SPA)
- The Greater Wash Special Protection Area (SPA)
- The Wash and North Norfolk Coast Special Area of Conservation (SAC)
- The Wash Site of Special Scientific Interest (SSSI)

The Wash provides important winter feeding areas for waders and wildfowl outside of the breeding season. The enormous numbers of migrant birds that use the site are of international significance and are dependent on the rich supply of invertebrate food found here.

The saltmarsh and shingle communities are also of considerable botanical interest. The site is also a very important breeding ground for the Common seal, containing the largest colony in Western Europe.

It is acknowledged that the scale of this caravan park is significant. This is a potentially a significant number of additional visits to the wider coastal area and the designated areas and your officers required additional information in order to assess the impact of the proposed extended use.

However, in this case the period of time for the additional use being sought is significantly less than that of other sites in the vicinity. The impact on the nature conservation sites will therefore be much less.

During consultation, Natural England stated they had no objection to the proposal, confirming that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Given that this application is one of several applications to increase the use of the site in the vicinity, the LPA needs to consider how the period of extension may impact the sensitive interest features of the Wash and whether it will result in an increase in recreational disturbance impacts over winter, both alone and in combination, including the possible collective effects of a seasonal extension for all other caravan sites (including LPA ref's 20/01265/FM, 20/01268/FM & 20/01269/FM also on this agenda).

Accordingly the applicant has submitted a Shadow Habitat Regulation Assessment (HRA) to assist the local planning authority, as the competent decision making authority, to determine whether the proposals are likely to have a significant effect on any European sites and proceed to the Appropriate Assessment where significant effects cannot be ruled out.

The submitted HRA considers the impact of this and the other three caravan sites upon the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site and The Wash SPA so that the combined effect can be assessed.

The submitted Shadow HRA confirms that because the project is not directly connected with or necessary to the management of the European sites and is likely to have an 'in-combination' significant effect on the identified sites when considered without the counteracting measures (as required by the recent ruling made by the CJEU in the case of People over Wind and Sweetman vs Coillte Teoranta ref: C – 323/17), an Appropriate Assessment is required under the Habitat Regulations 2017. This assesses whether or not it is possible to conclude that there would be no adverse effect on the integrity of the European Sites.

The Shadow HRA proposes counteracting measures for alleviating recreation pressure on the Natural 2000 sites. This comprises information boards at the camp site and information leaflets and designated dog walking routes (that avoid the designated sites completely).

The submitted Shadow HRA concludes that with the counteracting measures identified, particularly the provision of information boards and information packs, the project will not have an adverse effect on the integrity of the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site or The Wash SPA, either alone or in

combination with other plans and projects. It maintains that this may also assist in reducing existing impacts at other times of the year as well.

On the basis of the findings of the HRA the LPA has conducted an Appropriate Assessment.

Members should be aware that the Local Authority (competent authority) is required to determine whether a proposal is likely to have a significant effect on any European site and proceed to the Appropriate Assessment stage where significant effects cannot be ruled out.

A precautionary approach must be taken and if all reasonable scientific doubt of an adverse effect on a site's integrity cannot be ruled out the proposal must be refused unless an exemption is justified. In other words, where an appropriate assessment has been carried out and it results in a negative assessment, or if uncertainty remains over the significant effect, consent can only be granted if there are no alternative solutions for the development, there are Imperative Reasons of Over-riding Public Interest (IROPI) and compensatory measures have been secured.

Therefore, consent should only be granted for projects once the relevant competent authority has ascertained that there will either be no Likely Significant Effect, or (if that is not possible) that there will be no adverse effect on the integrity of the European Site(s) in question.

The findings of the LPA Appropriate Assessment are that:

- The impacts of this development, in combination with increases in visitor numbers resulting from other such developments in the area, have the potential to increase the recreational pressure on the features that the nature conservation areas are designated for.
- The proposed extended use is for a temporary period of time only. Any impact will be short lived with no anticipated long term impact upon the European sites.
- The increase in winter visitors to the park will be offset by the lack of visitors during the forced shutdowns of the caravan parks in 2020.
- The proposal (in isolation or in combination) will not adversely affect the integrity of the European sites. The coherence of the ecological structure and function, across the whole area, that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was designated will not be adversely affected given the temporary nature of the proposed extended use.

In order to avoid or reduce any direct adverse effects that may be caused by the proposed extended use, and to ensure that it does not have an adverse effect on the integrity of a habitats site(s), mitigation measures, as proposed in the applicant's Shadow HRA should be implemented.

These measures, including the provision of information boards and information leaflets and designated dog walking routes (that avoid the designated sites completely), could be secured by way of planning condition.

In conclusion, the temporary nature of the proposed extended use, alone and in combination with other sites, would not result in harm to the integrity of the protected nature conservation sites due to the counteracting measures identified. If Members seek to approve the application it is recommended that a planning condition be imposed seeking the implementation of these mitigation measures in a timely manner and a period of three

months is given as an appropriate period of time for compliance, with implementation prior to use outside of the regular season.

Other material considerations

Economy

National guidance and Local Plan policies, including Policy CS10, encourage sustainable economic growth and recognise that tourism industries are key elements of the economic and social vibrancy of the borough. They contribute to the regeneration and growth of the area.

Policy CS10 states that the Council will promote opportunities to improve and enhance the visitor economy by supporting tourism opportunities throughout the borough.

Like the rest of the country, this borough has witnessed a significantly quieter annual tourist offer due to lockdown and restrictions introduced through the tier system. There are now in place government steps to recovery, but this is based upon the corona virus being under control and there is no guarantee how this might evolve over time.

The government changes have been introduced to help the nation recover from the devastating economic losses witnessed during the pandemic so far. By supporting this proposal it would go some way to assisting local businesses through the potential in increased spending power of the additional visitors. In a borough where tourism is such an important economic function, the benefits of the proposal upon the local economy are a key consideration that is part of the planning balance.

CONCLUSION

The application site is in a sensitive location in terms of flood risk and nature conservation. It is an existing caravan site, but with restricted occupational use given the dangers associated with flooding along this part of the coast.

The dangers from flood risk and the risk to human life from high tides will still be present, but the use is only proposed for a short period of time to overcome the pandemic situation. This is part of the planning balance that must be considered as part of this application.

There will be an impact upon nature conservation sites of national importance, but, again, this will be for a limited period of time only. An Appropriate Assessment has been undertaken by the lpa which finds that the proposed temporary extended use of the site will not have an adverse effect on the integrity of the Wash and North Norfolk Coast Special Area of Conservation (SAC), The Wash Ramsar Site or The Wash SPA, either alone or in combination with other plans and projects. The proposed mitigation measures may also assist in reducing existing impacts at other times of the year as well.

Government changes have been introduced to help the nation recover from the devastating economic losses witnessed during the pandemic so far. By supporting this proposal it would go some way to assisting local businesses through the potential in increased spending power of the additional visitors. In a borough where tourism is such an important economic function, the benefits of the proposal upon the local economy are a key consideration that is part of the planning balance.

On balance, for the reasons above, it is recommended that the proposal be supported but subject to planning conditions restricting the extended use only to 31 December 2022.

RECOMMENDATION:

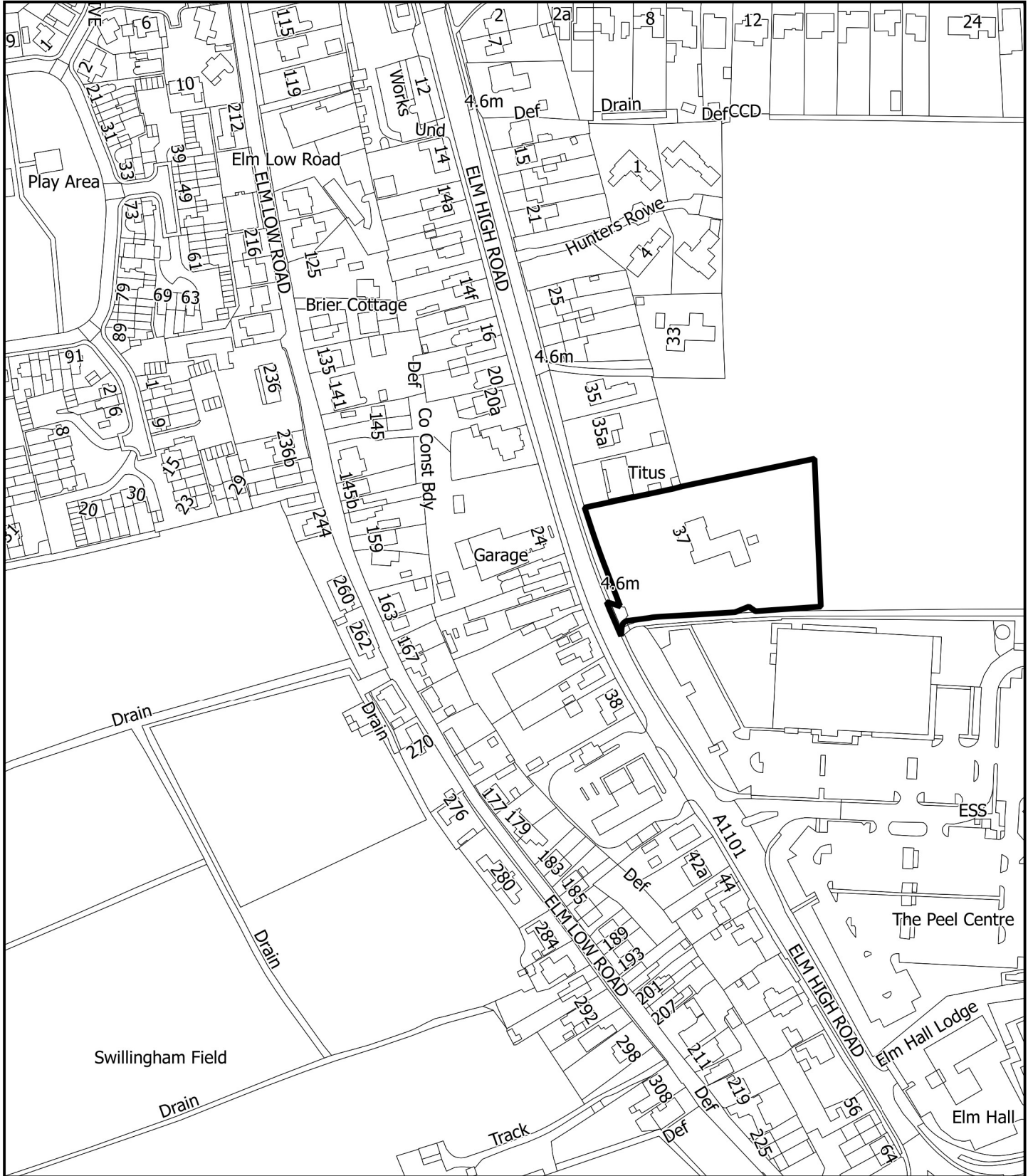
APPROVE subject to the imposition of the following condition(s):

- 1 Condition: This permission is for a temporary period only and allows the extension of seasonal use of land for the caravan park Areas 1,2,3,5 and 6, as shown on Areas Plan Drawing No. AY/02C000854/02, between 15 January and 15 February 2022 and Area 4, as shown on Areas Plan Drawing No. AY/02C000854/02, between 1 October 2021 and 28 February 2022 and between 1 October 2022 and 31st December 2022, and it shall expire on the 31st December 2022.
- 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 has been determined using the following approved plans:

Site Location Plan Drawing No. AY/02C000854/01
Areas Plan Drawing No. AY/02C000854/02
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Full details of the mitigation measures identified within the Shadow Habitat Regulations Assessment (HRA) Screening Matrix And Appropriate Assessment Statement by Philip Parker Associates, namely the provision of information boards and information packs conveying information and educating residents on how to avoid impacting wildlife and ecologically sensitive habitats in the European nature conservation sites, particularly when dog-walking in the local area, shall be submitted to and approved in writing by the local planning authority within three months of the date of this permission. The boards shall be installed and shall thereafter be retained in situ. Leaflets shall be provided to all visitors to the site during these additional weeks for the full duration of this temporary permission.
- 3 Reason: To ensure that the development takes place substantially in accordance with the principles and parameters contained within the HRA.

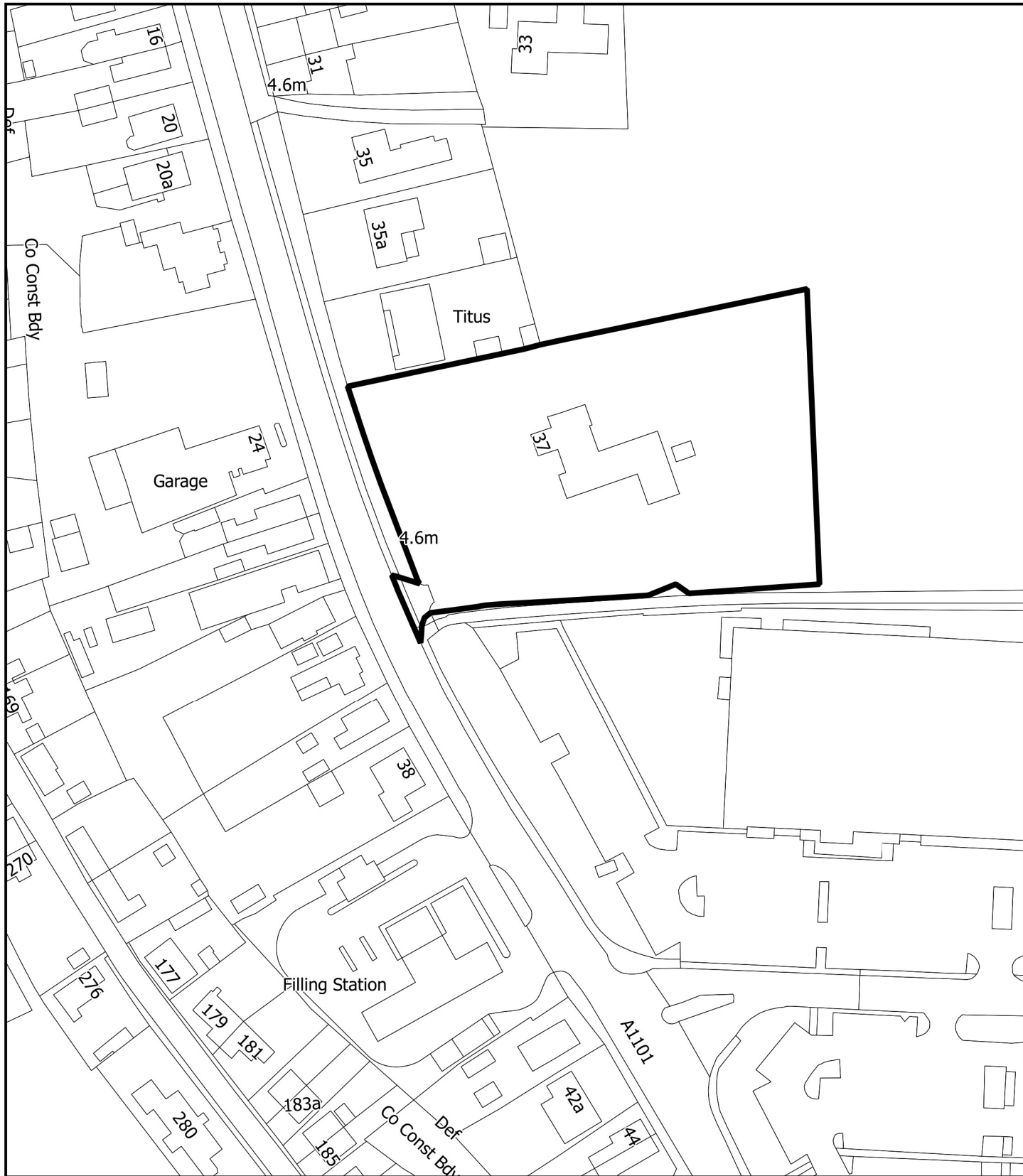
20/02137/O

Land at 37 Elm High Road



20/02137/O

Land at 37 Elm High Road



Parish:	Emneth	
Proposal:	OUTLINE APPLICATION WITH SOME MATTERS RESERVED: Residential development	
Location:	Land At 37 Elm High Road Emneth Wisbech	
Applicant:	Mr & Mrs Rout	
Case No:	20/02137/O (Outline Application)	
Case Officer:	Mr K Wilkinson	Date for Determination: 18 February 2021 Extension of Time Expiry Date: 20 May 2021

Reason for Referral to Planning Committee – Appeal history, recommendation contrary to Parish Council’s views and at the instruction of the Sifting Panel on 07 April 2021

Neighbourhood Plan: No

Case Summary

The application site comprises ‘Longridge’/No.37 Elm High Road which is a large detached chalet bungalow set in substantial mature landscaped grounds (0.6ha) on the eastern side of this main route into Wisbech. It lies just north of the B & Q store and The Peel Centre Retail Park, with housing and commercial opposite, bungalows to the north and a recently approved residential estate (approved under ref: 18/01464/RMM) to the rear.

Members may recall that outline permission was previously sought for residential development around the existing dwelling under application ref: 19/01416/O which was refused by the Committee in June 2020 and subsequently dismissed on appeal (a copy of the appeal decision is appended to this report for reference). This application is a re-submission but seeks to develop four dwellings within the area of garden land to the rear of the chalet bungalow (which is proposed to be retained) and not within the front garden. All matters with the exception of means of access are reserved for future consideration. An indicative site layout plan is submitted which shows the existing access upgraded into a cul-de-sac and a private driveway serving 4 plots to the rear of No.37.

This same access was approved under application (ref: 19/00926/F) and is presently being used for a temporary access route for construction of the adjoining estate, as an alternative to accessing it via Hunters Rowe further along this road frontage to the north.

The site lies within the defined development area of Emneth and within Flood Zone 1 of the Council-adopted Strategic Flood Risk Assessment.

Key Issues

Principle of development
Impact on form and character
Access
Other material considerations

Recommendation

APPROVE

THE APPLICATION

The application site comprises 'Longridge'/No.37 Elm High Road which is a large detached chalet bungalow set in substantial mature landscaped grounds (0.6ha) on the eastern side of this main route into Wisbech. It lies just north of the B & Q store and The Peel Centre Retail Park, with housing and commercial opposite, bungalows to the north and a recently approved residential estate (approved under ref: 18/01464/RMM) to the rear.

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This same access was approved under application (ref: 19/00926/F) and is presently being used for a temporary access route for construction of the adjoining estate, as an alternative to accessing it via Hunters Rowe further along this road frontage to the north.

The site lies within the defined development area of Emneth and within Flood Zone 1 of the Council-adopted Strategic Flood Risk Assessment.

SUPPORTING CASE

The agent submits the following statement:

"This statement supports the outline planning application for residential development of up to 4 dwellings on land at 37 Elm High Road, Wisbech. Only matters of access are committed for consideration at this stage, with all other matters reserved.

The area is largely residential in character. There is continuous residential frontage development to the north of the site and on the opposite side of the highway. To the immediate south is part of the commercial park where B and Q is located. To the north-east of the site is agricultural land which benefits from permission for residential development under outline planning permission 14/01714/OM and reserved matters 18/01464/RMM. The residential development set out in 18/01464/RMM wraps around part of the north and the east boundaries and comprises of detached one and two storey dwellings.

The site is within the established settlement of Wisbech however is identified as being within the settlement boundary for Emneth.

The site lies within Flood Zone 1 of the adopted Level 2 SFRA and is therefore in a Sequentially preferable location in terms of flood risk.

The application follows an appeal for residential development of up to 8 dwellings which was submitted under reference 19/01416/O. The application was refused due to form and character reasons and on highway grounds and was subsequently appealed. The appeal was dismissed however the Inspector noted that there was no issue with highway safety, the only concern being the scale and visual impact of the dwellings on the road frontage in form and character terms.

The comments raised by the Inspector have been noted and the scheme amended accordingly. The number of dwellings on site has been reduced from 8 to 4 and these will all be located to the rear of the site, thereby retaining the spacious feel along the site frontage. The indicative drawings demonstrate that buildings of a reasonable scale which is consistent with the surrounding area and without harming neighbouring residential amenities can be achieved on the land. There is no dispute that the principle of subdividing the existing curtilage to accommodate additional dwellings is acceptable in planning terms.

It is the applicants desire to remain living within the existing bungalow, hence the retention of the building. The current site has been valued at approximately £600,000. Sub-dividing the garden to provide new homes would reduce that value to approximately £500,000.

We have explored the option of demolishing the bungalow. Should this occur, we estimate being able to achieve approximately 16 plots. A developer would look to pay a maximum of £35,000 per plot. This equates to £560,000 total value, less the affordable contributions, CIL Levy, demolition costs etc. It is therefore not economically viable to demolish the existing dwelling. The site has been subdivided as practicably as possible to retain the bungalow whilst still making efficient use of the land and providing good residential amenities without compromising those of existing dwellings or the character of the area.

The proposal will also bring increased benefits to the area by means of CIL and Council Tax Income which will be paid in perpetuity.

The proposal will bring economic benefits by reason of local expenditure and creation of employment and purchasing of local materials during the course of construction, thereby meeting the economic objective as set out in paragraph 8 of the NPPF.

The development will allow for enhanced landscaping within the site, promoting ecology and biodiversity within the area as well as improving visual amenities in general. The proposal therefore meets the environmental objective as set out in paragraph 8 of the NPPF.”

PLANNING HISTORY

Application site:

2/96/0914/F: Application Permitted: 03/09/96 - Occupation as a residential dwelling without complying with condition 2 of M876/3 dated 12th April 1960 re: agricultural occupancy (Delegated decision)

19/00926/F: Application permitted: 07/04/20 - Construction of temporary construction access road to serve approved development of 117 houses (18/01464/RMM)

19/01416/O: Application Refused: 09/06/20 – Outline application some matters reserved: Proposed residential development - Appeal Dismissed 29/10/20

Adjoining land to rear:

18/01464/RMM: Application Permitted: 04/03/19 – Reserved matters: For construction of 117 dwellings (Committee decision)

19/00228/RMM: Application Withdrawn: 08/07/19 - Reserved Matters Application for 117 dwellings

RESPONSE TO CONSULTATION

Emneth Parish Council: REFUSE - Emneth Parish Council recommends refusal to this application as they consider it to be back land and over intensive development at the locality.

NCC Highways Authority: NO OBJECTION – subject to conditions relating to access specification, visibility splays, no obstructions and on-site parking provision for construction workers.

Cambs CC Highways Authority: No comments received from consultation

Fenland District Council: COMMENTS - The indicative plan submitted is an improvement on the previously refused scheme for 8 dwellings. This proposal has removed the 4 dwellings to the front of the site and therefore lessened the impact on the character of the area but retains without change the siting and scale of the 4 dwellings to the rear.

The proposed layout requires the proposed dwellings to have a much smaller footprint than the existing bungalow. They are also likely to be single storey in height. It is considered that this would result in an incongruous and visually awkward form of development as the site relates more to the existing development along Elm High Road rather than the large modern development of 117 houses approved behind the site.

In addition, the resultant residential amenity for No.37 could also be severely compromised by the number of dwellings proposed to the rear.

It is considered that some development to the rear of the bungalow could be acceptable, for example, 2 medium sized bungalows, which would fit better with the existing frontage.

Wisbech Town Council: COMMENTS - The committee decided that the application be supported.

District Emergency Planning Officer: NO OBJECTION – suggests occupiers sign up to the EA flood warning system and a flood evacuation plan prepared. (Note: This is usually covered via informative note attached to any permission rather than planning condition, due to concerns relating to the tests applied to use of conditions and enforceability.)

Internal Drainage Board: Suggest that details of foul and surface water disposal are defined.

Environmental Health & Housing – Environmental Quality: NO OBJECTION subject to conditions relating to contamination.

Environmental Health & Housing – Community Safety & Neighbourhood Nuisance: NO OBJECTION – subject to conditions relating to noise protection scheme from construction and general from retail park; foul & surface water drainage; and lighting scheme.

REPRESENTATIONS

ONE item of correspondence raising concerns on the following grounds:

- Overlooking;
- Residential amenity;
- Cramped form of development not in keeping with locality.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

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 2019

PLANNING CONSIDERATIONS

The key considerations when assessing this application are as follows:

Principle of development
Impact on form and character
Access
Other material considerations

Principle of development

The application site lies on the fringe of Wisbech town and close to the County boundary. It lies within the defined development area of Emneth as shown on 'Inset G34 Emneth' of the SADMPP. The site is considered to be in a highly sustainable location, and the principle of development is therefore acceptable subject to meeting other policies contained in the Development Plan. These will be addressed later in this report.

Impact on form and character

Members will recall that the earlier application ref: 19/01416/O was refused for two reasons as follows:

1. The proposal to introduce 8 no. additional dwellings along with the retention of the existing bungalow, would constitute an overdevelopment of the site and a layout that would be detrimental to the form and character of this locality and the street scene from Elm High Road. The proposal is therefore contrary to Paragraph 127 of the NPPF, Core Strategy Policy CS08 of the LDF (2011) and Policy DM15 of the SADMP (2016).
2. The traffic movements associated with this increased number of dwellings onto this already highly trafficked main arterial route serving Wisbech, would be to the detriment of the free flow of traffic and highway safety. This would be contrary to the provisions of the NPPF, Core Strategy Policy CS11 of the LDF (2011) & Policy DM15 of the SADMP (2016).

With regards to the first reason for refusal, the Planning Inspector's decision notice stated at Paragraph 5:

"The development close to the frontage with Elm High Road suggested on the indicative plan would substantially erode this spaciousness, to the detriment of the character and appearance of the area."

"7. However, notwithstanding this, given the location of the bungalow and shape of the site, the awkward and incongruous relationship between the existing and proposed development would be likely to remain, even if the number of dwellings were reduced. It may be possible to move the frontage development back. However, this would be likely to cause harm in other respects, due to its close relationship to the existing bungalow. Taken as a whole therefore, the information before me fails to demonstrate that the development envisaged could be accommodated on the site in a manner that would not cause significant harm to the character and appearance of the area."

Whilst this remains an outline application seeking the principle of developing the site for residential purposes, an indicative site layout plan is submitted as part of the application. This shows the access road alongside the southern boundary of the site with a turning facility at its head and a private driveway to the rear of the existing dwelling which is proposed to be retained serving 4 no. dwellings. A garage would effectively block off this site from the estate to the rear. The previously sought dwellings at the front of the site are no longer being proposed in light of the appeal decision.

As a resubmission, the red line site area is the whole of the plot, however the number of dwellings, and preclusion of the areas to the front and north of No.37 may be controlled via condition.

Policy CS08 of the LDF seeks to optimise site potential by making the best use of land, and Paragraphs 122-123 of the NPPF also encourages achieving appropriate densities and making efficient use of land.

The applicants have chosen to retain the existing dwelling for viability reasons, as indicated in the Statement in Support above. The footprints of the indicative dwellings are shown as approx. 7m x 10m which is fairly modest with plot widths ranging from approx. 13.5 – 17m and depths of 24-30m (excluding private driveway). From what has been submitted it would appear that up to 4 dwellings could be accommodated within the rear part of the site; however the precise layout and the inter-relationships between proposed and existing dwellings would have to be addressed at the reserved matters stage. This may even be in the format of two pairs of semi-detached units.

Whilst the Parish Council, Fenland DC and objector have raised criticism with regards to form and character, it must be recognised that this will change with the introduction of the estate. The Elm High Road frontage will still comprise mostly bungalows with dwellings to the rear and there is already an example of development in depth in the form of No.33 Elm High Road to the rear of No.31.

The rear part of the site has bungalows to the north and a mix of bungalows and two storey semis and flats on the estate to the rear. The introduction of dwellings of single storey construction could create a transition from the Elm High Road frontage to the more contemporary estate to the rear/east. This enclave would have an appropriate scale and respond favourably to the character of this locality.

On the basis of the information submitted and the ability to constrain its scale, it would appear that this development could be achieved on this site and the principle is therefore considered to be acceptable.

Access

With regards to the second reason for refusal stated above, the matter of access onto Elm High Road was considered by the Planning Inspector in determining the appeal, who concluded at Paragraph 11 that:

“...the proposal would not cause harm to the safe and efficient operation of the highway network and that there would be no conflict with Policy CS11 of the CS and Policy DM15 of the SADMPP, where they seek to safeguard the highway network. There would also not be a conflict with the aims of The Framework in this respect.”

This proposal is for a reduced number of dwellings and the impact would therefore be lessened and is deemed to be acceptable.

The access is the same as the temporary access route which has already been implemented as per application ref: 19/00926/F, for construction traffic to build the estate of 117 dwellings to the rear of the site. There are also measures to protect the amenity of No.37 during operation.

Conditions are suggested by the Local Highway Authority relating to the standard/specifications of the access (5.8m wide for first 10m back from edge of carriageway) and visibility splays (2.4 x 120m) with permitted development rights removed relating to means of obstruction – gates/ bollards etc.

The request for a condition to control on-site parking provision for construction vehicles would be incorporated into the Construction Management Plan.

Other material considerations

Impact on trees

There are trees within and adjoining the overall application site – the most amenity value being attached to the mature Beech trees along the southern boundary of the site closest to the adjacent public footpath and B & Q store beyond. The temporary construction access has been implemented along with tree protection measures. The trees within the rear part of the application site were identified to be removed in the earlier application which was accompanied by an Arboricultural Impact Assessment & Method Statement. These trees were indicated to have no significant amenity value and there was no opposition to this from our Arboricultural Officer at that time.

Replacement trees/structural planting may be addressed at the reserved matters stage.

Contamination

Whilst contamination is not likely to be an issue, given the former uses of the site Environmental Protection suggest a suite of contamination conditions. This is not consistent with the recommendation to the previous application where a precautionary condition regarding unexpected finds was required. For consistency, this should be used as the contamination information submitted with the application is the same as with the earlier application.

Affordable housing contribution

The application site area exceeds 0.5ha however only up to 4 units are proposed, so Policy CS09 is not triggered with regards to affordable housing contribution, unlike the earlier proposal which was for 8 dwellings.

Noise and disturbance

CSNN have requested a condition for a detailed construction management plan to be submitted and agreed in writing by the LPA. This will include timescales and hours of construction, deliveries/collections, any piling, noise and dust suppression, location of machinery, contractor compound and parking etc.

A further condition is suggested in relation to noise protection from road noise and The Peel Centre retail park to the south. The dwellings would be set well back from the road with the donor property in-between. Road noise implications are not therefore considered to be an issue. The condition should therefore be aimed at the impact from deliveries etc. at B&Q.

Lighting scheme

CSNN suggest a condition relating to a lighting scheme, however given where the site is situated and surrounding levels of illumination, it is not considered that a development on this scale would warrant such a requirement.

Foul & surface water disposal

According to the application forms, the method of foul water disposal is presently unknown and surface water is proposed via soakaways. For the avoidance of doubt details of both shall be controlled via a pre-commencement condition (as requested by CSNN and IDB).

Overlooking

This application merely addresses the principle of developing this site for residential purposes. The layout, landscaping, scale and appearance of the dwellings will be assessed at the reserved matters stage. Therefore, the inter-relationships between existing and proposed dwellings, including those on the adjoining estate, will be dealt with accordingly upon submission of those details. However as discussed earlier in this report, the scale could effectively be controlled to single storey construction with the possibility of roof accommodation, which would reduce those implications.

Crime and Disorder

There are no significant crime and disorder issues raised by the proposed development at this outline stage.

CONCLUSION

This proposal responds to the recent appeal decision by virtue of significantly reducing the proposed number of dwellings and seeks to develop only to the rear of the existing chalet bungalow with up to 4 new dwellings. The site lies within the defined development area of Emneth on the fringe of Wisbech town and is therefore a highly sustainable location. The principle of the development is considered to be acceptable and the key consideration is the impact upon the form and character of this locality, which could be acceptable with certain constraints applied via condition.

The proposal constitutes sustainable development which accords with the provisions of the NPPF and Development Plan and is duly recommended for approval, subject to certain conditions stated below.

RECOMMENDATION:

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

- 1 Condition: Approval of the details of the 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 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.
- 5 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.
- 6 Condition: Prior to commencement of development a detailed construction management plan must be submitted to and approved by the Local Planning Authority; this must include proposed timescales and hours of 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, proposed attenuation and mitigation methods to protect residents from noise, dust and litter, and communication methods to the wider community regarding the construction phases and likely disruptions. The scheme shall be implemented as approved.
- 6 Reason: To ensure that the amenities of existing and future occupants are safeguarded in accordance with the NPPF & Policy DM15 of the SADMPP. This has to be a pre-commencement condition as the issue of amenity needs to be addressed before construction starts.
- 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, 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 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 prior to occupation of any associated dwelling.
- 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: Prior to the commencement of the use hereby permitted, the vehicular access indicated for improvement on Drawing No. 10 Rev C shall be upgraded and widened to a minimum width of 5.8 metres 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/constructed in accordance with the approved plan / details to be agreed in writing by the Local Planning Authority. 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 in accordance with Policy CS11 of the LDF.
- 9 Condition: Prior to the first occupation of the development hereby permitted visibility splays measuring 2.4 metres x 120 metres shall be provided to each side of the access where it meets the highway. 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.
- 9 Reason: In the interests of highway safety in accordance with the principles of the NPPF & Policy CS11 of the LDF.
- 10 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.
- 10 Reason: In the interests of highway safety in accordance with the principles of the NPPF & Policy CS11 of the LDF.
- 11 Condition: There shall be no vehicular access created to the land to the north and east of the site.
- 11 Reason: To define the terms of this permission and limit the vehicular movements served by this private drive off Elm High Road; in the interests of proper planning and highway safety to accord with the provisions of the NPPF & Policy CS11 of the LDF.
- 12 Condition: There shall be up to 4 new dwellings accommodated on this site within the area to the rear/east of the existing dwelling only as shown on Drawing No. 10 Revision C.
- 12 Reason: To define the terms of this permission in the interests of proper planning.
- 13 Condition: The dwellings hereby approved shall be of single storey construction.
- 13 Reason: To define the terms of this permission in the interests of the amenity of this locality and to accord with Policy CS08 of the LDF and Policy DM15 of the SADMPP.
- 14 Condition: No development above foundation level shall take place on site until a scheme to protect the future occupiers from noise has been submitted to, and agreed in writing by, the Local Planning Authority. The scheme shall be implemented as approved before the development is brought into use.
- 14 Reason: To ensure that the amenities of future occupiers are safeguarded in accordance with the provisions of the NPPF and Policy DM15 of the SADMPP.

Appeal Decision

Site visit made on 22 September 2020

by Graham Wraight BA(Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 29 October 2020

Appeal Ref: APP/V2635/W/20/3254790

37 Elm High Road, Wisbech PE14 0DG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mr and Mrs S Rout against the decision of King's Lynn and West Norfolk Borough Council.
 - The application Ref 19/01416/O, dated 9 August 2019, was refused by notice dated 9 June 2020.
 - The development proposed is residential development.
-

Decision

1. The appeal is dismissed.

Procedural Matter

2. The application is submitted in outline form with only the matter of access for consideration. Therefore, whilst a plan has been submitted suggesting how 8 dwellings and the existing dwelling could be accommodated on the site, this has been provided for indicative purposes only.

Main Issues

3. The main issues are the effect of the proposed development upon (i) the character and appearance of the area and (ii) the safe and efficient operation of the highway network in the vicinity of the appeal site.

Reasons

Character and appearance

4. The indicative plan submitted suggests that 8 proposed dwellings could be arranged around the existing bungalow, which would be retained. Such a layout would require that the proposed dwellings had a much smaller footprint than the existing bungalow and would almost certainly mean that they would need to be more than a single storey in height. In that scenario, the relationship between the existing bungalow on the appeal site and the proposed development would be visually awkward and incongruous.
5. At the current time, the dwellings on the same side of Elm High Road are set well back from the public highway, which gives a spacious feel on this side of the road, notwithstanding that the properties on the opposite side of the road are generally closer to the public highway. The dwellings immediately adjoining the appeal site are bungalows, which also contributes to the open feel. This spaciousness is continued by the layout of the retail park immediately adjacent

to the appeal site, which too has an extensive open area closest to the public highway. The development close to the frontage with Elm High Road suggested on the indicative plan would substantially erode this spaciousness, to the detriment of the character and appearance of the area.

6. I acknowledge that the proposal is submitted in outline form and that the indicative plan does not necessarily represent what would be the final proposal to be submitted at reserved matters stage. In particular, the number of dwellings could be reduced and they could be repositioned within the site.
7. However, notwithstanding this, given the location of the bungalow and shape of the site, the awkward and incongruous relationship between the existing and proposed development would be likely to remain, even if the number of dwellings were reduced. It may be possible to move the frontage development back. However, this would be likely to cause harm in other respects, due to its close relationship to the existing bungalow. Taken as a whole therefore, the information before me fails to demonstrate that the development envisaged could be accommodated on the site in a manner that would not cause significant harm to the character and appearance of the area.
8. For these reasons, I conclude that the proposal would fail to accord with Policy CS08 of the King's Lynn & West Norfolk Borough Council Core Strategy 2011 (CS) and Policy DM15 of the Site Allocations and Development Management Policies Plan 2016 (SADMPP), where they seek to protect character and appearance. There would also be conflict with the aims of The National Planning Policy Framework (The Framework) where it seeks to achieve well-designed places.

Highways

9. Access would be taken directly from Elm High Road, which is a main arterial road leading into and out of Wisbech. My attention has been drawn to planning permissions for largescale housing that have been granted on sites that are in the vicinity of the appeal site.
10. However, there was no objection to the proposal from the Highway Authority and there is no substantive evidence before me to demonstrate that the additional traffic movements generated by up to 8 new dwellings would result in a harmful impact upon the surrounding highway network.
11. I therefore conclude that the proposal would not cause harm to the safe and efficient operation of the highway network and that there would be no conflict with Policy CS11 of the CS and Policy DM15 of the SADMPP, where they seek to safeguard the highway network. There would also not be a conflict with the aims of The Framework in this respect.

Other Matters

12. A signed S106 planning obligation has been submitted which would provide for affordable housing in accordance with the requirements of Policy CS09 of the CS. Whilst the delivery of affordable housing would be a benefit of the proposed development, it does not outweigh the significant harm I have identified that would arise to the character and appearance of the area as a result of the proposed development. The S106 also provides for the payment of a per dwelling contribution towards a Habitats Monitoring and Mitigation Strategy. I have not been provided with any information pertaining to this

specific contribution, but it would appear to be offered in mitigation against the impacts of the proposal. Therefore, it does not represent a potential benefit, and does not weigh in favour of the proposal.

13. The appellant states that the existing bungalow must be retained in order for the proposed development to be viable. However, whilst monetary figures have been provided relating to this, no substantive evidence has been provided in support of this matter. Therefore, I give this consideration only limited weight and it does not outweigh the harm that I have found.
14. The proposal would deliver up to 8 new dwellings within an established urban area with good access to services and facilities and it would be within Flood Zone 1. Some economic benefits would arise for a limited period during construction and the appellant points to Community Infrastructure Levy and Council Tax payments that would arise. Reference too is made to landscape and biodiversity improvements as a result of the proposal, however the appeal site is currently well landscaped and covered with mature vegetation, and it is not clear how any significant benefits would arise in this respect. In any event, these considerations, collectively and individually, do not justify the degree of harm that would be caused by the proposed development.

Conclusion

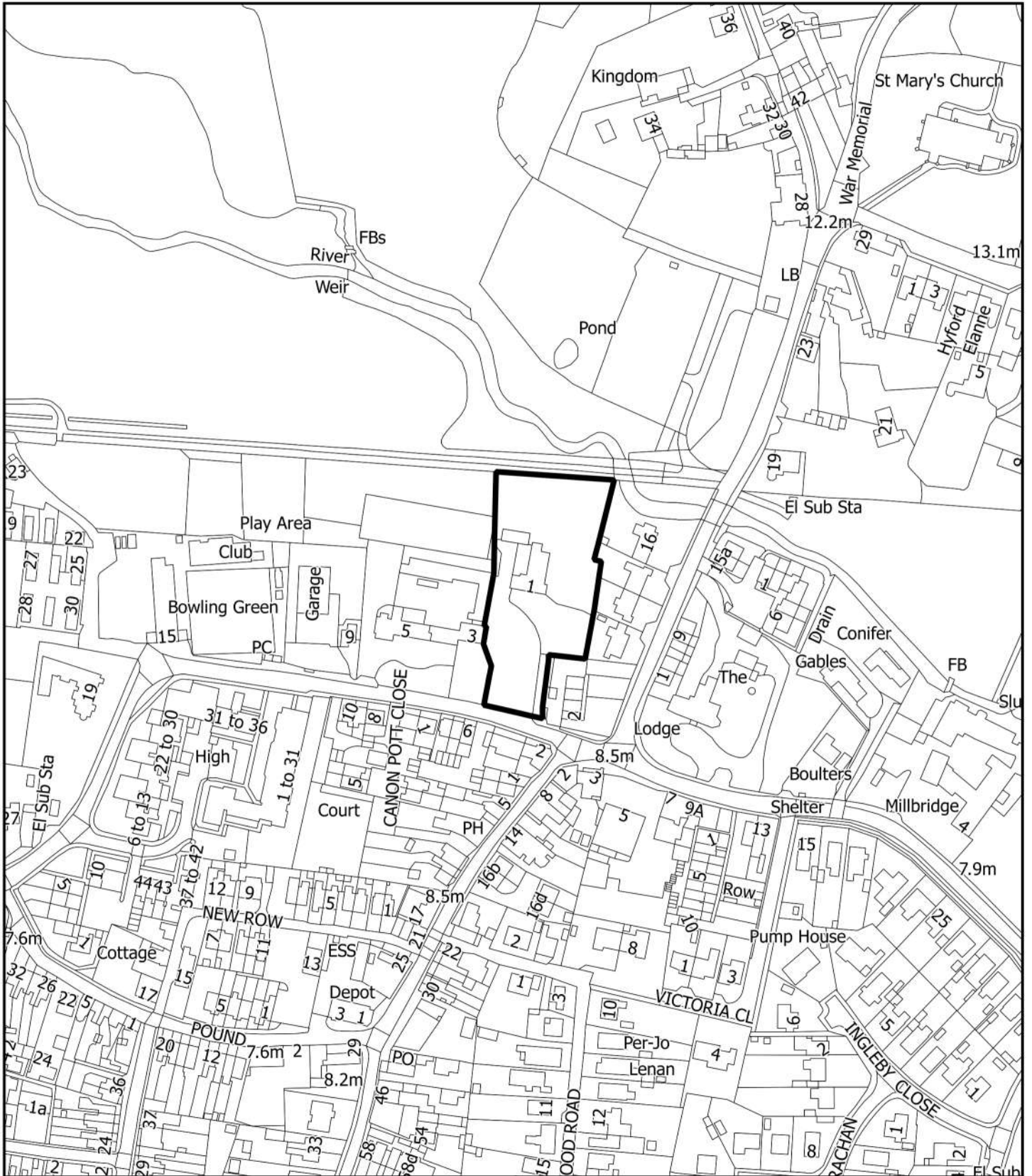
15. Although I find that there would not be harm to the safe and efficient operation of the highway network in the vicinity of the appeal site, there would be significant harm to the character and appearance of the area and a subsequent conflict with the development plan. Therefore, I conclude that the appeal should be dismissed.

Graham Wraight

INSPECTOR

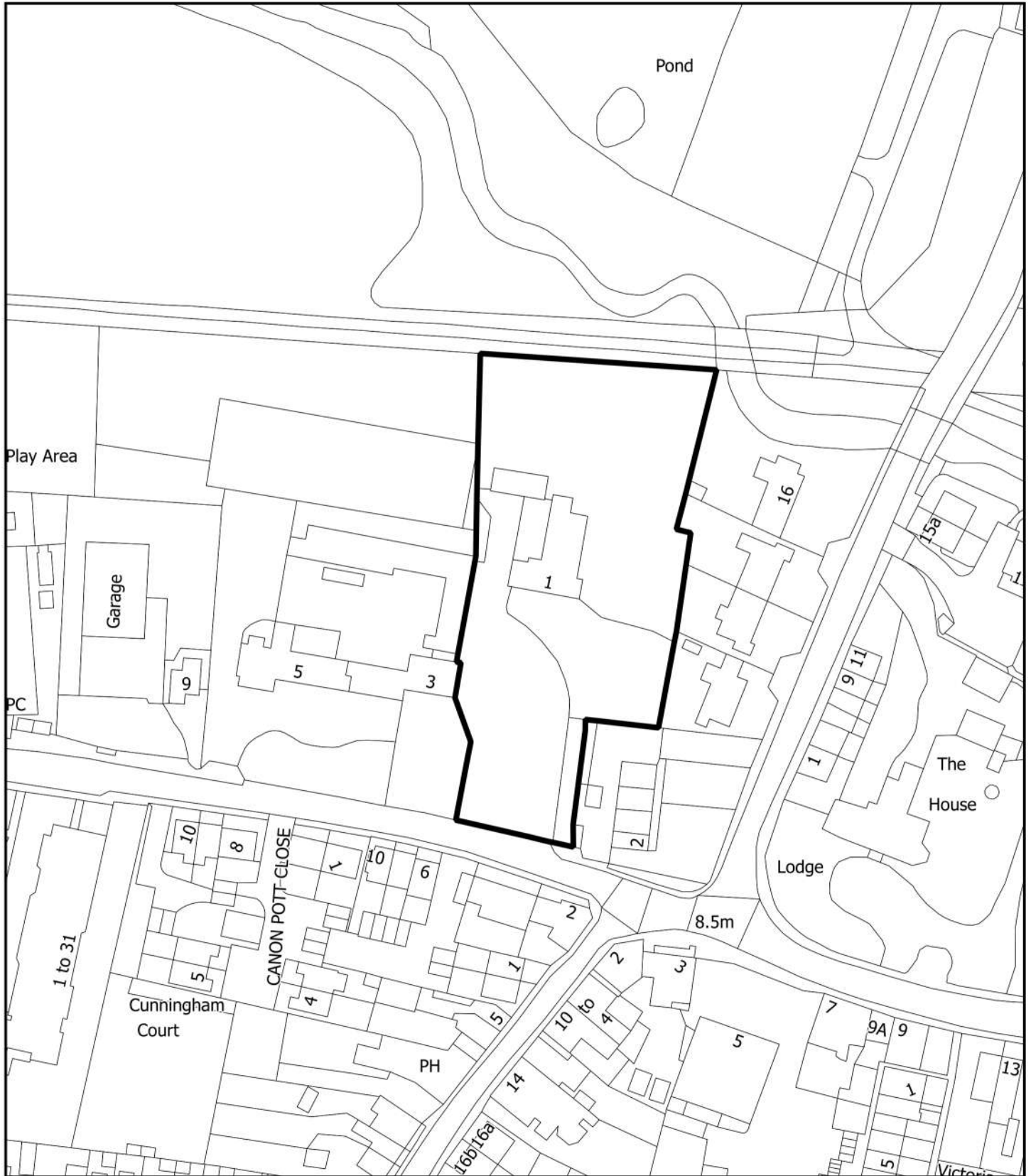
21/00220/F

Caley Farmhouse 1 Station Road



21/00220/F

Caley Farmhouse 1 Station Road



Parish:	Heacham	
Proposal:	Construction of a cart-shed garage	
Location:	Caley Farmhouse 1 Station Road Heacham Norfolk	
Applicant:	John Charles Hammond	
Case No:	21/00220/F (Full Application)	
Case Officer:	Mr M Broughton	Date for Determination: 20 April 2021 Extension of Time Expiry Date: 21 May 2021

Reason for Referral to Planning Committee – Borough Councillor Parish has requested the application be determined by the Planning Committee

Neighbourhood Plan: No

Case Summary:

The land is situated on the north side of Station Road, Heacham, within the development boundary and designated Conservation Area.

The application seeks the construction of a 3 bay cart-shed garage on the frontage of Caley Farmhouse, 1 Station Road, Heacham.

The National Planning Policy Framework 2019, the King’s Lynn and West Norfolk Borough Council Core Strategy 2011 and the Site Allocations and Development Management Policies Plan (SADMP) 2016 are relevant to this application.

Key Issues:

- Principle of development and policy
- Form and character including impact on the Heacham Conservation Area
- Impact on residential amenity
- Other considerations

Recommendation:

REFUSE

THE APPLICATION

The land is situated on the north side of Station Road, Heacham, within the settlement boundary of the village and designated Conservation Area.

The site comprises the 2 storey 'Caley Farm' farmhouse, which is set well back into the site, and a range of single storey storage outbuildings which abut the eastern boundary at the point of access into the site.

The application seeks the construction of a 3 bay cart-shed garage, orientated east / west on the frontage of Caley Farm – adjacent to the roadside boundary wall.

The application has been amended since initial submission. The revised plans identify a similar brick and timber panel construction, with ground floor 10m x 6.2m, comprising 3 garage bays with north facing timber doors. However, in the revised scheme the roof span is now of full hipped design, with ridge height maximum 5.3m high from ground level (within the site). A concealed outer stair along with storage space over the garages has been removed from the scheme as no longer a requirement of the applicant.

SUPPORTING CASE

Revised 'Design and Access Statement 4' accompanies the revised plans and is relevant to this application received 7/04/21 and detailed as 02 JCH 13 2021 – thus the initial statement is superseded.

The proposed cart shed has three bays. The cart shed will be a residential structure 'attached' to the Caley Farmhouse, solely for the use by the occupiers.

The access to Caley Farmhouse is from Station road. There is no change proposed to the access or any influence on this building to change traffic flow in or out of the site.

The Applicant has now requested a hipped roof design (the revised scheme excludes an access stair and storage area over). The construction is a 'vertical stockade' in timber, with a dwarf wall of 600 mm with storm battens between covering the butt joints. All the timbers are from sustainable sources. Below the brick wall is a standard construction with concrete footings. The finish is predominately wooden stain, with appropriate clay pan tile.

This type of construction creates a resilient building with good tensile as well as good compressive strength. There is a growing appreciation for simple timber construction

This application is within a conservation area, the finishes and style of the building will conform to the 'architectural vernacular' of the area.

A building was here during the 1960's and there were until recently trees which had to be taken down following high winds. The position for the cart shed garage was chosen because it was the least disruptive, avoiding covering underground services, gas and water, causing no disruption, just advantage to the beauty or utility of the house and garden.

The only effect is to obscure the new view of the house from the footway on the opposite side of Station Road, but the unspoilt original garden can be seen clearly from the gate as has been in the past.

The applicant will replant the trees to the south as a fall-back position if this application fails. This they are entitled to do. So the premise that the view will be taken away if the Cart Shed is permitted is a not relevant.

Note: The full content of the supporting statement 02 JCH 13 2021 can be viewed on the application site and cites reasons why the structure cannot be built elsewhere on the site and is supported by aged photos

PLANNING HISTORY

21/00072/TREECA: Ongoing: T1 and 2 - silver birch, fell to ground level. Engulfed in Ivy. Replant with 2 new trees in nearby location. - Caley House 1 Station Road Heacham

20/01372/F: Withdrawn: 21/12/20 - The erection of a cart-shed garage within the curtilage of Caley Farmhouse, Heacham - Caley Farmhouse 1 Station Road Heacham

18/00143/TPO: Tree Application - No objection: 14/09/18 - 2/TPO/00192: T1 - Ash - Fell. Poor ivy covered specimen, close to BT and LV wires. T2 - Scots Pine - fell, in decline, mostly dead. T3 - Leylandii - Fell. T4 - Willow - pollard to approx 7 meters - Caley Farmhouse 1 Station Road Heacham

01/0959/F: Permitted: 06/08/01 - Replacement conservatory - Caley House Station Road Heacham

RESPONSE TO CONSULTATION

Parish Council: NO OBJECTION:

This application is supported as it is proposed to use sustainable materials including reclaimed bricks thus matching existing buildings on the site.

The position as shown in the application will not impact on trees nor essential services and is preferred by owners of neighbouring properties.

Although the top of the building will be visible above the wall from the main road this will have minimal impact on the overall view of the dwelling and garden which can be seen from the entrance gateway.

* The revised 'hipped roof' scheme was circulated to the Parish Council – without response

Conservation Officer: OBJECTION:

This site lies within the Heacham Conservation Area. The importance and significance of the Heacham Conservation Area is defined in the Heacham Conservation Area Character Statement produced by the BCKLWN, which provides a general overview of the character of the conservation area:

“The character is provided by the unity of the historic buildings, the spaces they create, their disposition on their buildings and the important landscape elements round, between and behind the built fabric.”

The buildings within the application site are also marked as an important unlisted buildings. The statement confirms that the important unlisted buildings highlighted on the conservation area map “as having significant townscape value”. The statement goes on to clarify the buildings “have been chosen because of their prominent location, use of traditional

materials, their character is substantially intact and because they often relate to other historic buildings close by”.

In more detail the Statement provides greater analysis of the southern area of the conservation area, where the application site is located:

“The southern boundary of the Conservation Area is formed along the line of Station Road to contain all the historic fabric lying south of the river itself, together with the important landscape, connecting screen walls and hedges. Beginning at the south west corner of this part of the conservation area, the boundary encompasses the important (non-listed) historic buildings to the west of the junction with the Hunstanton Road which include ranges of cottage buildings, converted farm buildings and a nice screen wall with several prominent trees”

The applicant has provided an informative design and access statement which provides several historic photographs some of which are early aerial photographs. In conjunction with the first edition OS map for the site, it is evident that the proposed site for the triple garage structure has always formed part of the landscape setting to Caley Farm fronted by the important screen wall.

This character still remains, the current arrangement of buildings on the site allows glimpses of Caley Farm over the historic carrstone wall, framed by the historic stables located at right angles to the road and the house. The screen wall and the landscape leading back to the house survive, creating a relationship of spaces, buildings and land space which contribute positively to the defined character and significance of the Heacham Conservation Area.

Paragraph 201 of the NPPF states:

“Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.”

The proposed new building is of some scale and this proposal will erode this relationship of buildings to spaces and the views this creates, causing harm to the significance of the Heacham Conservation Area.

The National Planning Policy Framework (NPPF) highlights the significance of listed buildings and conservation areas can be harmed or lost by alteration to them or development in their setting.

The NPPF states that clear and convincing justification should be made for any such harm and that great weight should be given to the conservation of listed buildings and conservation areas irrespective of the level of harm caused (paragraphs 193 and 194).

On this basis, from a Conservation perspective, this application cannot be supported.

Natural England: NO OBJECTION

Highways Authority: NO OBJECTION

Environment Agency: NO OBJECTION

Advisory comments

* Contamination:

The site is located above a Secondary Aquifer. However, we do not consider this proposal to be High Risk. Therefore, we will not be providing detailed site-specific advice or comments with regards to land contamination issues for this site. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination, which can be found here:

<https://www.gov.uk/government/publications/managing-and-reducing-land-contamination>

* Infiltration Sustainable Drainage Systems (SuDS):

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. If the use of deep bore soakaways is proposed, we would wish to be re-consulted. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here: <https://www.gov.uk/government/collections/groundwater-protection>. In addition, they must not be constructed in ground affected by contamination.

REPRESENTATIONS

None received at the time of writing this report.

LDF CORE STRATEGY POLICIES

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

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 Planning Policy Framework – sets out the Government’s planning policies for England and how these are expected to be applied.
National Design Guide 2019

PLANNING CONSIDERATIONS

Key Issues:

Principle of development and policy
Form and character including impact on the Heacham Conservation Area
Impact on residential amenity

Other considerations

Principle of development and policy:

The main issues in relation to the determination of this application are whether the proposal is acceptable in terms of scale and design and whether it constitutes development that will be of detriment to the street scene and setting of the Conservation Area.

The application seeks to construct a 3 bay timber clad garage on the frontage of Caley Farm Farmhouse, Station Road, Heacham, ancillary to the use of the dwelling.

Heacham is a key service centre in the settlement hierarchy (Policy CS02) and this site lies within a relatively central area of the settlement boundary. In this locality can be found a variety of shops, pubs, food outlets and a vast range of other services (eg social club, fire station) and including a regular bus service to / fro King’s Lynn passing through the village, fronting the proposal site on its route along Station Road.

This is a location where the principle of new development is generally considered acceptable, provided it is in accordance with all relevant policies in the Local Plan as well the National Planning Policy Framework 2019.

Form and character including impact on the Heacham Conservation Area:

The land is situated on the north side of Station Road, with access approx. 40m west of Hunstanton Road, Heacham and within the south-western edge of the Conservation Area. The meandering River Heacham on its east / west course lies slightly north of the rear boundary of the site – land once occupied by the former railway.

The site is approx. 108m deep and maximum 55m wide at its northern boundary. It is misshapen at its southern end, as Le Strange Cottage terrace abuts the sites south-eastern corner near the point of access from Station Road. Thus the site frontage (including width of stables) is approx. 28m wide.

An aged front boundary wall to the site approx. 1.5m high abuts Station Road between the access gate and the western boundary. (That wall increases to approx. 2m high fronting the adjacent site). On entry to the site a 30m range of former stables forms the ‘inset’ eastern boundary. An area of land (site subject of this application) on the south-western area of the frontage was previously occupied by trees, removed 2-3 years ago due to storm damage.

The site frontage descends slightly from road level to the dwelling and comprises a gravelled oval shaped turning radius with a green area and trees thereon forming the centre piece of a relatively open frontage.

Caley Farm farmhouse, forming the focal point of the site, is set back into the site at 55m from the road, with an area of low walled / hedged garden on the eastern side, including TPO trees. There is a conservatory and hard standing area on the west side of the dwelling, with brick arch set back providing access to the rear garden.

There is further wall at 1.5m - 2m high along the western boundary with land adjoining - a site comprising Arco tool-works which has some of its single storey buildings forming the western boundary in the vicinity of the site dwelling. The Arco site buildings and Caley Farmhouse and stables are described as non-designated heritage assets.

The Arco site forms the edge of the Conservation Area off Station Road in this location. The Conservation Area extends east and also north along Hunstanton Road, where there are Listed Buildings, buildings considered non-designated heritage assets, the village Church and almshouses – all forming the ‘older’ areas of the village.

The south side of Station Road comprises mixed 2 storey dwellings, with High Street leading off south nearby.

The application seeks the construction of a 3-bay timber clad cart-shed garage with timber doors, orientated east / west on the frontage of Caley Farm – adjacent to the roadside boundary wall.

With the ground floor retained at 10m x 6.2m, the roof span is now of full hipped design, with ridge height maximum 5.3m high from ground level (within the site).

This is an amended scheme to that previously withdrawn and that submitted initially within this application. It is this amended scheme only which is under consideration in this application.

Station Road westerly from its junction with High Street / Hunstanton Road comprises a 2 lane road with a slight sweeping bend as it passes the sites of Caley Farm and Arco. Aged boundary wall to those sites at minimum 1.5m high abuts the road edge with the existing built form to those sites set well back from the road frontage, giving the impression of ‘openness’ on the approach and into the sites to the passer-by. A similar impression is attained when travelling in the opposite direction towards Arco and Caley Farm – the commencement of the Conservation Area.

The site frontage of Caley farm is approximately 23m wide, excluding the width of the stables on the eastern side. The access comprises a farm style timber gate, opening inwards, leaving the 1.5m high walled frontage at approx. 18m wide.

The application seeks to site a garage 10m wide, 6.2m deep abutting that wall at a height of 5.3m – thus at 10m wide covering at least half of that available frontage.

Notwithstanding the hipped roof design and the slightly lower, inner level of the site, in comparison to road level, the scale of the building will be clearly visible above the wall in the street scene when travelling from either direction. The size and scale would be unduly prominent and have a detrimental impact on the street scene. The use of timber cladding may well be generally acceptable for this type of structure and in a farm setting. However, the buildings here are mostly in carrstone.

Due to its combined height, scale and siting forward of the main dwelling, abutting the front boundary and parallel to the road, the proposed garage would cause harm to the established form and character of the street scene by developing the open frontage of the site.

Conservation Area:

This site lies within the Heacham Conservation Area, the importance and significance of which is defined in the Heacham Conservation Area Character Statement. The National Planning Policy Framework (NPPF) highlights the significance of conservation areas that can be harmed or lost by alteration to them by development in their setting.

Paragraph 201 of the NPPF states:

Not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building or other element which makes a positive contribution to the significance of the Conservation Area should be treated as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

The National Planning Policy Framework (NPPF) highlights the significance conservation areas can be harmed or lost by alteration to them or development in their setting.

The NPPF states that clear and convincing justification should be made for any such harm and that great weight should be given to the conservation of conservation areas irrespective of the level of harm caused (paragraphs 193 and 194).

Officers have been unable to identify historically that any building previously existed on the proposal site. The presence of trees is likely to have been the situation for many years prior to removal. It is evident that the proposed site has always formed part of the landscape setting to Caley Farm, fronted by the important screen wall.

To this end, the character of the Conservation Area should remain intact.

The positioning of the historic stables on the eastern boundary allows views of Caley Farm over the frontage wall. That historic wall and landscape fronting the dwelling survive intact, maintaining the relationship of spaces, buildings and land space which contribute positively to the defined character and significance of the Heacham Conservation Area.

Given the height, scale, roof span and proposed position on the open frontage, abutting the aged front boundary wall, the garage would adversely impact on the established form and character, which is a key characteristic along this stretch of Station Road and which makes a positive contribution to the conservation area.

Paragraph 196 of the NPPF states:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

In this case there are no public benefits or other justification that outweigh the harm to the Conservation Area.

The garage would be unduly prominent and incongruous in the streetscene, failing to respond sensitively and sympathetically to the local setting. It would erode the relationship of buildings to spaces and the views this creates, having a detrimental impact on the openness of the streetscene in this locality and causing harm to the significance of the Heacham Conservation Area.

The overall conservation objective is to protect and reinforce the established special character of Conservation Areas and their setting. In this case, the application fails to:

- ensure the proposed development is sympathetic to the special qualities and character of the conservation area
- protect the setting of the conservation area from development which adversely affects views into or out of the area

Schemes which fail to reflect the scale and character of their surroundings or which would be oppressive or adversely affect the amenity of the area or neighbouring properties should be rejected.

Impact on residential amenity:

Taking into account the proposed siting on the frontage of Caley farm and given the existing site layout, with the stable range on the eastern boundary, neighbour impact on Le Strange Cottage on the east side of the stables will be minimal.

To the west, is the open frontage of the Arco site. Taking into account the set-back position of the buildings on that site, the proposed siting will not adversely have any significant impact.

Other considerations:

There are TPO trees on the site – set-back fronting the dwelling. There are two trees on the central green. The arboricultural officer considered these trees were not at risk through the proposal.

Trees which once occupied the actual proposal site were removed in approximately 2017, apparently following storm damage

In relation to tree planting, the design statement has advised the applicant is at liberty to plant new trees on the proposal site.

Norfolk County Highways have been consulted and raise no objection to the proposed development on highway safety grounds.

Crime and disorder: There are no known crime and disorder implications associated with this site.

CONCLUSION:

This site lies within the Heacham Conservation Area and on the northern side of Station Road, where views from either direction along Station Road are one of relative openness.

Given the height and siting of the proposed garage, forward of the main dwelling, abutting the front boundary and parallel to the road, the mass created is considered to be of an unacceptable scale, which will be unduly prominent, dominate the site frontage and impact adversely on the street scene.

The buildings within the application site are identified as important unlisted buildings. The Conservation Area statement confirms that the important unlisted buildings highlighted on the conservation area map 'have significant townscape value'.

The National Planning Policy Framework (NPPF) highlights the significance of conservation areas that can be harmed or lost by alteration to them by development in their setting.

It is considered that the scale and siting of the proposed garage will erode the relationship of buildings to spaces and the views this creates, causing harm to the significance of the Heacham Conservation Area. In this case there are no public benefits of the proposal that would outweigh this harm.

Overall, the proposal fails to accord with the requirements of the National Planning Policy Framework 2019, the King's Lynn and West Norfolk Borough Council Core Strategy 2011 and the Site Allocations and Development Management Policies Plan (SADMP) 2016.

In the light of National Guidance, Development Plan Policies and other material considerations, it is recommended this application be refused.

RECOMMENDATION:

REFUSE for the following reason(s):

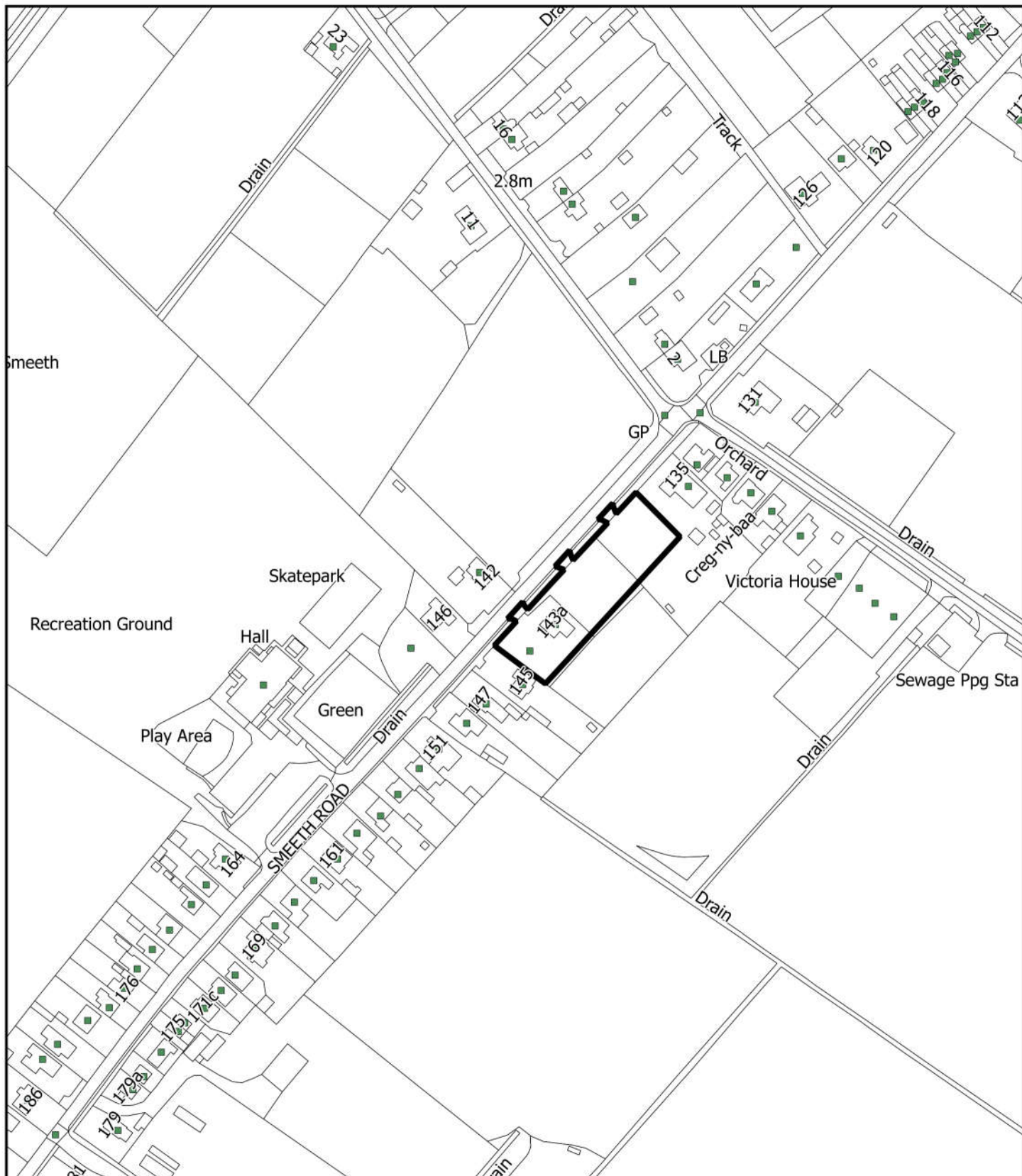
- 1 This site lies within the Heacham Conservation Area, the importance and significance of which is defined in the Heacham Conservation Area Character Statement. The National Planning Policy Framework (NPPF) highlights the significance of conservation areas that can be harmed or lost by alteration to them by development in their setting.

The proposed cart-shed garage, due to its combined height, scale and siting forward of the main dwelling, abutting the front boundary and parallel to the road, would cause harm to the established form and character of the area by developing the open frontage of the site, which is a key characteristic of residential properties along this stretch of Station Road and makes a positive contribution to the conservation area. The proposed building would appear unduly prominent and incongruous in the streetscene and therefore fails to respond sensitively and sympathetically to the local setting. Furthermore, it would erode the relationship of buildings to spaces and the views this creates, having a detrimental impact on the openness of the streetscene in this locality and causing harm to the significance of the Heacham Conservation Area.

As a result the proposal fails to comply with Policies CS06, CS08 and CS12 of the Borough Council of King's Lynn and West Norfolk's Core Strategy (2011), Policy DM15 of the Site Allocations and Development Management Policies Plan (2016), as well as the provisions of the National Planning Policy Framework.

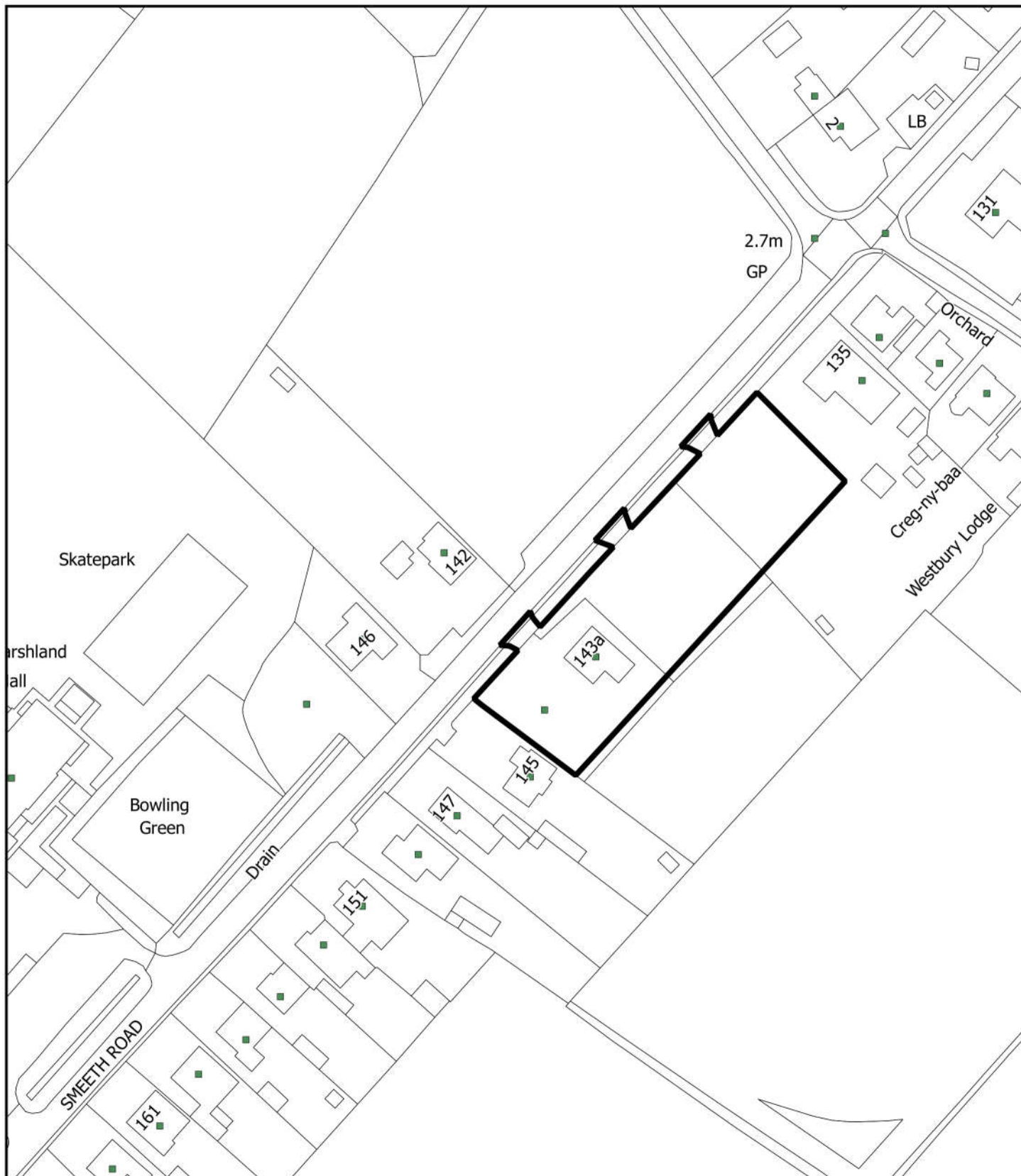
21/00086/F

Land between 135 and 145 Smeeth Road



21/00086/F

Land between 135 and 145 Smeeth Road



Parish:	Marshland St James	
Proposal:	REMOVAL OR VARIATION OF CONDITIONS 6 AND 7 OF PERMISSION 17/01675/O: Outline application for the construction of 6 dwellings on vacant land	
Location:	Land Between 135 And 145 Smeeth Road Marshland St James KINGS LYNN	
Applicant:	Mrs Ruth Rijk	
Case No:	21/00086/F (Full Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 16 March 2021 Extension of Time Expiry Date: 21 May 2021

Reason for Referral to Planning Committee – Officer recommendation contrary to Parish Council recommendation and the Sifting Panel requires the application to be determined by Planning Committee.

Neighbourhood Plan: No

Case Summary

The application site is situated to the east of Smeeth Road in Marshland St James, which is approximately 50m northeast of the Village Hall.

This application seeks retrospective consent to regularise existing development under ref 17/01675/O 'Outline application for the construction of 6 dwellings on vacant land'. Specifically conditions 6 and 7 of this consent which required a detailed scheme for increasing the width of the footway to 1.8m along the site frontage onto Smeeth Road, and that these improvement works should be completed to the written satisfaction of the Local Planning Authority.

Only two of the six dwellings permitted have been constructed, and the applicant is seeking retrospective consent to reduce the length of footpath to be widened to only include the frontage to the two completed plots, rather than the wider site. There is an existing footpath network in place along Smeeth Road which would be retained.

Key Issues

Principle of Development
Highways / Footpath

Recommendation

APPROVE

THE APPLICATION

The application site is situated to the east of Smeeth Road in Marshland St James, which is approximately 50m northeast of the Village Hall.

This application seeks retrospective consent to regularise existing development under ref 17/01675/O 'Outline application for the construction of 6 dwellings on vacant land'. Specifically conditions 6 and 7 of this consent which required a detailed scheme for increasing the width of the footway to 1.8m along the site frontage onto Smeeth Road, and that these improvement works should be completed to the written satisfaction of the Local Planning Authority.

Only two of the six dwellings permitted have been constructed, and the applicant is seeking retrospective consent to reduce the length of footpath to be widened to only include the frontage to the two completed plots, rather than the wider site. There is an existing footpath network in place along Smeeth Road which would be retained.

SUPPORTING CASE

The original outline planning application for the site (ref: 17/01675/O) was approved in February 2018 with pre-occupation condition 7 imposed, as suggested by the Highway Authority, requesting off site highway improvements in the form of a 1.8m wide footway extension along the application site frontage (all 6 plots).

In July 2018 a Reserved Matters application (ref: 18/00837/RM) was approved for the dwellings on the first 2 plots (plots 1 & 2), which were completed in March 2021. A revised general arrangement plan for the frontage of the 2 plots was submitted as part of this application for the variation of a planning condition (ref: 21/00086/F). The footway works in front of the 2 plots were completed and signed off by the Highways Authority in February 2021.

To ensure the applicant is not in breach of pre-occupation condition 7 of the original outline planning application, the footway along the entire frontage of the 6 plots is required to be widened. However the costs associated with the construction of the entire footway is significantly out of balance with the project's finances with only 2 of 6 plots being completed and the outline planning permission having expired for the remaining 4 plots in February 2021.

This application therefore looks to re-word the condition, or phase the condition so that only the footway to the front of plots 1 & 2 is due for completion prior to the occupation of plots 1 & 2, with the remaining footway to follow prior to the occupation of plots 3-6 - when more funds will be available from the sale of those houses to fund the phase 2 footway works.

The Highway Authority has indicated that it would not be against the variation of conditions 6 & 7, and the applicant is in no way trying to avoid responsibility for the second phase and will still be bound by the condition to complete the works prior to occupation of the remaining plots.

PLANNING HISTORY

17/01675/DISC_A: Discharge of Condition final letter: 15/03/19 - DISCHARGE OF CONDITIONS 5 AND 6 OF PLANNING PERMISSION 17/01675/O: Outline application for the construction of 6 dwellings - Land Between 135 And 145 Smeeth Road

18/00837/RM: Application Permitted: Delegated decision 09/07/18 - Reserved Matters Application for plots 1 and 2 - Land Between 135 And 145 Smeeth Road

17/01675/O: Application Permitted: Delegated decision 27/02/18 - Outline application for the construction of 6 dwellings on vacant land between Nos 135 and 145 - Land Between 135 And 145 Smeeth Road

17/00025/PREAPP: PreApp -Possible Approval with Amendment: 21/03/17 - Pre-application enquiry (Outline with consultations): Residential development - Land NE of 145 And SE of 142 Smeeth Road

16/01856/LDE: Was Lawful: 14/12/16 - Lawful Development Certificate: Use of land as garden land for more than 10 years – Brenwilber 135 Smeeth Road

06/02034/F: Application Permitted: 15/11/06 - Internal alterations, pitched roof to replace existing flat roof area and construction of utility room extension to side of dwelling. – Brenwilber

07/01445/F: Application Permitted: 11/09/07 - Alteration to roof and addition of chimney in connection with loft conversion – Brenwilber

2/00/1539/O: Application Refused: 06/12/00 - Site for construction of 2 dwellings - Adj 145 Smeeth Road

RESPONSE TO CONSULTATION

Parish Council: OBJECTION

The Parish Council considered the above application at a meeting on 8 February 2021 and agreed to OBJECT to the application as it was felt that the original conditions should remain and the work on the footpath should be carried out at the same time for the full length of the development.

Highways Authority: NO OBJECTION

The submitted plan is acceptable and therefore the application can be approved on the basis of the appropriate mechanism being in place.

REPRESENTATIONS

No comments received.

LDF CORE STRATEGY POLICIES

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM15 – Environment, Design and Amenity

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2019

PLANNING CONSIDERATIONS

The matters under consideration for this application include-

Principle of Development
Highways / Footpath

Principle of Development

The original application site included land allocated for residential development under Policy G57.2 for Marshland St James. It comprised 0.28Ha of 0.75Ha allocated, roughly half the depth to constitute frontage/linear development while maintaining the garden to No.135 Smeeth Road, and avoiding ancient orchard land. The view was taken that the allocation (at least 10 dwellings) appeared to be excessive and the scheme permitted maintained the linear form and character of detached dwellings along this road frontage. Six dwellings were given outline planning consent under reference 17/01675/O. The reserved matters application for Plots 1 and 2 were submitted and approved. However, the outline consent has now expired and therefore Plots 3-6 require the submission of a further application.

Plots 1 and 2 have been constructed, are complete and have very recently been occupied. However the scheme is not in compliance with the approved consent, by failing to provide the off-site highways works as required by conditions 6 and 7 of the outline consent.

Section 73A of the Town and Country Planning Act 1990 considers planning permission for development already carried out -

(1)On an application made to a local planning authority, the planning permission which may be granted includes planning permission for development carried out before the date of the application.

(2)Subsection (1) applies to development carried out—
...(c)without complying with some condition subject to which planning permission was granted.

(3)Planning permission for such development may be granted so as to have effect from—
(a)the date on which the development was carried out;...

Given the development is completed and occupied, this application is seeking retrospective consent, in line with Section 73A, to retain the development as constructed in accordance with revised conditions.

Highways / Footpath

Under application 17/01675/O the Local Highway Authority requested that the existing footway on Smeeth Road was widened from 1.3m to 1.8m across the entire application site frontage to meet current standards and allow pedestrians with buggies, wheelchairs etc. to pass with safety. This application seeks to reduce the length of the widened footpath in line with the two

constructed plots only, with the intention that the rest of the footpath could be widened as the remainder of the site is developed in the future.

The Local Highway Authority does not object to the revised scheme on the basis that the demand for the use of the footway would be reduced with the fewer residential dwellings. Their comments are subject to the footpath being widened and completed to the required standard (with a squared off section at the north east end so as future widening can be added to in the future) in line with the amended plans submitted as part of this application. Also, that there is a clear mechanism to ensure that the extended widening would ultimately have to come forward should further development of the remainder of the original site progress in the future.

The Parish Council are, however, of the view that the original conditions should remain and the work on the footpath should be carried out at the same time for the full length of the proposed development.

Currently the existing footpath runs from the junction with Bonnetts Lane to the north through the village past the application site and down to number 285 Smeeth Road to the south (which is also adjacent to the route of the old railway line). The existing footpath network would still be retained but only widened to the front of plots 1 and 2, rather than for a greater distance. On balance given there is an existing footpath network in place, and in the absence of an objection from the Local Highway Authority it is considered that the revised scheme is acceptable and that the application is in accordance with the NPPF, Core Strategy Policy CS11 (2011) and Policy DM15 of the Site Allocations and Development Management Policies Plan (2016).

Any other matters

The conditions attached to the original outline consent have been reviewed, and given the development is complete and is mostly in accordance with these conditions, then there are no additional conditions to carry forward into this consent.

CONCLUSION

This planning application seeks retrospective consent under Section 73A of the Town and Country Planning Act 1990 to regularise a scheme approved under application 17/01675/O, which required the widening of the footpath along Smeeth Road. Only two of the six dwellings permitted have been constructed, and the applicant is seeking to reduce the length of footpath to be widened accordingly. The Parish Council object to the application and are of the view that the full works should be completed. The Local Highway Authority does not object to the revised scheme on the basis that the footpath widening is in accordance with the submitted plans, and that future widening could be incorporated in development of the remainder of the site at a future time. The application is duly recommended for approval and is in accordance with the NPPF and adopted Local Plan.

RECOMMENDATION:

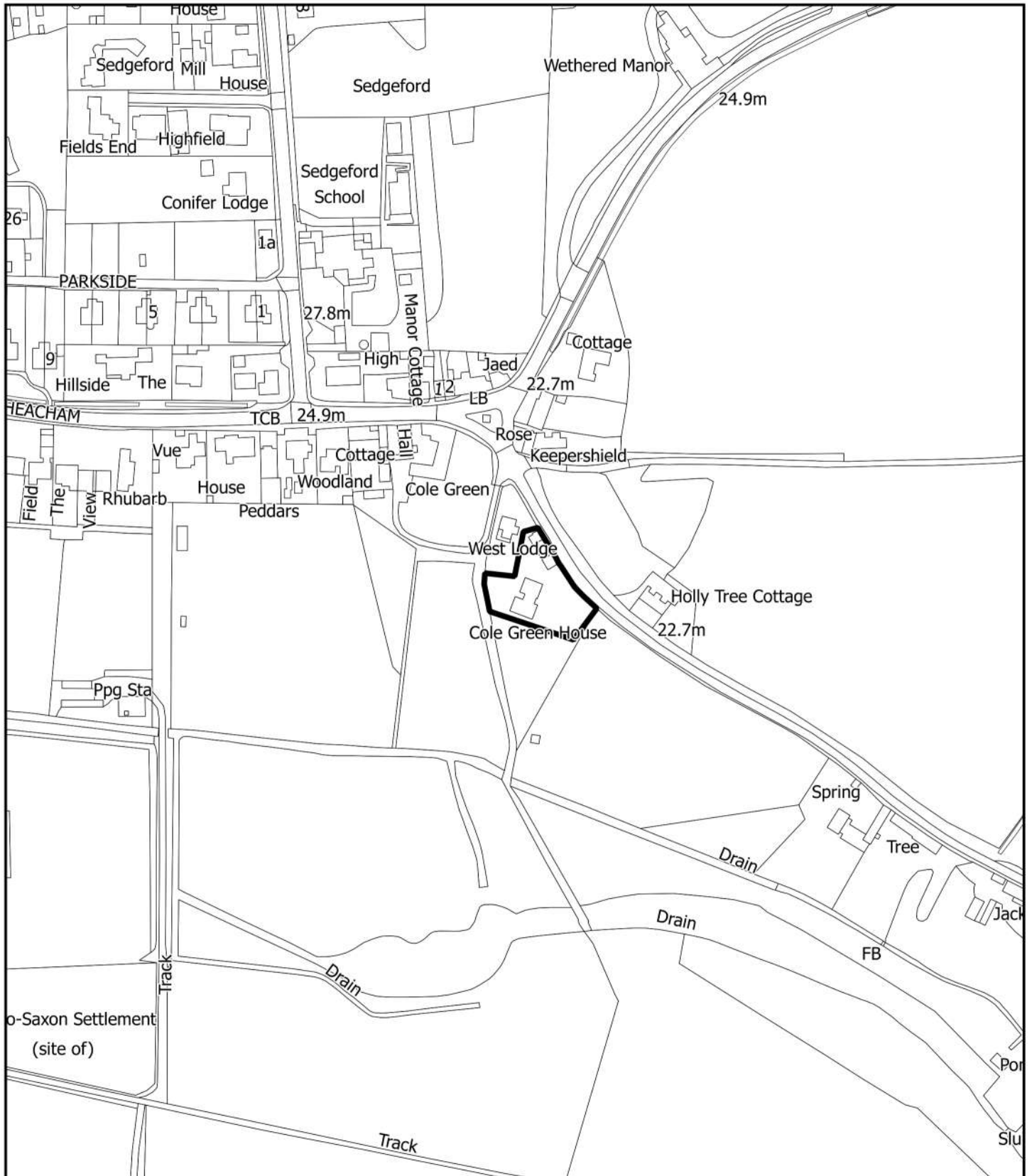
APPROVE subject to the imposition of the following condition(s):

- 1 Condition: Within three months of the date of this decision being issued the off-site highway improvement works increasing the width of the footway to 1.8m along the site frontage onto Smeeth Road shall be completed in accordance with Drawing No 2190-04 I and to the written satisfaction of the Local Planning Authority.

- 1 Reason: To ensure that the highway network is adequate to cater for the development proposed.

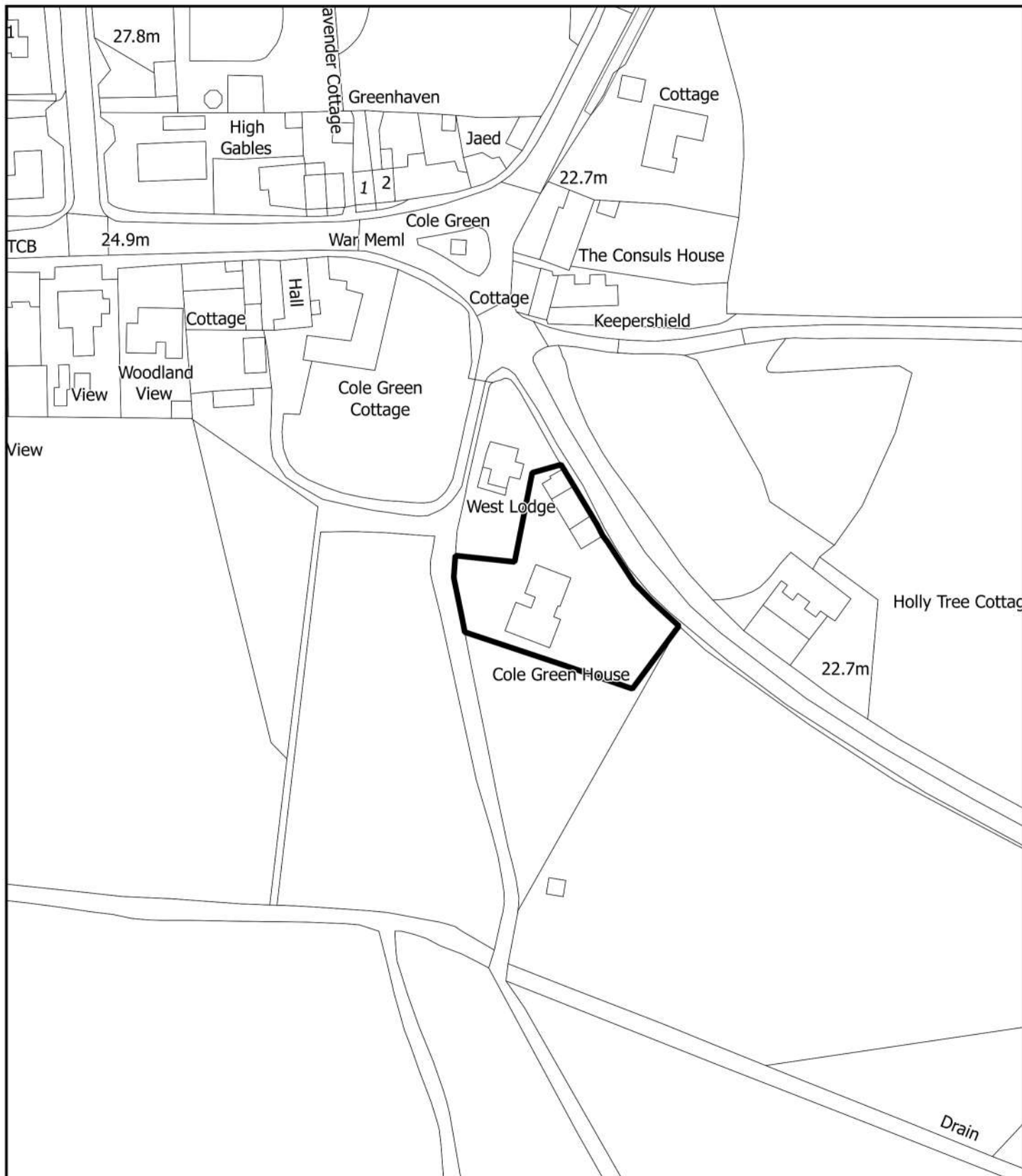
21/00030/F

Cole Green House Fring Road



21/00030/F

Cole Green House Fring Road



Parish:	Sedgeford	
Proposal:	Conversion and extension of existing detached carport and garage to ancillary bedroom accommodation and storage shed (Retrospective).	
Location:	Cole Green House Fring Road Sedgeford Norfolk	
Applicant:	Mrs Kathryn Holt	
Case No:	21/00030/F (Full Application)	
Case Officer:	Mr M Broughton	Date for Determination: 15 March 2021 Extension of Time Expiry Date: 24 May 2021

Reason for Referral to Planning Committee – Councillor Parish has requested the application be determined by the Planning Committee

Neighbourhood Plan: Yes

Case Summary

The land is situated on the south side of Fring Road, Sedgeford, within the village boundary, Conservation Area and the designated Norfolk Coast AONB.

The application seeks the retention and completion of the conversion of a range of outbuildings to create ancillary accommodation in the form of 3 bedrooms and a studio, with a small storage shed attached, in connection with the use of the two-storey dwelling at Cole Green House, Fring Road, Sedgeford

The National Planning Policy Framework 2019, the Sedgeford Neighbourhood Plan, the King's Lynn and West Norfolk Borough Council Core Strategy 2011 and the Site Allocations and Development Management Policies Plan (SADMP) 2016 are relevant to this application.

Key Issues

Principle of development and policy
Form and Character
Impact on the locality
Other considerations

Recommendation:

APPROVE

THE APPLICATION

The land is situated on the south side of Fring Road, Sedgeford, with access approximately 25m south-east of 'Cole Green' and its junction with Heacham Road and Docking Road.

The site comprises a 2 storey detached dwelling with a range of low level outbuildings on the north-eastern boundary.

The application seeks retrospective permission for the retention and completion of the conversion of the low level outbuildings to form 3 ancillary bedroom units of accommodation, central to the range, with a home studio forming the south-eastern end unit and with a storage shed added to the north-west end of the range.

Whilst the formation of the studio is likely to be work undertaken in the past, it has also been clad with featheredge timber to match the more recent works to the outbuildings. The revised structure required the forward extension of the 3 central elements of the outbuilding by 1.5m, retaining the existing downward roof plane, whilst enclosing the former open planned garaging to create the bedroom units. These units have matching elongated timber windows and doors and the addition of 2 velux in the roof plane, otherwise comprising red pan-tiles. External works require minimal completion, however, the majority of the internal alterations proposed is yet to be achieved. The storage shed is a smaller unit with timber doors at the northern end of the building

SUPPORTING CASE

Agent supporting comments:

Previous planning permission for the site in 2004 included converting the existing lean-to buildings to storage and car port, comprising 4 bays, one of which was converted to a home studio some 10 years ago

The remaining 3 bays have been extended by 1.5m into the yard area, with conversion proposed to 3 ancillary bedroom with en-suite facility and all the rooms would interconnect for family use. Family and friends staying and using these rooms would dine in the main house. No cooking facilities will be provided within the rooms.

A storage shed extension is also proposed on the northern end of the building. The existing access and gravel driveway arrangement still provides parking for 6 plus cars on the site.

The new additions to the garage building match with its former appearance and the new windows complement the existing house design.

Applicant – supporting comments:

The garage outbuilding already had a mixed use as there has always been a studio / home office within it. We are completely agreeable to accepting conditions on the new ancillary bedroom accommodation which will only be for occasional use i.e. it will never be an independent unit or used as a bed and breakfast commercial facility. It will always remain incidental to the use of the main dwelling house.

We are most conscious of our responsibilities regarding noise and light pollution. There has always been 4 small sensor operated external lights on this building and this will not be changed.

PLANNING HISTORY

21/00419/F: Ongoing May 2021: Retrospective application: Erection of detached single storey open car port to front of existing house: Cole Green House Fring Road Sedgeford.

19/02210/F: Permitted: 21/02/20 - Proposed external swimming pool and detached pool house - Cole Green House

19/01759/LDE: Was_Lawful: 19/11/19 - Lawful development certificate: Use of former meadow land as domestic garden land in excess of 10 years - Cole Green House

19/00122/PREAPP: Likely to refuse 02/09/19: Proposed two storey side extension with a linked single storey swimming pool building and a single storey rear garden room extension - Cole Green House

19/00043/TREECA: Tree Application - No objection: 25/03/19 - T1 Horse Chestnut - Fell - Cole Green House

18/01180/F: Withdrawn: 13/07/18 - Raise the height of boundary garden wall - Cole Green House

18/00133/TREECA: Tree application No objection: 12/09/18 - T1 Horse Chestnut - 4m overall crown reduction. T2 & T3 Horse chestnut, remove. T4 & T5 Horse chestnut, remove, within a Conservation Area - Cole Green House

17/00216/TREECA: Tree Application - No objection: 13/12/17 - T1 Ash, fell. T2 Horse chestnut, fell. T3 Horse chestnut, fell within a Conservation area - Cole Green House

17/00154/TREECA: Tree Application - No objection: 22/09/17 - Cole Green House

17/00105/TREECA: Tree Application - No objection 16/05/19: Cole Green House

15/00069/TREECA: Tree Application - No objection: 02/06/15 - Remove Re-plant as per schedule within Conservation Area - Cole Green House

04/0437/F: Permitted: 25/05/04 - Construction of house and conversion of existing outbuildings to garaging – land adjacent West Lodge Sedgeford Hall Sedgeford

02/1969/F: Permitted: Planning Committee 21/01/03 – Completion and retention of dwelling house (revised design) - land adjacent West Lodge Sedgeford Hall Sedgeford

80/3623/D: Permitted – full details - construction of dwelling and cart shed / garage (implemented – foundations laid) - land adjacent to West Lodge Sedgeford Hall Sedgeford

80/0509/O: Permitted – outline approval – construction of dwelling and cart shed garage - land Adjacent West Lodge Sedgeford Hall Sedgeford

RESPONSE TO CONSULTATION

PARISH COUNCIL: OBJECTION

To build a dwelling place without planning permission is contrary to the local Planning Laws. To allow this construction without a robust comment from this council would be a dereliction of our duties, and a disregard to our own Neighbourhood Plan (NP).

If this had been a new application, received by the Parish Council, we would object on the basis the council thinks it is not appropriate as it would be over development in this area. There are concerns the additional bedroom accommodation will lead to additional noise and adversely affect the Dark Skies Policy – E6 of the Sedgeford Neighbourhood Plan.

Ancillary bedroom accommodation should be incidental to the use of the main dwelling, not occupied as a separate unit.

The access is at a busy junction, where residents have observed several near accidents: separate occupation of the new accommodation could increase traffic here, particularly if this facility is ever converted to holiday let or Bed & Breakfast accommodation, neither of which are excluded in the Design and Access statement.

- Policy H3: Infill development within the Development Boundary. Dwellings should maintain adequate spacing and not appear cramped on the plot.

- Policy H7 Residential Extensions – This development, clearly visible to those walking, cycling or riding along the Fring Road, does not relate well in terms of height, scale and impact on the street scene, does not preserve or enhance the character or appearance of the Conservation Area. The garage occupies a cramped position between the existing house and cottage immediately to the left.

- Policy E6: Dark Skies - Development proposals that include external lighting should minimise the extent of any light pollution that could be harmful to the dark skies that characterise this part of Norfolk.

The Council would like to draw attention to a new garage which is being erected to the south of the property, which does not appear on the plans submitted. This is a new build, in the garden of the existing property, in a conservation area. This construction contravenes policies H3, H7 & E6 of our NP:

*Further P/C response 8/03/21:

Having been invited to carry out a socially distanced site visit, Sedgeford Parish Council stands by its original statement and adds the comments below.

The applicants clearly knew the planning process because they had previously applied for permission to build their swimming pool. To argue that this was a misunderstanding is hard to believe.

The conversion and extension of the existing detached carport and garage to ancillary bedroom accommodation and storage shed has increased the size of the building by over 40%, the south main wall being brought forward by 1.5 metres.

It is the view of the Parish Council that this property has already been over developed and no further development would be countenanced.

The Council would like to stipulate that this property is, and will continue to be, viewed as one property, and will not be allowed to be subdivided at a later date.

LOCAL HIGHWAY AUTHORITY: NO OBJECTION

The application provides additional accommodation for family members/visitors, which if ancillary to the main dwelling and not independently occupied, would be acceptable as this would not increase traffic.

NORFOLK COAST PARTNERSHIP: NO RESPONSE TO DATE

CONSERVATION OFFICER: NO OBJECTION

Not seen from the public domain

ARBORICULTURAL OFFICER: NO OBJECTION

No trees or hedge affected by this proposal

REPRESENTATIONS

No third party comments have been received

LDF CORE STRATEGY POLICIES

CS06 - Development in Rural Areas

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

DM7 - Residential Annexes

DM15 – Environment, Design and Amenity

NEIGHBOURHOOD PLAN POLICIES

Policy H7: Residential Extensions

Policy E6: Dark Skies

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

PLANNING CONSIDERATIONS

Key Issues

Principle of development and policy
Form and Character
Impact on the locality
Other considerations

Principle of development and policy:

This site lies at the eastern edge of the built-up area of the Sedgeford village, on the south side of Fring Road, within the Conservation Area and AONB.

The application seeks to complete the conversion of outbuildings within the curtilage to create ancillary bedroom accommodation, incidental to the use of the dwelling.

In principle, development in this location is acceptable if the proposal accords with the Sedgeford Neighbourhood Plan, the King's Lynn and West Norfolk Borough Council Core Strategy 2011 and the Site Allocations and Development Management Policies Plan (SADMP) 2016. Due consideration is also given to the National Planning Policy Framework 2019, which is a key material consideration.

The main issues in relation to the determination of this application are whether the proposal is acceptable in terms of use and design, particularly given its location in the Conservation Area and AONB, whether it constitutes over-development of the site and whether it will be of detriment to the amenity of the locality.

The site falls within the Sedgeford Neighbourhood Plan area. In their objection, the Parish Council specifically referenced the following policies:

Policy H3: Refers to infill development within the Development Boundary.

This application is not an 'infill' type, thus the policy is not relevant to the application

Policy H7: Extensions to existing dwellings will be permitted where they:

- Respect the character of the original dwelling and neighbouring development
- Do not reduce the gaps between existing dwellings in a way which leads to a cramped appearance or undermines the rural character of the village
- Are subordinate to the original dwelling and, unless allowable under permitted development do not increase the total internal floorspace of the dwelling by more than 40%
- Retain sufficient space for off street parking for the expanded dwelling in accordance with Norfolk County Council parking standards.

The Parish Council state the development is clearly visible and does not relate well in terms of height, scale and impact on the street scene, does not preserve or enhance the character or appearance of the Conservation Area and occupies a cramped position between the existing house and cottage immediately to the left.

This development is however considered to be a discreet residential extension, seeking to convert an existing outbuilding in the yard of the dwelling, to provide 3 ancillary bedrooms to the main dwelling, with a small extension to the relevant area of the outbuilding. The building is separated from the neighbouring dwelling West Lodge. These issues are addressed in full in the officer appraisal.

Policy E6: Dark Skies - Development proposals that include external lighting should minimise the extent of any light pollution that could be harmful to the dark skies that characterise this part of Norfolk.

The concern raised over the extent of outdoor lighting is addressed in the officer appraisal. A condition regulating additional lighting and informative advice on lighting type are applied.

Form and Character:

This land at Cole Green House is situated at the eastern edge of the built-up area of the village, a rural back-drop, with the narrow Fring Road meandering eastward, at a higher level than the site, through agricultural land to Fring.

Set-back on the south side lies a tree belt, disguising the course of the east / west Heacham River valley and the known archaeological sites to the south-west – none of which are affected by this proposal.

The site entrance comprises a shared, surfaced track off Fring Road, serving West Lodge (a single storey detached cottage) prior to Cole Green House. Thereafter it is unsurfaced to the land beyond.

Cole Green House is a detached two-storey dwelling set-back and fronted by a sizable gravelled parking area which can cater for 6 cars parking. Along with surrounding paddocks south and east, the site is set at a much lower level than Fring Road on its western descent into Cole Green junction.

On the northern side of the dwelling, there is a brick-paved amenity yard area enclosed by minimum 2m high laurel hedge (west) – the boundary with West Lodge. Abutting the north-eastern edge of the yard is a range of single storey outbuildings subject to this application and formerly cart-shed style, in part use for 2 garages and storage. Albeit its origin is unknown, the original single storey outbuilding range was undoubtedly of age in comparison to the dwelling. It effectively backs onto the said boundary edge, which is actually high level banking, forming a wall, which rises above Fring Road level by approximately 1.8m in the location of the curtilage of this dwelling. That wall, edging the raised Fring Road, reduces in height to approx. 1.3m east of the curtilage of the dwelling

Cole Green is a small area of green land, a village focal point, with memorial thereon, at the junction of Fring Road, where it emerges into a bend on the through route (Heacham Road / Docking Road). The compact street scene in this location is one of mixed, aged, 2 storey dwellings.

Apart from the adjacent West Lodge, the nearest dwelling north-east to Cole green House is a modern bungalow on the north side of Fring Road. There are no other dwellings in the immediate vicinity of the Cole Green House.

Impact on the locality:

Scale, design and use:

The site is within the development area of the village. The conversion of an existing outbuilding, within the curtilage of a dwelling, to create ancillary / annex style accommodation is not uncommon.

Policy DM7 – SADMP 2016 – advises residential annexes will be approved subject to:

- It remains in the same ownership as, and is occupied in conjunction with the principal dwelling and does not appear as tantamount to a new dwelling
- It is ancillary and subordinate in scale to the principal dwelling
- Its occupant(s) share(s) the existing access, garden and parking of the main dwelling
- Occupation of the annexe is subsidiary to that of the main dwelling and not capable of sub-division.

It is considered that all these criteria are met.

Due consideration is given to Policy H7 of the Sedgeford Neighbourhood Plan. In this case, the building required a 1.5m extension to create the proposed 3 bedroom bays for ancillary accommodation. The exterior has been completed. Taking into account the symmetry of the narrow glazed panelled frontage, with timber cladding surround and a pan-tiled roof the materials are considered acceptable to this rural locality. The 'existing' studio element was re-clad to match, along with the addition of an adjoining shed.

The structure is of relatively simple layout – and does not amount to the scale of development often associated with an annex style arrangement. The applicant has clearly declared the use of the proposed bedroom accommodation as ancillary to the use of the main dwelling and this can be conditioned accordingly.

The extension to the building is minimal, protruding 1.5m in depth into the yard area of the site on its northern side and where the site narrows to its western laurel clad boundary. Given the ancillary tie to the dwelling, the extension to the building does not collate to an overall increase of over 40% in floor space. Given that which existed, the scale of the extension and remaining available amenity space to serve the site, the proposal is not viewed as an over-development of the site. The vast majority of amenity space is retained and the proposal considered to accord with Policy H7.

Given the minimal scale and ancillary use proposed, increase in traffic movements will be limited and this should not affect highway movements onto Fring Road. Ample parking on site is retained for 6 vehicles.

Impact on the conservation area, AONB and visual amenity of the area:

There is a requirement to preserve or enhance the character or appearance of the conservation area.

Although the site entrance can be seen from Cole Green (south into the access track), there is minimal view from that junction of Cole Green House. The outbuilding, subject of this application, cannot be seen from that point. Likewise, the adjacent West Lodge shares the minimum 2m high laurel hedged boundary with the proposal site and views of the building from West Lodge will be minimal, if at all. There are no neighbour objections and no neighbour issues identified.

The Parish Council state the outbuilding is clearly visible to passing traffic, cyclists and pedestrians, moving in the western direction along Fring Road towards Cole Green. However, it should be noted that the narrow Fring Road is edged by a 1.3m high wall which rises to approx. 1.8m in the vicinity of Cole Green House, where Fring Road bends slightly to

the right on the Cole Green approach. The outbuilding is sited against the raised banking of the site in the vicinity of the higher level of Fring Road boundary wall. The site of Cole Green House is at a much lower level than Fring Road and whilst the motorist, contending with the road layout ahead, may have a glancing view of part of the actual dwelling, the outbuilding in question is out of view. Whilst walking the same route it is likewise considered that, due to the layout and high wall, views of the outbuilding are restricted to a small area of pantile roof at most.

In summary the proposal is relatively small, utilises an existing building, and your officers consider has no adverse impact on the conservation area. Likewise, given its confinement on the site and condition to be applied restricting additional outdoor lighting, it is considered there is no material impact on the AONB.

In terms of the objection that undue noise could emanate from the proposal, this is not an argument that can be substantiated given it is simply a residential use. Noise can be addressed via other legislation should an issue occur.

Dark Skies:

In conjunction with Policy E6 of the Sedgford Neighbourhood Plan, the National Planning Policy Framework Clause 125 and Norfolk County Council's Environmental Lighting Zones Policy both recognise the importance of preserving dark landscapes and dark skies.

The applicant has declared 'there has always been 4 small sensor operated external lights to the outbuilding and that will not change'.

Whilst the existing 4 sensor lights in place are considered to be acceptable and so not require permission in their own right, a condition shall be applied to restrict the appliance of additional outdoor lighting associated with the development, without application.

Whilst narrow glazing panels have been applied to the building, given the low level height of the building and the confined and concealed siting, combined with the likely occasional ancillary use of the bedrooms and the reasonable expectation that interior curtains would be closed during hours of darkness, impact on the night sky would be minimal.

Other considerations:

Crime and disorder: There are no known crime and disorder issues associated with this site or proposal

In response to the other concerns raised:

* On the eastern side (rear) of the dwelling lies a garden area with an outdoor swimming pool and a pool plant building. This garden area was deemed lawful by 19/01759/LDE (Lawful Development Certificate) where use of former meadow land as domestic garden land in excess of 10 years was previously identified. There is also a fenced paddock in ownership on the south side.

* Abutting the front south-west corner of the dwelling, is a part built timber cart shed – this is subject to an ongoing separate planning application 21/00419/F.

CONCLUSION:

It is considered that the proposed conversion of the outbuilding is of an acceptable design and scale, which does not overdevelop the site, which will not impact adversely on the character and appearance of the locality or neighbour amenity and would not create a detrimental impact upon the conservation area or AONB.

The fact that this application is retrospective is not in itself a reason for refusing the application.

Overall, the proposal is considered to be in accordance with the requirements of the Sedgford Neighbourhood Plan, the Core Strategy 2011 and the Site Allocations and Development Management Policies Plan (SADMP) 2016, as well as the National Planning Policy Framework 2019. It is therefore recommended this application be approved.

RECOMMENDATION:

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

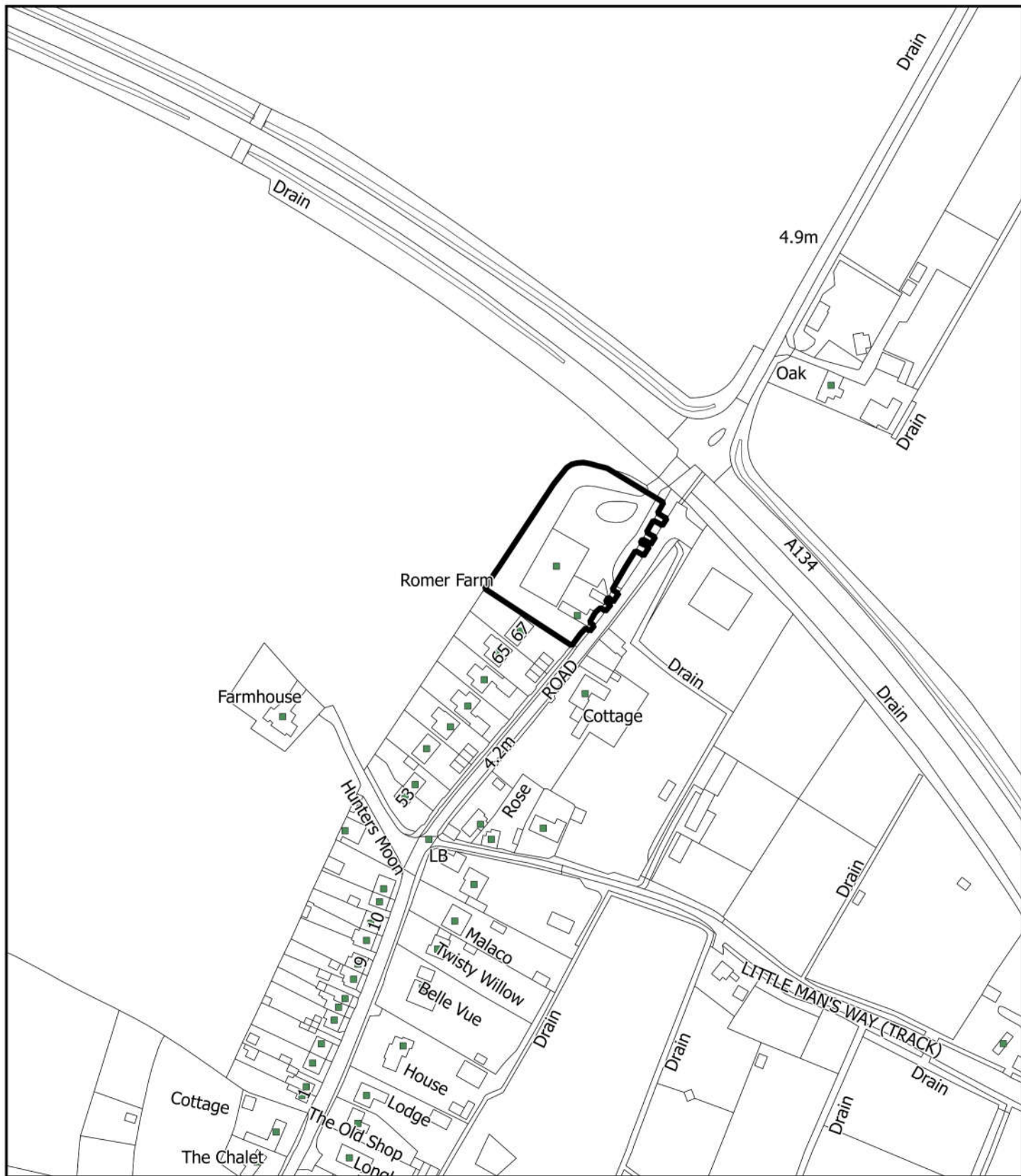
- 1 Condition: The development hereby permitted shall be carried out in accordance with the following approved plan:

Block plan, elevations, layout and roof plan – drawing 2233/02 – receipt dated 11/01/2021

- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition: The use of the ancillary accommodation hereby approved shall be limited to purposes incidental to the needs and personal enjoyment of the occupants of the dwelling and shall at no time be used as an independent residential unit, nor for any business or commercial purposes.
- 2 Reason: In order to retail control over the use of the building and in consideration for highway safety, in accordance with the NPPF 2019 and Policies DM7 and DM15 of the SADMP 2016.
- 3 Condition: No additional lighting to the exterior of the development hereby approved shall be allowed without a detailed lighting scheme being 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 scheme shall be implemented in accordance with the approved scheme and thereafter maintained and retained as agreed.
- 3 Reason: In the interests of 'dark skies' and the overall amenity of this locality, in accordance with the NPPF 2019, Policy CS12 of the Core Strategy 2011 and Policy DM15 of the SADMP 2016

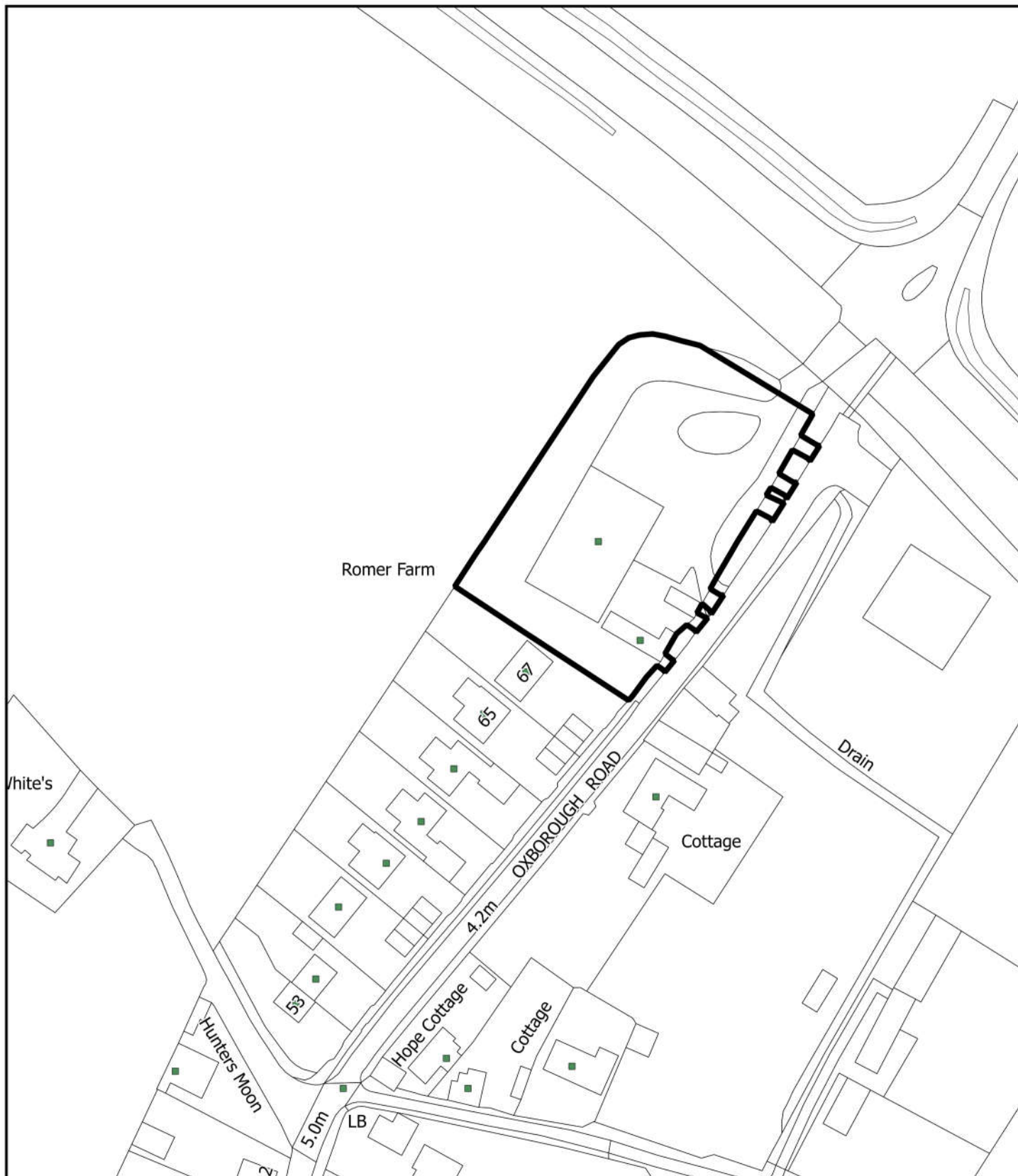
20/01892/F

Land and Buildings immediately N to NE of The Old Farm House Oxborough Road



20/01892/F

Land and Buildings immediately N to NE of The Old Farm House Oxborough Road



Parish:	Stoke Ferry	
Proposal:	Full Planning Permission for 6 dwellinghouses in a conservation area following demolition of agricultural barns	
Location:	Land And Buildings Immediately N To NE of The Old Farm House Oxborough Road Stoke Ferry Norfolk	
Applicant:	Mr Will Chapman	
Case No:	20/01892/F (Full Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 19 March 2021 Extension of Time Expiry Date: 21 May 2021

Reason for Referral to Planning Committee – Application called in to Planning Committee by Cllr Colin Sampson.

Neighbourhood Plan: No

Case Summary

Full planning permission is sought for the development of 6 dwellinghouses (4 detached and a pair of semi-detached) in a Conservation Area, following the demolition of a large modern agricultural barn. Proposed access is via Oxborough Road only.

The site lies outside of the development boundary for Stoke Ferry (a Key Rural Service Centre (CS02)) as shown on Inset G88 of the SADMPP, and is therefore designated as countryside.

The site lies within flood zone 1, and is within Stoke Ferry Conservation Area.

Key Issues

Principle of Development
 Loss of Employment Use
 Form and Character and impact on the Conservation Area
 Residential Amenity
 Highway Safety
 Affordable Housing
 Other Material Considerations

Recommendation

REFUSE

THE APPLICATION

The application site is situated to the north of Oxborough Road in the village of Stoke Ferry. The site lies outside of the development boundary for Stoke Ferry (a Key Rural Service Centre (CS02)) as shown on Inset G88 of the SADMPP, and is therefore designated as countryside.

The site is currently occupied by a large modern barn which has been used for agricultural storage which is proposed for demolition, and two traditional small brick barns which are to be retained as outbuildings for plot 2. The site comprises a total area of 0.38 hectares.

Full planning is sought for the residential development of 6 dwellings on the site; 4 detached and a pair of semi-detached. A similar application for outline planning consent for residential development on this site was determined and refused at Planning Committee in June 2018 (ref 18/00410/O).

Whilst the farm has a vehicular access directly onto the A134, that access does not form part of this application and vehicular access is via Oxborough Road only. Each property has an individual access onto Oxborough Road and all properties have driveways and garages or car ports to the front of the proposed dwellings (aside from plot 1). Plot 2 also includes the two existing historic brick barns to the front of the dwelling which are to be utilised as outbuildings in association with the domestic use. The private amenity space is in the form of gardens to the rear of the proposed dwellings.

The site is also adjacent to existing housing that was permitted under application 15/01757/O when the Local Authority could not demonstrate a five-year housing land supply.

The site lies within flood zone 1, and is within Stoke Ferry Conservation Area.

SUPPORTING CASE

This statement supports the full planning application for a housing development at Romer Farm, Oxborough Road, Stoke Ferry. The scheme rounds off the existing cul-de-sac development pattern providing six attractive 2-storey dwellings, 2 of which are affordable houses.

The application site is on the edge of the conservation area and is currently occupied by a large modern agricultural building which is proposed for demolition. The steel portal frame and corrugated metal cladding detracts from the conservation area setting. Its removal is supported by the conservation officers as below.

“The removal of the modern agricultural building is to be welcomed. This building is highly visible and detracts from the appearance and the appreciation of wider views out of the Stoke Ferry Conservation Area as identified in the Conservation Area Statement above. The retention of much of the older agricultural buildings to Romer Farm is also to be welcomed along with their careful integration into the scheme.”S.King Conservation Officer

As such it is reasonable to assume any harm to the conservation area associated with the proposed development is less than substantial and Historic England have not felt it necessary to comment on the application.

In line with NPPF 201 and 196 the public benefits brought about by this scheme include:

- reduced noise disturbances to residences along the street from farm traffic using the site until late at night.

- blocking up the existing access to the site from the (A134) main road which represents a safety improvement and prevents cut throughs.
- much needed affordable units to the village
- continuation of the roadside footpath

This site is well situated in the village for access to the local shops and services. The development has houses opposite and to the side and is a natural extension of the linear frontage properties up to the A134. It finishes off development along this road offering both visual and public benefits. It offers no impact to neighbours and is the optimum viable use of the site.

Although the site is outside the development boundary it is within the grain of the village. The planning gain of the benefits of this more compatible use and improved aesthetics should be weighed against any harm.

As such the site should be considered as a windfall site for approval.

PLANNING HISTORY

20/01057/PACU3: Application Withdrawn: 21/08/20 - Notification for Prior Approval for change of use of agricultural buildings to 5 dwellinghouses (Schedule 2, Part 3, Class Q) - Land And Buildings Immediately N To NE of The Old Farm House

18/00410/O: Application Refused – Committee decision: 04/06/18 - Proposed residential development - Romer Farm Oxborough Road

17/00038/TPO: TPO Work Approved: 13/04/17 - 2/TPO/00353: T1 Beech Tree - Remove - Romer Farm

04/02016/CU: Application Permitted – Committee decision: 08/02/05 - Extension and change of use of storage buildings to Retail (Class A1) for farm shop and creation of vehicular access - Romer Farm, Oxborough Road

2/99/1278/F: Application Permitted – Committee decision: 23/11/99 - Conversion of cattleyard to provide farm offices and storage facilities - Romer Farm

2/95/1587/F: Application Permitted – Committee decision: 09/07/96 - Erection of steel framed agricultural storage building - Romer Farm

RESPONSE TO CONSULTATION

Parish Council: OBJECTION

The Parish Council resolved at their meeting on 19 April 2021 that they OBJECT to the planning application 20/01892/F based on the following reasons summarised below-

- Site is outside of the development boundary and development should not be permitted.
- Concerns raised that the current condition of the agricultural barns is due to an active lack of maintenance, including the removal of roof tiles.
- Disagreed that dwellings proposed were attractive.

Planning Committee
17 May 2021

- The six dwellings neighbouring the site have had drainage/ sewerage issues. Likely that similar issues would arise on this site.
- No further new development is needed in Stoke Ferry, infrastructure would not cope.
- Concerns raised at Cllr Sampson not supporting views of Parish Council.
- Development would set a precedent for development moving towards A134.

This is the Chairman of Stoke Ferry Parish Council's statement and is on behalf of the PC:

'The Parish Council principally objects to the planning application at the end of Oxborough Rd on the simple – but highly important reason - that it is outside of the development boundary. What is the value of having a development boundary if it can be ignored or anyone can claim special circumstances in order to evade it? The boundary is not arbitrary.

To put this application into context - the site is at the end of Oxborough Rd bordering the A134 and in the Historic Conservation Area. On the site is a steel frame and corrugated cladded barn. We understand this barn is going to be demolished, although it currently is in use, despite what you may have heard. (There are tractors and other equipment regularly at this site.) Importantly, there are also two early nineteenth-century brick, flint and clunch, pan tiled barn buildings. These were beautiful buildings until they had their roofs removed, probably, we suspect, in preparation for this planning application. They had been home to many bats. Since the removal of the roofs, neighbouring properties have reported finding a large number of dead bats.

Of course, "rounding off" the road would be "tidy", but a building development is not the only possible solution to tidying up an eyesore. The nineteenth-century buildings could be properly repaired to serve their original purpose. If no longer needed for this purpose, they could be removed entirely to leave an important beautiful view across the fields.

To take the wording of the Village Design Statement, 2005:

"Oxborough Rd can be described as a meandering route which offers a series of attractive views in both directions."

The Statement describes these farm buildings as "important unlisted buildings". The brick buildings most certainly were very beautiful before being allowed to fall into disrepair.

Supporting documents go on to say that the buildings have been subject to many substandard repairs. This does not – and should not – in itself become a reason for replacing them with houses or it could become a reason for neglectfully allowing them to become derelict. It is a reason why they should be expertly repaired so that these important buildings are retained within the landscape. It is after all the applicant seeking planning permission who has allowed the buildings to fall into disrepair.

The proposal statement claims there will be attractive new housing. It is difficult to believe that any proposed new buildings would fit into the landscape better than the original historically important buildings. After all, the property is in a Conservation area and the Conservation Character Statement says:

"The range of farm buildings contribute to the significance of the Stoke Ferry Conservation area."

Their demolition will cause harm to the character of the village.

Added to this is the important fact that the field is constantly flooded. The new houses which were built bordering this proposed development have been subjected to flooding, as the

Internal Drainage Board has pointed out in their consultation document included in the Planning portal.

The proposed development should be rejected. Stoke Ferry Parish Council ask that these objections be taken very seriously into account and given the weight due to them when considering your decision.

Finally, I would like to point out that the correspondence from the Borough Councillor when calling in this application, is worded in such a way as to indicate the PC endorses him when he supports the development.

However, it cannot be stressed too strongly that we are disappointed in his decision to support the developer. This is to act against the wishes of the PC whose function is to represent the wishes of the villagers as a whole, and to act according to those expressed wishes.

I would like to urge you to reject this proposal and prevent making a mockery of regulations by ignoring the vital development boundary.'

Earlier comments submitted by the Parish Council. The Parish Council have stated the issues raised recently are in addition to those raised previously and detailed below -

The Stoke Ferry Parish Council considered planning application 20/1892/F at their meeting on 3rd February 2021 and resolved for the following response to be sent to you as part of their consultee role. The Stoke Ferry Parish Council wish to object to this application 20/01892/F based on the following reasons:

- 'Road access' as a material consideration, because this is not sufficient enough via Oxborough Road that is already heavily congested with traffic from current properties in the area.
- 'Highway Safety' and 'Increased Traffic' on Oxborough Road which is already congested with traffic and in its close proximity to the A134.
- Fewer houses should be considered for the development.
- The application is made on land which is outside the building development area for the Stoke Ferry parish and is exception land.
- There is already plenty of development in the village currently and planned for the future.

Highways Authority: NO OBJECTION subject to conditions.

The layout and highway mitigation as shown on the revised plans are in accordance with the required standard and therefore recommend conditions are attached relating to access, visibility splays, parking and turning areas, and off site highway improvements works.

Internal Drainage Board: NO OBJECTION

The site falls within Stoke Ferry IDB district. The application states surface water is to be disposed of via soakaway, however the FRA suggests infiltration will not be suitable and recommends additional testing is required. The site is adjacent to a recent residential development, where in 2018 there were issues with the disposal of treated foul water from the packages STWs. These became inundated due to the high ground water preventing the soakaways functioning and as a consequence the developer applied for consent to discharge the treated water to the IDB drain. If the investigative work shows soakaways are not practical and consent is sought to discharge to the IDB drain, the discharge should be limited to greenfield run off rates due to the existing network/ culverts.

Environmental Health & Housing – Environmental Quality: NO OBJECTION subject to conditions.

Contaminated Land - Due to the history of prior development, use of the site for agricultural purposes and proposed sensitive end use with 6 dwellings proposed, it is plausible that sources of contamination may be present that may pose an unacceptable risk to the sensitive end use and therefore conditions be attached to any planning consent.

Conservation Officer: OBJECT

This site lies within the Stoke Ferry Conservation Area, with the older farm buildings noted as important unlisted buildings. Whilst the site is within the conservation area and adjacent to residential properties, it lies outside the village boundary.

The Stoke Ferry Conservation Area Statement confirms that one of the factors which provide the conservation area with its unique character are the views outwards of surrounding countryside. The statement goes on to highlight the characteristics of this section of Oxborough Road:

“A node is created where Little Mans Lane and Barkers Drove meetmarks a further change in the conservation areas character. There are now views north west and eastward out of the conservation area towards the rolling agricultural landscape beyond. The north eastern vista is closed by the remaining buildings of the conservation located around Romer Farm. Whites Farmhouse occupies higher ground to the west along Barkers Drove. The farm complexes occupy almost island sites and the sense of the intimacy of the core is no longer present. These buildings are however important components of the village infrastructure.”

The removal of the modern agricultural building is to be welcomed. This building is highly visible and detracts from the appearance and the appreciation of wider views out of the Stoke Ferry Conservation Area as identified in the Conservation Area Statement above. The retention of much of the older agricultural buildings to Romer Farm is also to be welcomed along with their careful integration into the scheme.

However, the statement does confirm the importance of the rural character of this part of the conservation area highlighting the contrasts between this site and the village centre. On this basis, some harm is caused to the Stoke Ferry Conservation Area and the application needs to be considered in light of paragraph 201 and 196 of the NPPF. Given that some harm is caused and this does not appear to be outweighed by the public benefit, the conservation team object to this application.

Community Safety and Neighbour Nuisance: NO OBJECTION

Drainage - No objection to the proposal, subject to confirmation of a suitable surface water/land drainage scheme. As there is no mains drainage for foul water in Oxborough Road, each plot will require an on-site foul water treatment system. Consideration should be given as to whether a French Drain or similar is installed between the site and the existing dwellings to the SW (ie boundary of plot 1) to prevent any impact on these dwellings from the development of the site.

Neighbour Amenity - As there are 6 dwellings, a CMP is not required but a condition is suggested for construction site hours. Given the proximity of plot 6 to the A134 main through route, suitable measures are required to protect the future occupiers from road traffic noise. This will require the boundary treatment currently proposed as hedging to be upgraded to a 2m high close board fence of robust quality for the full boundary length including across the rear of the rear garden. This will also offer protection from noise associated with the

remaining use of the adjacent farm access. Plot 6 does not have any openings to noise sensitive rooms on the elevation fronting the A134, however consideration should be given to enhanced glazing to the upper floor bedrooms. ASHPs are not included however unless it can be confirmed that these will not be used in this scheme the ASHP condition should be attached.

As there will be demolition and clearance of the site prior to any construction, please attach the following informatives re Noise, Dust & Smoke from Clearing and Construction Work and Asbestos removal.

Historic England: NO OBJECTION

On the basis of the information available to date, Historic England do not wish to offer any comments. We would therefore suggest that you seek the views of your specialist conservation and archaeological advisers, and other consultees, as relevant.

Housing Enabling Officer: NO OBJECTION

The site area and number of dwellings proposed triggers the thresholds of the Council's affordable housing policy as per CS09 of the Council's adopted Core Strategy.

As this site is proposed for 6no units in a designated rural area and the site area is under 0.5ha, a financial contribution of £72,000 would be required. This is calculated as 6no units times 20% affordable housing – 1.2 units, times £60,000 per unit. It is noted that the applicant has proposed 2 units for affordable housing in place of the financial contribution, whilst this exceeds policy requirements, this is acceptable. However, it is noted bedroom 3 in plot 6 does not meet our standards, a single bedroom should provide at least 6.5m² floorspace.

A S.106 Agreement will be required to secure the affordable housing contribution. The affordable units must be transferred to a Registered Provider of Affordable Housing agreed by the Council at a price that requires no form of public subsidy.

CPRE: OBJECTION

CPRE Norfolk objects to this application for the following reasons:

- The proposed site is not an allocated site for housing within the current Local Plan's adopted site allocations and development management policies plan (September 2016.)
- The site lies outside the development boundary of Stoke Ferry and is therefore classified as 'countryside', and is subject to Core Strategy Policy CS06 where "the strategy will be to protect the countryside for its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, and its natural resources to be enjoyed by all. The development of greenfield sites will be resisted unless essential for agriculture or forestry needs." If this proposal is granted permission it will set a precedent for ever-increasing ribbon development into countryside spreading from the settlement of Stoke Ferry.
- The proposal is also contrary to Policy DM2: Development Boundaries, where "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." The site is not a rural exception site where the intention is to provide only affordable housing.
- We are concerned about the harmful impact of the development on the Conservation Area of Stoke Ferry and its setting.

- Whilst CPRE Norfolk generally welcomes development on brownfield sites, the majority of this site is greenfield, with the whole site being classified as 'countryside'. Development would not be able to take place solely on the brownfield part of the site and therefore we feel that any benefit from developing the brownfield part of the site would be heavily outweighed by development on the greenfield parts, together with the harms to countryside and the conservation area.

REPRESENTATIONS:

ONE letter of **OBJECTION** received. The objection refers to six issues as summarised below-

- The boundary of our village's housing should not be defined by a by-pass, rather, it should be defined by the existing development boundary.
- It is wrong to first construct an expensive village by-pass and then to build the village right up to that by-pass.
- There are a great number of houses planned for our village, exceeding the quota in the Borough Council's Local Plan.
- This section of Oxborough Road from Bridge Road is a cul-de-sac. Already traffic congestion and difficulties for resident drivers, pedestrians, horseriders, and cyclists. Further, Oxborough Road forms part of National Cycle Route 30 and continued development along this road goes against the aims of the County's Cycling Strategy of having cycle routes along "quiet roads".
- Research has shown that living next to a main road has serious and wide-ranging effects on health. It goes against the Borough Council's duty of care to its residents to allow house building next to the A134.
- * When the most recent new houses were built on Oxborough Road, Stoke Ferry Parish Councillors suspected that there would be a second planning application to build upon the farmland occupied by the barn on Oxborough Road. The feeling was that the whole development was being done piecemeal because the landowner would have met fierce opposition if he had put in for permission to develop the whole site, i.e. across the development boundary and up to the by-pass. Concern that further planning applications will be lodged to 'fill in the gap' bordered by Oxborough Road, Furlong Road, and the by-pass.

LDF CORE STRATEGY POLICIES

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

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 2019

PLANNING CONSIDERATIONS

The main issues in the determination of this application are:

- Principle of Development
- Loss of Employment Use
- Form and Character
- Impact on the Conservation Area
- Residential Amenity
- Highway Safety
- Affordable Housing
- Other Material Considerations

Principle of Development

The site lies outside of the development boundary for Stoke Ferry and is therefore subject to countryside protection policies contained within the NPPF and Local Plan.

Both the NPPF and Local Plan Policy CS06 seek to locate housing where it will enhance or maintain the vitality of rural communities or that are essential for agricultural or forestry needs.

The site, in conjunction with the land opposite, provides a clear break between built form and the Bypass (to the northeast), and represents the beginning of open countryside.

A similar application for outline planning consent for residential development on this site was determined and refused at Planning Committee in June 2018 (ref 18/00410/O). There has been no real material change in circumstances since that time.

The adjacent houses (to the southwest of the application site) were approved at a time when the LPA could not demonstrate a five-year supply of housing land. As such, at that time, applications should only be refused if there was clear and demonstrable harm as policies for the supply of housing were considered to be out of date. In this regard it was concluded that the development, due to the fact that the houses were consistent in form and character with existing housing opposite, would not represent such harm. The current application, however, extends development further towards the A134 and would mean there was no material break between the A134 and the village.

However, the LPA can now demonstrate in excess of a five-year supply of housing land (at January 2021 the figure was 7.96 years) and therefore its policies in relation to residential development should be accorded full weight. Development must therefore be considered against the policies of the Development Plan unless material considerations indicate otherwise. This is an agricultural site and therefore not previously developed land as defined by Annex 2 of the NPPF. It is not considered that there is any special justification for continuing linear development on this side of the road into the countryside, outside of the defined

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development boundary; a stance which has been supported in various locations for similar developments across the district. Therefore, the scheme is contrary to the NPPF, Policy CS06 of the Core Strategy and Policy DM2 of the Site Allocations and Development Management Policies Plan (SADMPP).

Loss of Employment Use

Core Strategy Policy CS10 seeks to retain employment land (including agricultural uses) unless it can be demonstrated that:

- continued use of the site for employment purposes is no longer viable, taking into account the site's characteristics, quality of buildings, and existing or potential market demand; or
- use of the site for employment purposes gives rise to unacceptable environmental or accessibility problems particularly for sustainable modes of transport; or
- an alternative use or mix of uses offers greater potential benefits to the community in meeting local business and employment needs, or in delivering the Council's regeneration agenda.

The view was taken on previous application 18/00410/O that on balance the loss of such a small area of land of a wider agricultural holding (that accommodates only one building currently in use) did not warrant refusal of the application in this instance. Policy CS10 remains relevant and therefore for consistency this stance is maintained.

Form and Character and impact on the Conservation Area

The application site lies at the edge of the village and within Stoke Ferry Conservation Area.

The proposed dwellings have been designed to reflect the scale and form of the houses found along Oxborough Road and the wider locality. The materials proposed are multi-facing red bricks with red and black double pantile roofs, and traditional style windows and doors, suitable to the conservation setting. All dwellings are 2 storey (with a maximum height of 9m) but vary in their design and incorporate staggered roof lines. Existing trees and hedges would be retained, with new openings created for access.

However, as stated previously, this application would represent linear development into the countryside that would be contrary to policy and at odds with the land use on the opposite side of the road.

The Conservation Officer has drawn attention to the fact that the site lies within Stoke Ferry Conservation Area, and includes some existing the older brick farm buildings noted as important unlisted buildings. The applicant has submitted a Heritage Statement in support of the application which considers the sensitivity of the conservation area and the likely impact of this development upon it. This is in line with the requirements of the NPPF.

The Stoke Ferry Conservation Area Character Statement confirms that one of the factors which provide the conservation area with its unique character are the network of tracks and views of the open countryside. The statement goes onto highlight the characteristics of this section of Oxborough Road:

“A node is created where Little Mans Lane and Barkers Drove meetmarks a further change in the conservation areas character. There are now views north west and eastward out of the conservation area towards the rolling agricultural landscape beyond. The north eastern vista is closed by the remaining buildings of the conservation located around Rommer Farm. Whites Farmhouse occupies higher ground to the west along Barkers Drove. The farm

complexes occupy almost island sites and the sense of the intimacy of the core is no longer present. These buildings are however important components of the village infrastructure.”

Paragraph 201 Of the NPPF states:

“Not all elements of a Conservation Area ... will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area ... should be treated as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area ... as a whole.”

Both the Conservation Area Character Statement and the Conservation Area boundary indicate that the range of existing farm buildings contribute to the significance of the Stoke Ferry Conservation Area. Accordingly, amendments were made to the application (during the negotiation process) to retain the two historic barns which will form outbuildings for plot 2.

The Conservation Officer states that the removal of the modern agricultural building is to be welcomed and is seen as a detractor. This building is highly visible and detracts from the appearance and the appreciation of wider views out of the Stoke Ferry Conservation Area as identified in the Conservation Area Statement above. Also, that the amended scheme with the retention of much of the older agricultural buildings to Romer Farm is welcomed along with their careful integration into the scheme.

However, the Heritage Statement provided by the applicant does confirm the importance of the rural character of this part of the conservation area highlighting the contrasts between this site and the village centre. On this basis, some harm is caused to the Stoke Ferry Conservation Area and the application needs to be considered in light of paragraph 201 and 196 of the NPPF.

The application would extend residential built form into the countryside, and would result in the loss of a visual buffer between the village, countryside and A134. CSNN have stated that 2m fencing would be required along the boundary to reduce noise impacts from the A134 and this hard edge would detract from the existing rural character and form as described in the character statement and outlined above.

While the removal of the modern barn has a positive impact on the conservation area, it is the view of the conservation officer that the development would cause some harm for the reasons outlined above, and therefore the scheme is not in accordance with the NPPF (paragraph 196) and Policy CS12 (Core Strategy 2011).

Residential Amenity

The proposed site layout does not give rise to any overshadowing or loss of privacy between the proposed dwellings themselves, or the nearby existing properties, due to the orientation of dwellings, positioning of windows and adequate spacing between these.

CSNN has requested that should the application be granted consent; conditions are required regarding construction site hours and also details of air source heat pumps (if these are to be installed) to protect neighbours from any detrimental noise impacts. Furthermore, concerns are raised about the proximity of the A134 and the impact of the traffic noise from this main route on the dwelling proposed on plot 6. It is suggested that an appropriate boundary treatment should be provided to offer some protection from the noise, and that improved glazing should be considered on the first floor bedroom windows (although it is noted there are no windows to noise sensitive rooms on the elevation fronting onto the A134). However,

the boundary treatment proposed (2m fencing) would cause issues within its own right as would detract from the setting of the Conservation Area.

In terms of neighbour amenity, subject to the inclusion of recommended conditions, the scheme broadly accords with the NPPF and Policy DM15 of the SADMPP.

Highway Safety

The Parish Council and the public objection both raise concerns that Oxborough Road is already congested and that additional residential development will add to this issue on Oxborough Road, and also increasing traffic onto the A134.

However, the Local Highway Authority (LHA) has no objections to the application, subject to the inclusion of conditions relating to the proposed access layout, visibility splays, parking and turning arrangements and the off-site highway improvement works. While the Parish Council comments are noted, the increased number of vehicular movements as a result of this development are not thought to be sufficient to warrant refusal of the application on this basis, particularly given the LHA has not raised any highway safety concerns. The scheme is in accordance with Policies CS11 (Core Strategy) and DM17 (SADMPP).

Affordable Housing

Policy CS08 of the Core Strategy requires an affordable housing contribution for sites (in rural areas) of 0.165 of ha or 5 or more dwellings. Therefore, the applicant would be required to make a contribution of 20% as part of this scheme. The NPPF states that affordable housing units should not be sought on developments of fewer than 10 dwellings and/or 0.5ha other than in designated rural areas, and so a financial contribution based on £60,000 per equivalent whole affordable dwelling is sought. In this case a financial contribution of £72,000 would be required.

The applicant has put forward a pair of semi-detached dwellings (plots 5 and 6) as affordable units. This approach is broadly acceptable and a Section 106 agreement would be required to secure these dwellings.

Broadly the affordable housing contribution put forward does accord with the NPPF, and Policy CS09 of the Core Strategy.

Other Material Considerations

Ecology - In relation to the presence of protected species such as bats on the site, no surveys/reports have been received from the applicant as to the presence of these. However, the two traditional brick barns are potential likely habitats and surveys should be provided prior to a consent being granted.

Drainage – There are no drainage details submitted as part of the application and so if permission were granted full details of foul and surface water drainage arrangements should be submitted and agreed prior to the commencement of development. It is likely percolation testing would be necessary to inform the arrangements, based on comments made by the IDB and CSNN.

Piecemeal development – An objection received states that the applicant has submitted a series of applications within this locality in a piecemeal approach, and as a result development in creeping into the countryside. Each application is assessed on its own merits and it should be noted that the recent development adjacent to this site was permitted during the time where

the Council could not prove a 5 year land supply. Circumstances are materially different at the current time and the application should be considered against the adopted Local Plan.

CONCLUSION

The proposed development represents a departure from national and local planning policy and would represent unjustified residential development in the countryside. The Borough Council has an adequate housing land supply of 7.96 years. Furthermore, the site is not classed as previously developed land in accordance with Annex 2 of the NPPF. Given the above there are not considered to be any material considerations that outweigh this departure. It is therefore considered that this application should be refused on the basis of being contrary to the NPPF, Policies CS06 and CS08 of the Core Strategy 2011 and Policy DM2 of the SADMPP 2016.

Furthermore, whilst the development of the site will provide affordable housing units and remove the modern barn which is a detractor from the conservation area, the application would cause harm to the Stoke Ferry conservation area as detailed in the Stoke Ferry Conservation Area Character Statement. In accordance with paragraph 196 of the NPPF the public benefits of the scheme do not outweigh this harm and therefore the scheme is contrary to the provisions of the NPPF and Policy CS12 of the Core Strategy. The application is, for the reasons given above, duly recommended for refusal.

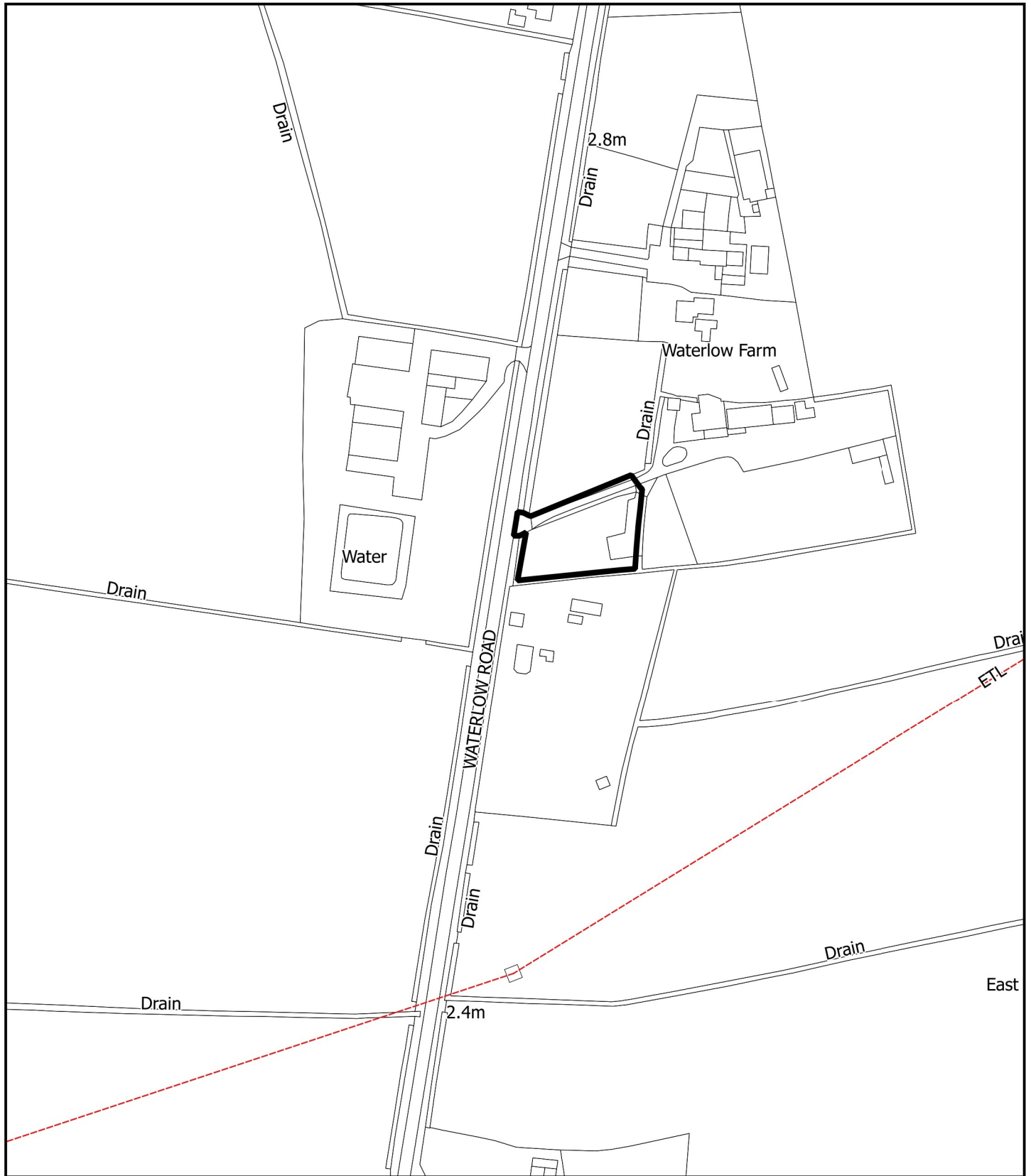
RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The site lies within countryside where residential development is restricted. The applicant has not provided any special justification why countryside protection policies should be relaxed. The development proposed would not represent a sustainable form of development and is therefore contrary to the NPPF, Policies CS06 and CS08 of the Core Strategy 2011 and Policy DM2 of the SADMPP 2016.
- 2 The development proposed, by reason of the impact of residential development extending into the countryside in a location noted for its rural character and views of the open countryside, would cause harm to the significance of the Stoke Ferry Conservation Area as detailed in the Stoke Ferry Conservation Area Character Statement. This harm is not outweighed by public benefit and the proposed development is therefore contrary to Paragraph 196 of the NPPF and Policy CS12 of the Core Strategy 2011.

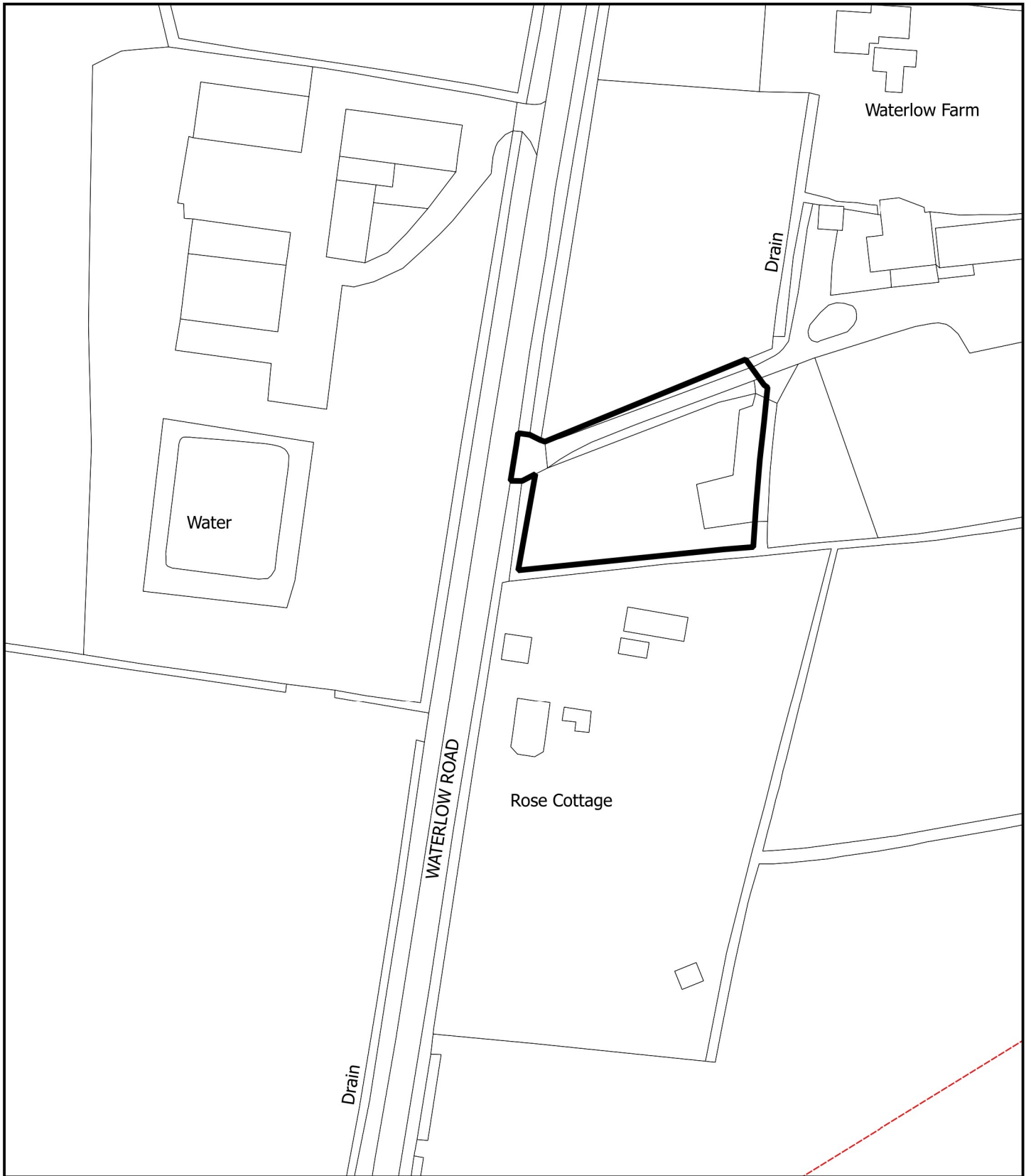
21/00345/F

Waterlow Nursery, Waterlow Road



21/00345/F

Waterlow Nursery, Waterlow Road



Parish:	Terrington St Clement	
Proposal:	Removal of Condition 6 of Planning Permission 19/00743/O: Outline Application for 2 storey dwelling in association with adjacent manufacturing and retail window business	
Location:	Waterlow Nursery Waterlow Road Terrington St Clement King's Lynn	
Applicant:	Jon Chambers Windows	
Case No:	21/00345/F (Full Application)	
Case Officer:	Mr K Wilkinson	Date for Determination: 6 April 2021 Extension of Time Expiry Date: 20 May 2021

Reason for Referral to Planning Committee – Application called in at the request of Cllr Sandra Squire

Neighbourhood Plan: No

Case Summary

The site comprises an area of 0.19Ha of land with frontage onto the eastern side of Waterlow Road, Terrington St Clement. It lies approx. 300m south of the junction with Hay Green Road, and within an area classed as 'countryside' in the Development Plan. The site abuts an access and private drive which serves Jon Chambers Windows and associated dwelling.

Outline permission was initially sought and approved by the Planning Committee at its meeting on 1st July 2019, contrary to officer recommendation, for a 4 bedroomed house in association with the adjacent manufacturing and retail window business. Reserved matters were subsequently approved under application ref: 19/01463/RM; the development commenced, and foundations built.

Condition 6 attached to that initial outline permission effectively tied the occupancy of the dwelling to the business use.

This application now seeks to remove that occupancy tie.

Key Issues

Planning history
Principle of removal of condition

Recommendation

REFUSE

THE APPLICATION

The site comprises an area of 0.19Ha of land with frontage onto the eastern side of Waterlow Road, Terrington St Clement. It lies approx. 300m south of the junction with Hay Green Road, and within an area classed as 'countryside' in the Development Plan. The site abuts an access and private drive which serves Jon Chambers Windows and associated dwelling.

Outline permission was initially sought and approved by the Planning Committee at its meeting on 1st July 2019, contrary to officer recommendation, for a 4 bedroomed house in association with the adjacent manufacturing and retail window business. Reserved matters were subsequently approved under application ref: 19/01463/RM; the development commenced, and foundations built.

Condition 6 attached to that initial outline permission effectively tied the occupancy of the dwelling to the business use as stated as follows:

"The dwelling hereby approved shall be occupied by a person solely or mainly working, or last working, at the manufacturing and retail window business currently known as Jon Chambers Windows Ltd (shown within the blue area on Drawing No. HAL 18-100 Revision A), or a widow or widower of such a person, and to any residential dependants.

The reason for imposing the condition was as follows:- The dwelling is permitted to meet a specific functional need associated to this commercial business and is in an area classed as 'countryside' where dwellings would not normally be granted; in accordance with the provisions of the NPPF and Policy DM6 of the SADMPP.

This application now seeks to remove that occupancy tie.

SUPPORTING CASE

The applicant has submitted the following case in support of this application:

"We are appealing to you to remove Condition 6 of our planning permission:

The dwelling hereby approved shall be occupied by a person solely or mainly working, or last working, at the manufacturing and retail window business currently known as Jon Chambers Windows Ltd (shown within the blue area on Drawing No. HAL 18-100 Revision A), or a widow or widower of such a person, and to any residential dependants.

The reason we would like for the condition to be removed is in order for us to obtain a residential mortgage, as our attempts to fund building our home through the business have been unsuccessful.

We have attempted to obtain a commercial mortgage with Barclays Bank and an independent broker, without success. Originally our Mortgage broker found a company that would potentially lend us the funds, but unfortunately Covid-19 hit and the company in question stopped lending. We have since been told that due to our accounts for last year being lower than the previous years, the Company is unable to secure a commercial mortgage. We attempted to borrow the funds as a bank loan, which again due to Covid-19 and our balance sheet, was declined.

Further to this we have been advised that due to our current year of trading being affected by Covid-19, this will affect the businesses chance of obtaining a Commercial mortgage in the future.

I understand that you originally put the condition in place in order that the property is lived in by a member of the workforce and want to reassure you that this is still the case, as I am the Sales Director of the company, my wife is the Accounts Manager and my oldest son is a Window Fitter at the company. This is not just a job for our family but a livelihood to a better future for our family for years to come.

My wife, I and our 3 children are currently living in a caravan onsite and have been for far longer than we had planned, again due to Covid19.

We would be so grateful if you could remove the condition so we can obtain a residential mortgage and move forward with building our home.”

PLANNING HISTORY

This application site:

2/01/0778/O: Application Refused: 30/08/01 - Site for construction of dwelling and garage (Delegated decision)

2/02/0957/O: Application Refused: 23/07/02 - Site for construction of dwelling and garage (Delegated decision)

19/00743/O: Application Permitted: 03/07/19 - Outline Application for 2 storey dwelling in association with adjacent manufacturing and retail window business (Committee decision)

19/01463/RM: Application Permitted: 27/01/20 - RESERVED MATTERS: Proposed new dwelling (Delegated decision)

Adjoining site:

2/00/1348/LD: Application Refused: 10/01/01 - Use as domestic single storey dwelling (Delegated decision)

2/01/0574/LD: Application Permitted: 16/08/01 - Use as domestic single storey dwelling (Delegated decision)

2/01/0779/CU: Application Permitted: 30/08/01 - Continued use of former agricultural storage building to manufacture of UPVC windows and doors (Delegated decision)

06/01315/O: Application Refused: 15/08/06 - Outline Application: construction of bungalow - Appeal Dismissed 23/03/07 (Delegated decision)

RESPONSE TO CONSULTATION

Parish Council: OBJECTION – Condition 6 on this application connects the occupants of Jon Chambers Windows Ltd, it's fairly broad and I see no reason to change this, unless they are planning to sell the property. The reason for this development was for security of the window company and the need to be on site.

REPRESENTATIONS

None received from third parties.

Cllr Sandra Squire: Requested that the application be called in to be determined by the Planning Committee as the application has wider implications on the village.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS06 - Development in Rural Areas

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM6 - Housing Needs of Rural Workers

NATIONAL GUIDANCE

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

PLANNING CONSIDERATIONS

The main issues to consider when determining this application are as follows:

Planning history
Principle of removal of condition

Planning history

It will be noted from the History section above that this site has been subjected to previous applications for residential development since 2001.

More recently outline permission was initially sought and approved by the Planning Committee at its meeting on 1st July 2019, contrary to officer recommendation, for a 4 bedroomed house in association with the adjacent manufacturing and retail window business. Reserved matters were subsequently approved under application ref: 19/01463/RM; the development commenced, and foundations built.

Members considered that an occupancy tie to the associated rural enterprise was necessary in order for it to be considered acceptable.

Principle of removal of condition

The National Planning Policy Framework (NPPF) 2018, specifically Paragraphs 78 and 79, states that 'housing should be located where it will enhance or maintain the vitality of rural communities.' Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:

Planning Committee
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- a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
- b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;
- c) the development would re-use redundant or disused buildings and enhance its immediate setting;
- d) the development would involve the subdivision of an existing residential dwelling; or
- e) the design is of exceptional quality, in that it: - is truly outstanding or innovative, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and - would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

Policy DM6 (Housing needs of rural workers) of the SADMPP 2016 states:

“1. Development proposals for occupational dwellings must demonstrate the stated intentions to engage in farming, forestry or any other rural-based enterprise, are genuine, are reasonably likely to materialise and are capable of being sustained. Proposals should show that the needs of the intended enterprise require one or more of the people engaged in it to live nearby.

2. Agricultural or rural based occupancy conditions will be placed on any new permanent or temporary occupational dwellings specifying the terms of occupation.

3. New permanent dwellings should only be allowed to support existing rural based activities on well-established rural based enterprises, providing:

- a. there is a clearly established existing functional need, requiring occupants to be adjacent to their enterprises in the day and at night,
- b. The need could not be met by existing dwellings within the locality,
- c. The application meets the requirements of a financial test demonstrating that:
- d. the enterprise(s) and the rural based activity concerned have been established for at least three years, have been profitable for at least one of them and; i. are currently financially sound, and have a clear prospect of remaining so and; ii. the rural based enterprise can sustain the size of the proposed dwelling; iii. acceptable in all other respects.”

In July 2019 when the outline application was referred to the Planning Committee, Members considered that there was a functional need for the applicant to reside close to the rural enterprise. Hence the application was approved with Condition 6 attached to control its occupancy in association with the business.

The applicant now wishes to remove the restrictive condition which would effectively create an open market dwelling in the countryside remote from services and facilities, which fails to meet the justification contained in Paragraphs 78 & 79 of the NPPF and Policies DM2 & DM6 of the SADMPP.

In light of the aforementioned policy implications, this is quite simply not acceptable.

Members may recall a similar case at Meadow View, Black Horse Road, Clenchwarton (ref: 20/00779/F), where the applicant could not get a mortgage to build a tied dwelling associated with a surfacing and groundworks business. This was referred to the Planning Committee at its meeting on 02 November 2020 and was refused.

CONCLUSION

The proposal would effectively create a new open market dwelling in the countryside remote from services and facilities. It therefore fails to accord with Paragraphs 78 & 79 of the NPPF, Core Strategy Policies CS06 of the LDF and Policies DM2 & DM6 of the SADMPP.

In light of the above, Members are requested to refuse the development as proposed.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The proposal to remove Condition 6 attached to planning permission ref: 19/00743/O, would effectively create a new open market dwelling in the countryside remote from services and facilities. It therefore fails to accord with Paragraphs 78 & 79 of the NPPF, Core Strategy Policies CS06 of the LDF and Policies DM2 & DM6 of the SADMPP.

PLANNING COMMITTEE – 17 MAY 2021

APPLICATIONS DETERMINED UNDER DELEGATED POWERS

PURPOSE OF REPORT

- (1) To inform Members of the number of decisions issued between the production of the April Planning Committee Agenda and the May agenda. 113 decisions issued, 106 decisions issued under delegated powers with 7 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 27/03/21 – 27/04/21

	Total	Approved	Refused	Under 8 weeks	Under 13 weeks	Performance %	National Target	Planning Committee decision	
								Approved	Refused
Major	3	3	0			100%	60%	2	0
Minor	36	32	4	30		83%	80%	2	2
Other	74	72	2	74		100%	80%	0	1
Total	113	107	6						

Planning Committee made 7 of the 113 decisions, 6%

PLANNING COMMITTEE – 17 MAY 2021

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
18.02.2021	26.04.2021 TPO Work Approved	21/00017/TPO	Avenue House Church Road Barton Bendish Norfolk 2/TPO/00091: Various - please refer to the report.	Barton Bendish
23.02.2021	22.04.2021 Application Permitted	21/00340/F	Nidd Cottage Gayton Road Bawsey King's Lynn Extension	Bawsey
02.11.2020	09.04.2021 Application Permitted	20/01695/O	Marsh House Cross Lane Brancaster King's Lynn Outline Application for 1 dwelling further to subdivision of amenity land	Brancaster

18.12.2020	06.04.2021 Application Refused	20/02057/F	Land W of The Rectory Broad Lane Brancaster Norfolk Erection of pavilion building for use as single dwelling, with associated parking	Brancaster
19.01.2021	01.04.2021 Application Permitted	21/00089/F	Blake House Main Road Brancaster Staithe Norfolk The proposal is to create a pergola in the rear garden	Brancaster
22.01.2021	31.03.2021 Application Permitted	21/00115/LB	St Marys House London Street Brancaster King's Lynn Listed building application for new internal ground floor door opening formed between study and WC within west wing. Amended canopy designs to previously approved open fronted porch canopies on north and south elevations	Brancaster
10.02.2021	08.04.2021 TPO Work Approved	21/00022/TPO	Staithe House Main Road Brancaster Staithe King's Lynn 2/TPO/00021 T2- Conifer, fell because of high wind, snow and excessively high water table. T3- Conifer, which is right next to it is still standing but we are concerned that this might fall too.	Brancaster

17.02.2021	08.04.2021 Tree Application - No objection	21/00029/TREECA	Apartment 3 Manor Farm House Broad Lane Brancaster Trees in a Conservation Area: T1 / T2: Beech. Deadwood removal and crown clean. Crown raise to 6m over driveway. T3: Beech. Deadwood removal, building clearance of 2 m, reduce crown by 30% and rebalance aesthetic. T4 - T9: Maple, Walnut, Beech, Sycamore, Aspen, Cedar. Deadwood removal and crown cleaning, crown raise drooping branches to all grass cutting, reduce over extended limbs, light formative pruning where necessary to aid symmetry and balance	Brancaster
02.03.2021	26.04.2021 TPO Partial	21/00029/TPO	The Fairways Choseley Road Brancaster King's Lynn 2/TPO/00391 - T1 - Coriscan Pine, cut back to boundry and remove one crossing branch to stem	Brancaster
12.03.2021	26.04.2021 Tree Application - No objection	21/00048/TREECA	The Limes London Street Brancaster King's Lynn T1 - Lime, pollard the tree as it is becoming large for its location. T2 - Cherry, 30% crown reduction. T3 - Pyracantha, to bring it down to about 8 ft. G1 - grouped, Laburnum and Buddlhea, some formative and remedial pruning works to reshape aesthetic, within a Conservation Area.	Brancaster

15.02.2021	15.04.2021 Consent Not Required	21/00370/LB	The Hoste Arms 14 Market Place Burnham Market Norfolk Listed Building Application: Creation of outdoor seating area with new walling and canopies.	Burnham Market
08.03.2021	26.04.2021 Tree Application - No objection	21/00040/TREECA	The Barns Herrings Lane Burnham Market King's Lynn T1 remove to ground level as dangerous and dying within Conservation Area.	Burnham Market
14.01.2021		21/00054/F	Gun Hill Farm Wells Road Burnham Overy Staithe King's Lynn Erection of ancillary buildings incidental to main house	Burnham Overy
12.03.2021	26.04.2021 Tree Application - No objection	21/00064/TREECA	Navenby Gong Lane Burnham Overy Staithe King's Lynn Works to various trees, see attached details of planned works within a conservation area	Burnham Overy
10.03.2021	26.04.2021 Tree Application - No objection	21/00046/TREECA	1 Priory Court Castle Acre King's Lynn Norfolk T1 - Ash, it is too large for location, permission is sought for re-pollarding, within a Conservation Area.	Castle Acre
18.12.2020	15.04.2021 Application Permitted	20/02059/F	167 Main Road Clenchwarton King's Lynn Norfolk Proposed loft conversion to create 1no bedroom/en-suite and retrospective replacement 1.8m fence to boundary	Clenchwarton

02.03.2021	26.04.2021 Application Permitted	21/00537/F	Building West of East Hall Lodge Sluice Road Denver Norfolk Extension to agricultural store	Denver
26.02.2021	22.04.2021 Application Permitted	21/00366/F	Longridge 10 Doddshill Road Dersingham King's Lynn Extension and Alterations.	Dersingham
01.03.2021	26.04.2021 Application Permitted	21/00376/F	1 Centre Vale Dersingham King's Lynn Norfolk Extension and alterations	Dersingham
11.03.2021	26.04.2021 Tree Application - No objection	21/00047/TREECA	Lyncraft 10 Manor Road Dersingham King's Lynn Tress in a Conservation Area: T1- Cedar - fell to ground level and T2- Spruce- fell to ground level	Dersingham
11.01.2021	16.04.2021 Application Permitted	21/00075/F	Robinsons Farms Lugden Hill Farm Lugden Hill Docking Conversion of former agricultural building to residential use	Docking
23.02.2021	27.04.2021 Tree Application - No objection	21/00043/TREECA	Robinia Cottage Station Road Docking King's Lynn Trees in a Conservation Area: Felling of various hedge row trees and one dead cherry tree	Docking
16.11.2020	07.04.2021 Application Permitted	20/01798/F	42 London Road Downham Market Norfolk PE38 9AT Construction of 2 dwellings & garages (plots 4-5) following demolition of existing dwelling	Downham Market
19.01.2021	17.03.2021 TPO Work Approved	21/00005/TPO	33 Wingfields Downham Market Norfolk PE38 9AR 2/TPO/00035 - T1 - Sycamore - Permission is sought for the removal of this large tree in a small garden.	Downham Market

02.02.2021	07.04.2021 GPD HH extn - Not Required	21/00257/PAGPD	South House 59 Ryston End Downham Market Norfolk Single storey rear extension which extends beyond the rear wall by 4.5 metres with a maximum height of 3.65 metres and a height of 2.85 metres to the eaves	Downham Market
15.02.2021	09.04.2021 Application Permitted	21/00265/F	The Cedars Kings Walk Downham Market Norfolk Proposed garage conversion and associated works	Downham Market
17.02.2021	14.04.2021 Application Permitted	21/00413/F	22 Bridle Lane Downham Market Norfolk PE38 9QZ Single storey extension and alterations to dwelling	Downham Market
26.02.2021	23.04.2021 Application Permitted	21/00507/F	71 Howdale Road Downham Market Norfolk PE38 9AH Demolition of attached garage and side extension including extending dormer windows.	Downham Market
02.02.2021	20.04.2021 Application Permitted	21/00281/F	5 Chapel Row Downham Road Salters Lode Norfolk Single storey extension to dwelling	Downham West
09.02.2021	23.04.2021 Application Permitted	21/00233/F	The Close Station Road East Rudham Norfolk An open fronted timber framed garden room	East Rudham
24.02.2021	08.04.2021 Tree Application - No objection	21/00036/TREECA	Willow Barn Station Road East Rudham King's Lynn T1 and T2 - Silver Birch - Fell, within a Conservation Area	East Rudham

17.11.2020	08.04.2021 Prior Approval - Approved	20/01917/PACU3	Game Farm Main Road West Bilney Norfolk Notification for Prior Approval for change of use of agricultural building to dwelling (Schedule 2, Part 3, Class Q)	East Winch
24.02.2021	26.04.2021 Was Lawful	21/00349/LDE	Vawser House Ashwicken Road East Winch KINGS LYNN Application for a Lawful Development Certificate for Existing Development & Use as a single Use Class C3 dwellinghouse, gardens, curtilage & access with no restrictive conditions	East Winch
20.10.2020	22.04.2021 Application Permitted	20/01708/A	B & Q Supercentre The Peel Centre Elm High Road Emneth Retrospective advertisement application for 3 x internally illuminated fascia signs, 1 x non illuminated exit/entrance letters, 8 x Vinyl decals, 4 x non illuminated folded aluminium panels, 5 x non illuminated flat aluminium panels, 2 x non illuminated freestanding signs	Emneth
13.01.2021	23.04.2021 Application Permitted	21/00045/F	Read Residence 60 Elmside Emneth WISBECH Proposed dwelling on building plot with outline planning consent (Ref: 19/00106/O)	Emneth

01.02.2021	13.04.2021 Application Permitted	21/00165/F	29 Elmside Emneth Wisbech Norfolk Proposed side and rear single storey extension to form new utility room, snug, wc and kitchen.	Emneth
16.02.2021	23.04.2021 Application Permitted	21/00279/F	8 Thatchwood Avenue Emneth Wisbech Norfolk Extension and alterations	Emneth
28.01.2021	07.04.2021 Application Permitted	21/00237/F	Mo-Lee 43 Addison Close Feltwell Thetford Single storey rear extension	Feltwell
01.02.2021	17.03.2021 Tree Application - No objection	21/00014/TREECA	Talbot Manor Barn Lynn Road Fincham Norfolk T1 - Cherry, crown reduction and lift. T2 - Cherry, Fell / removal. T3 - Magnolia, crown reduction and lift, within the Conservation Area.	Fincham
08.02.2021	08.04.2021 TPO Approved Work	21/00018/TPO	The Old Rectory High Street Fincham King's Lynn 2/TPO/00268 T1-Beech, Cut leaf beech tree, light thin and minor reduction in places to reduce sail area. Mitigation is needed because of Meripilus giganteus.	Fincham
29.07.2019	20.04.2021 Application Permitted	19/01325/RMM	Land NE of Downely Lynn Road Gayton Norfolk Major reserved matters: Construction of 19 dwellings (phase 3)	Gayton
25.01.2021	26.04.2021 Application Permitted	21/00120/F	Hamilton House Lynn Road Gayton King's Lynn Conversion and extension of an existing outbuilding to create a new residential annexe	Gayton

25.02.2021	22.04.2021 Application Withdrawn	21/00483/PAGPD	Burbage House Winch Road Gayton King's Lynn Single storey rear extension which extends beyond the rear wall by 2.434 metres with a maximum height of 3.565 metres and a height of 2.790 metres to the eaves	Gayton
01.03.2021	06.04.2021 Application Permitted	20/02063/NMA_1	Bywater House Winch Road Gayton King's Lynn NON-MATERIAL AMENDMENT to Planning Permission 20/02063/F: Conversion of Garage to Annex	Gayton
15.02.2021	26.04.2021 Application Permitted	21/00374/F	21 Weasenham Road Great Massingham King's Lynn Norfolk Conversion of existing garage into annexe	Great Massingham
04.11.2020	08.04.2021 TPO Approved Work	20/00138/TPO	Magdalen House Hunstanton Road Heacham King's Lynn 2/TPO/00407 - T1 - Sycamore. Fell and replant nearby	Heacham
25.11.2020	15.04.2021 Application Refused	20/01978/CU	37 South Moor Drive Heacham Norfolk PE31 7BW Change of use of Annex to holiday let	Heacham
10.03.2021	26.04.2021 TPO Approved Work	21/00026/TPO	15 College Drive Heacham King's Lynn Norfolk 2/TPO/00041. T1- Oak, to remove two lower extended limbs that grow out over the garden and stop light getting to the vegetable patch.	Heacham

1.02.2021	07.04.2021 Application Permitted	21/00167/F	11 Foresters Avenue Hilgay Downham Market Norfolk Demolition of existing lean-to sunroom and porch, rebuilt with blockwork, and render and pitched roof.	Hilgay
15.02.2021	09.04.2021 Application Permitted	21/00270/F	White Gates Ely Road Hilgay Downham Market Single storey rear extension to bungalow	Hilgay
01.03.2021	27.04.2021 Application Permitted	21/00392/F	Flint Stone Cottage 67 Nursery Lane Hockwold cum Wilton Norfolk Proposed Two Storey and Single Storey Rear Extension with new Balcony and Privacy Screen	Hockwold cum Wilton
08.03.2021	31.03.2021 Application not required	21/00442/F	1 Lakelands Hockwold cum Wilton Norfolk IP26 4NJ Change colour of windows and fascia boards to farrow & ball french grey No: 18	Hockwold cum Wilton
11.02.2021	15.04.2021 Application Permitted	21/00251/F	The Stables 47 Main Road Holme next The Sea Norfolk Construction of Outdoor Riding Arena	Holme next the Sea
01.03.2021	14.04.2021 Tree Application - No objection	21/00038/TREECA	Emily Cottage 27 Kirkgate Holme next The Sea Norfolk T1 Walnut- 20-30 % crown reduction, due to excessive shading to Emily Cottage and Sybil Cottage, within a Conservation Area.	Holme next the Sea

03.11.2020	09.04.2021 Application Permitted	20/01713/F	First Floor Flat 2 Le Strange Terrace Hunstanton Norfolk Variation of conditions 2 and 3 of planning permission 20/00406/F for changes to windows	Hunstanton
14.12.2020	19.04.2021 Application Permitted	20/02001/F	The Wash & Tope Arms 10 - 12 Le Strange Terrace Hunstanton Norfolk Retrospective application for the installation of timber staircase to existing raised terrace at rear of the property	Hunstanton
30.12.2020	20.04.2021 Application Permitted	20/02112/F	Thomas's Showboat 18 - 22 Le Strange Terrace Hunstanton Norfolk Replacement of Windows and Doors to West Elevation	Hunstanton
20.01.2021	23.04.2021 Application Permitted	21/00097/F	Nightingale Lodge 6 - 8 Austin Street Hunstanton Norfolk Rear and side single storey extensions to provide 2 extra bedrooms and increased kitchen area.	Hunstanton
11.02.2021	08.04.2021 Tree Application - No objection	21/00023/TREECA	6 Glebe Avenue Hunstanton Norfolk PE36 6BS T1 and T2 Acer - re pollard. T3 Holly - re pollard. T4 Acer - Fell to ground level (rotten). T5 Holly - re pollard. T6, T7 and T8 Acer - re pollard within a Conservation Area.	Hunstanton
17.02.2021	27.04.2021 Application Permitted	21/00286/F	Enderley 60 Kings Lynn Road Hunstanton Norfolk Extensions and alterations to dwelling	Hunstanton

18.02.2021	13.04.2021 Application Permitted	21/00424/F	33 Windsor Rise Hunstanton Norfolk PE36 5JE Single Storey extension to dwelling	Hunstanton
24.02.2021	21.04.2021 Application Permitted	21/00350/A	The Pier Entertainment Centre The Green Hunstanton Norfolk Fascia signs to north, south and west elevations	Hunstanton
10.03.2021	06.04.2021 Application Permitted	20/01015/NMA_1	6 Clarence Court Clarence Road Hunstanton Norfolk NON-MATERIAL AMENDMENT of Planning Permission 20/01015/F: Extension and alterations to dwelling	Hunstanton
16.03.2021	22.04.2021 Application Permitted	19/02037/NMA_1	4 Old Town Way Hunstanton Norfolk PE36 6HE NON-MATERIAL AMENDMENT TO PLANNING CONSENT 19/02037/F: Roof extension, porch and associated works	Hunstanton
18.03.2021	27.04.2021 Application Permitted	17/01885/NMA_1	Lalapanzi 66 Cliff Parade Hunstanton Norfolk NON-MATERIAL AMENDMENT TO PLANNING CONSENT 17/01885/F: Proposed First Floor Terrace to Front Elevation	Hunstanton
19.03.2021	27.04.2021 Tree Application - No objection	21/00051/TREECA	Glebe Avenue Hunstanton Norfolk Works to various trees as per report within Conservation Area	Hunstanton

21.01.2021	31.03.2021 Application Permitted	21/00102/F	Plt At 93 - 95 Grovelands Ingoldisthorpe Norfolk Single storey extension to side and rear, garage conversion. To increase size of existing bedrooms and kitchen and add an additional bedroom, en-suite and wc.	Ingoldisthorpe
23.02.2021	26.04.2021 TPO Work Approved	21/00025/TPO	Bellmead 4 Manor Close Ingoldisthorpe Norfolk 2/TPO/00124: No 5 - fell and was removed, No 7 fell last week, Removal of No's 6 & 8	Ingoldisthorpe
16.12.2020	09.04.2021 Application Permitted	20/02076/LB	Stonegate House 7 Stonegate Street King's Lynn Norfolk Listed Building Application: Enclose the space between the roof of Allison Court and brick gable of Stonegate House. Remove last row of tiles and chop away cement fillet to expose batton ends. Bolt treated timber to wall of Stonegate House following pitch of Allison Courts roof. Secure new sections of tile batton and place new row of tiles and lead flasing to match existing. Repair on other side and extend gutter if needed.	King's Lynn
17.12.2020	21.04.2021 Application Permitted	20/02078/CU	33 London Road King's Lynn Norfolk PE30 5QE Change of use from residential accommodation to serviced accommodation	King's Lynn

21.12.2020	09.04.2021 Application Permitted	20/02065/FM	Gardman Hamlin Way Hardwick Narrows King's Lynn Erection of new building for Class E and B8 uses	King's Lynn
22.12.2020	14.04.2021 Application Permitted	20/02087/F	13 Folly Grove King's Lynn Norfolk PE30 3AF Two Storey side extension with new porch and extended front canopy	King's Lynn
07.01.2021	22.04.2021 Application Permitted	21/00016/F	DSD Colour Printers Austin Fields Austin Fields Industrial Estate King's Lynn Proposed extension to the existing building consisting of a store	King's Lynn
08.01.2021	27.04.2021 Application Permitted	21/00068/F	Golden House 1 Losinga Road King's Lynn Norfolk Proposed first floor residential extension	King's Lynn
14.01.2021	21.04.2021 Application Permitted	21/00053/F	Kings Lynn Residential Home Kettlewell Lane King's Lynn Norfolk Extensions to rear of property to form 4 additional bedrooms and extend 3 existing bedrooms	King's Lynn
20.01.2021	01.04.2021 Application Permitted	21/00092/F	7 - 9 St Andrews Road Hardwick Industrial Estate King's Lynn Norfolk Proposed extension to industrial unit with alterations to hardstanding	King's Lynn
27.01.2021	23.04.2021 Application Permitted	21/00129/F	Starbucks Kellard Place King's Lynn Norfolk HVAC condensers to the exterior of the approved drive thru unit	King's Lynn

27.01.2021	23.04.2021 Application Permitted	21/00130/A	Starbucks Kellard Place King's Lynn Norfolk Advertisement application for 4 x internally illuminated fascia sign, 2 x internally illuminated directional signs, 1 x internally illuminated totem and 2 x internally illuminated menu boards	King's Lynn
29.01.2021	16.04.2021 Application Permitted	21/00147/F	42 Suffolk Road King's Lynn Norfolk PE30 4AJ Single and two storey side and rear extensions	King's Lynn
05.02.2021	16.04.2021 Application Permitted	21/00309/F	14 Horton Road King's Lynn Norfolk PE30 4XU Removal of present conservatory and the enlargement of the kitchen area	King's Lynn
15.02.2021	26.04.2021 Application Permitted	21/00271/LB	St Nicholas House 4 St Nicholas Street King's Lynn Norfolk Minor alterations to the first floor layout including a new door between a rear back bedroom and a front bathroom to make it en suite. The works also include for the conversion of a small bedroom into a family bathroom.	King's Lynn
15.02.2021	23.04.2021 Application Permitted	21/00390/F	12 Queen Mary Road Gaywood King's Lynn Norfolk Single storey side and rear extension to replace existing extension.	King's Lynn

16.02.2021	13.04.2021 Application Permitted	21/00373/F	Kings Lynn Auto Electrical LTD 9 Horsleys Fields King's Lynn Norfolk Extension to commercial unit and associated fencing/landscaping and dropped kerb	King's Lynn
02.03.2021	16.04.2021 GPD HH extn - Not Required	21/00538/PAGPD	Canbera 23 Chase Avenue King's Lynn Norfolk Single storey rear extension which extends beyond the rear wall by 4.33 metres with a maximum height of 3.5 metres and a height of 2.78 metres to the eaves	King's Lynn
03.03.2021	31.03.2021 Application Permitted	20/02095/NMA_1	24 Fenland Road King's Lynn Norfolk PE30 3ES NON-MATERIAL AMENDMENT of Planning Permission 20/02095/F: Single Storey Side Extension	King's Lynn
25.01.2021	29.03.2021 TPO Approved Work	21/00008/TPO	Oak Tree House 82A Brow of The Hill Leziate Norfolk 2/TPO/00204. T1 - Oak, proposal to fell the tree and replant a replacement.	Leziate
08.02.2021	08.04.2021 TPO Approved Work	21/00021/TPO	White Willows 84 Brow of The Hill Leziate Norfolk 2/TPO/00204: T4- Oak, fell because of trunk rotten/ rotting, not a healthy tree.	Leziate
01.03.2021	23.04.2021 Application Permitted	21/00384/F	Donard Lodge 18 Brow of The Hill Leziate Norfolk Proposed Carport/Store and New Boundary Fence and Gates	Leziate

01.02.2021	16.04.2021 Would be Lawful	21/00161/LDP	7 Fen Lane Marham Norfolk PE33 9JG Certificate of Lawfulness: Demolition of existing conservatory and erection of single storey extension to rear	Marham
20.11.2020	15.04.2021 Application Permitted	20/01832/F	Bank House Farm Middle Drove Marshland St James Norfolk Erection of 5 timber glamping huts, permeable parking/turning area, service hut and associated pathways and groundworks	Marshland St James
13.01.2021	07.04.2021 Application Permitted	21/00047/F	Knightcott 151 Smeeth Road Marshland St James Wisbech Proposed side and rear extension to dwelling.	Marshland St James
09.02.2021	16.04.2021 Application Permitted	21/00344/F	Aubretia The Alley Blackborough End Norfolk Proposed alterations and extension dwelling	Middleton
10.02.2021	22.04.2021 OBJECTION TO NCC APP	21/00354/CM	Unused Quarry - Proposed Inert Waste Recycling Facility W of Middleton Aggregates Ltd Mill Drove Blackborough End Norfolk COUNTY MATTERS APPLICATION: Change of use of former quarry to proposed inert waste recycling facility with associated access and ancillary infrastructure including a workshop, hardstanding, car parking, storage areas. an office. weighbridge and access	Middleton

15.02.2021	22.04.2021 Application Permitted	21/00268/F	South Ridge Wormegay Road Blackborough End King's Lynn Single storey side and rear extension.	Middleton
08.03.2021	26.04.2021 Tree Application - No objection	21/00058/TREECA	Land S of 1 To 6 Church Cottages High Street Nordelph Norfolk Trees in a Conservation Area: Trees in a Conservation Area: Area to be tidied up	Nordelph
10.03.2021	22.04.2021 Application Permitted	20/01944/NMA_1	2 Dunns Lane North Creake Fakenham Norfolk NON-MATERIAL AMENDMENT of Planning Permission 20/01944/F: Demolition of existing out buildings and construction of single storey side extension.	North Creake
08.02.2021	01.04.2021 Application Permitted	21/00318/F	Sandringham Lodge 1 Babingley Place West Winch King's Lynn Garden Room to rear of dwelling.	North Runcton
21.12.2020	27.04.2021 Application Permitted	20/02062/F	Mulberry Lodge Manor Road North Wootton KINGS LYNN Extension to existing garage	North Wootton
19.02.2021	23.04.2021 Application Permitted	21/00431/F	10 Priory Road North Wootton King's Lynn Norfolk Extension and Detached Garage (revised design)	North Wootton
05.03.2021	27.04.2021 Application Permitted	21/00582/F	26 Little Carr Road North Wootton KINGS LYNN Norfolk Extensions and alterations to cottage	North Wootton

02.03.2021	27.04.2021 Application Permitted	21/00394/F	Haylocks Barn 73 West End Northwold Norfolk Variation of Condition 2 of Planning Permission 06/02376/F: Construction of all weather riding menage	Northwold
04.02.2021	31.03.2021 Application Permitted	21/00196/F	Holme View 3 Smugglers Close Old Hunstanton Norfolk Replacement Windows and Doors, side extension and cladding to main dwelling	Old Hunstanton
09.02.2021	19.04.2021 Application Permitted	21/00234/F	6 Ashdale Park Old Hunstanton Hunstanton Norfolk Extend existing first floor en-suite. Detached gymnasium, sauna, shower and shed to rear garden.	Old Hunstanton
19.02.2021	15.04.2021 Would be Lawful	21/00315/LDP	31 Sea Lane Old Hunstanton Hunstanton Norfolk Certificate of Lawfulness: A new window, relocation of gas meter and addition of 4 no. rooflights	Old Hunstanton
01.03.2021	19.04.2021 Prior Approval - Approved	21/00521/PACU3	Land East of Coronation House Angle Road Outwell Norfolk Notification for Prior Approval for change of use of agricultural building to dwelling (Schedule 2, Part 3, Class Q)	Outwell

20.01.2021	13.04.2021 Application Permitted	21/00100/F	8 Abbey Lakes Close Pentney Norfolk PE32 1FN Proposal for single storey extensions to include dressing room, kitchen extension and ensuite extension in addition to replacing existing container storage area with purpose built 4 bay garage/boat shed with storage area above.	Pentney
27.01.2021	09.04.2021 Application Permitted	21/00136/F	Land S of 1 To 18 W of Foxes Lair Narborough Road Pentney Norfolk Detached 4-bed 2 storey dwelling for originally approved (outline) plot 6 - Reference 16/00325/O	Pentney
02.12.2020	01.04.2021 Application Permitted	20/02013/F	East End Farm 15 Docking Road Ringstead Hunstanton Change of use of land as a dog exercise/recreation facility for the public to hire in pre booked slots to allow their dog(s) to be exercised and trained off the lead in a safe, enclosed environment and erection of deer style fencing	Ringstead
20.01.2021	31.03.2021 Application Permitted	21/00094/F	14 Golds Pightle Ringstead Hunstanton Norfolk 2 storey extension to side and single storey to front incorporating bedroom, utility, study and shower room.	Ringstead

12.11.2020	16.04.2021 Application Permitted	20/01781/LB	Roydon Hall Hall Lane Roydon Norfolk Listed Building: Demolition of an existing traditional brick/wooden greenhouse which is in very poor condition, with a new traditional brick and powdered coat aluminium greenhouse on the same site	Roydon
01.02.2021	13.04.2021 Application Permitted	21/00171/F	Westbury 20 Stoney Road Roydon King's Lynn Dormer roof extension	Roydon
02.02.2021	14.04.2021 Application Permitted	21/00177/F	Wallington Hall Lynn Road South Runcton KINGS LYNN Replacement of glasshouse with garden room within grounds of Listed building	Runcton Holme
02.02.2021	09.04.2021 Application Permitted	21/00178/LB	Wallington Hall Lynn Road South Runcton KINGS LYNN LISTER BUILDING APPLICATION: Replacement of glasshouse with garden room within grounds of Listed building	Runcton Holme
08.02.2021	09.04.2021 Application Permitted	21/00335/F	Malby Cottage 30 Westgate Street Shouldham King's Lynn Two Storey Extension and Alterations	Shouldham
17.08.2020	06.04.2021 Application Permitted	20/01216/F	5 Hall Road Snettisham Norfolk PE31 7LU To erect a picket fence to create an enclosed area in front of no 5 approx 5m by 4m.	Snettisham

11.02.2021	06.04.2021 Application Permitted	21/00250/F	13 Park Lane Snettisham Norfolk PE31 7NW Porch to front of dwelling in conservation area.	Snettisham
11.02.2021	23.04.2021 Application Permitted	21/00255/F	12 Longview Close Snettisham King's Lynn Norfolk Demolition of existing rear extension and detached garage. Construction of Single storey rear and side extension with pitched roof. Construction of new detached garage.	Snettisham
24.02.2021	19.04.2021 Would be Lawful	21/00348/LDP	Mill Pond House Mill Gardens Snettisham KINGS LYNN Application for a Lawful Development Certificate for a proposed side extension	Snettisham
08.02.2021	29.03.2021 Tree Application - No objection	21/00021/TREECA	Old Butchers Shop 54 Back Street South Creake Fakenham 9 trees within the garden alongside river and B1355 to remove any dead/diseased limbs/branches seeking to retain the trees where possible. 1 tree to be felled as dead, within a Conservation Area	South Creake
30.07.2020	15.04.2021 Application Permitted	20/01123/O	Land To The South of 9 And N of Oxborough Drive Green Lane South Wootton Norfolk Proposed 4No Dwellings	South Wootton
12.01.2021	16.04.2021 Application Permitted	21/00038/CU	10 Rushmead Close South Wootton King's Lynn Norfolk Sub-division of residential garage and change of use to hair salon (retrospective)	South Wootton

27.01.2021	16.04.2021 Application Refused	21/00135/F	18 St Benets Grove South Wootton Norfolk PE30 3TQ Demolition of a garden wall to extend garden and to install new fence along boundary	South Wootton
29.01.2021	13.04.2021 Application Permitted	21/00150/F	34 The Birches South Wootton King's Lynn Norfolk Proposed Extensions and New Garage	South Wootton
08.02.2021	01.04.2021 Application Permitted	21/00215/F	8 The Birches South Wootton King's Lynn Norfolk Extensions and Alterations.	South Wootton
16.02.2021	21.04.2021 Application Permitted	21/00280/F	5 Ebble Close South Wootton King's Lynn Norfolk Proposed second floor side extension and front porch.	South Wootton
25.02.2021	26.04.2021 Application Permitted	21/00358/F	50 Willow Road South Wootton King's Lynn Norfolk Replace current front porch and flat roof area with new front mono pitch extension to provide open plan kitchen, utility, and entrance porch/boot room.	South Wootton
12.03.2021	14.04.2021 TPO Work Approved	21/00027/TPO	Paston House 3 Common Lane South Wootton King's Lynn 2/TPO/00066 T1, T3 and T4- Lime, pollard at 7 m. T2 - Horse Chestnut, pollard at 7 m.	South Wootton

04.02.2021	01.04.2021 Application Permitted	21/00298/F	Chapel Field Cottage Cross Lane Stanhoe Norfolk Single storey extensions to front and side of existing bungalow, to form Utility Room, Wood Store and Garden Store. Replace all existing UPVC windows with white aluminium. 2m high brick and flint infill wall between corner of garage and front boundary	Stanhoe
16.02.2021	22.04.2021 Application Permitted	21/00276/F	Lodge House Oxborough Road Stoke Ferry King's Lynn Four bay oak framed cart lodge	Stoke Ferry
29.01.2021	09.04.2021 Application Refused	21/00144/F	Warwick House 48 Tuxhill Road Terrington St Clement King's Lynn Conversion of redundant agricultural building to create a single dwelling	Terrington St Clement
22.02.2021	16.04.2021 Application Permitted	21/00319/F	Seagull Cottages Long Road Terrington St Clement King's Lynn Proposed Storage Building Equestrian Use.	Terrington St Clement
13.01.2021	22.04.2021 Application Permitted	21/00046/F	9 Manor Drive Terrington St John Wisbech Norfolk PROPOSED TWO STOREY REAR EXTENSION	Terrington St John
09.02.2021	20.04.2021 Application Permitted	21/00230/F	Foremans House 2 Fence Bank Walpole Highway Norfolk Proposed single storey rear and side extension	Terrington St John

18.01.2021	15.04.2021 Application Withdrawn	21/00157/F	East of West End Cottages High Street Thornham Norfolk Proposed construction of a dwelling with associated parking and rearrangement of existing parking	Thornham
28.01.2021	20.04.2021 Application Permitted	21/00137/F	Shires Ploughmans Piece Thornham HUNSTANTON ADDITIONS TO SIDE, FRONT AND REAR OF PROPERTY AND ASSOCIATED WORKS. NEW ACCESS FROM HIGHWAY AND REMOVAL OF THE EXISTING	Thornham
01.02.2021	23.04.2021 Application Permitted	21/00159/F	Lingwood High Street Thornham Hunstanton Construction of a new dwelling including annex and separate garage following demolition of existing dwelling	Thornham
27.01.2021	15.04.2021 Would be Lawful	21/00223/LDP	6 Glebe Estate Tilney All Saints King's Lynn Norfolk Certificate of Lawfulness: Proposed summer house/sauna	Tilney All Saints
30.11.2020	01.04.2021 Application Permitted	20/01903/F	Plot 2 Spice Chase Tilney St Lawrence Norfolk Proposed Dwelling	Tilney St Lawrence
08.02.2021	23.04.2021 Application Permitted	21/00316/F	Wellmarsh Cottage Main Road Titchwell King's Lynn Demolition of Existing Garage and Erection of Single-Storey Lean-to Extension and Single-Storey Flat Roof Extension	Titchwell

05.03.2021	14.04.2021 Tree Application - No objection	21/00039/TREECA	Spring View 54 Tottenhill Row Tottenhill King's Lynn T1- Reduce fir tree by 2m T2 - Reduce sorbus sp. by 1m to 1.5m	Tottenhill
08.02.2021	29.03.2021 Tree Application - No objection	21/00020/TREECA	Manor Lodge 40 Small Lode Upwell Norfolk T1 - Sycamore, to be lopped size of the tree is becoming excessive with it being in close to the house. T2 and T3- Silver Birch, becoming too tall and causing shading, within a Conservation Area.	Upwell
09.02.2021	20.04.2021 Application Permitted	21/00232/F	Walnut Lodge 34 Small Lode Upwell Wisbech Extension and alterations to dwelling and proposed garage	Upwell
22.02.2021	08.04.2021 Tree Application - No objection	21/00031/TREECA	The Rectory 5 New Road Upwell Wisbech Tree in a Conservation Area: Willow - Crown reduction (tree is not to be pollarded) simply one branch is touching the phone line. This branch is to be reduced back into the crown	Upwell
16.10.2020	08.04.2021 Application Permitted	20/01607/CU	Thornmoor Folgate Lane Walpole St Andrew Wisbech Continued use of garage for business use.	Walpole
16.10.2020	08.04.2021 Application Permitted	20/01608/F	Thornmoor Folgate Lane Walpole St Andrew Wisbech Relocate existing steel building and erect larger steel building in its place.	Walpole

30.11.2020	13.04.2021 Application Permitted	20/01995/F	Plumridge Nurseries Mill Road Walpole St Peter Wisbech Proposed dwelling in association with horticultural business	Walpole
21.01.2021	16.04.2021 Application Permitted	21/00104/F	33 Springfield Road Walpole St Andrew Wisbech Norfolk Proposed single storey porch extension forming new wc (retrospective).	Walpole
02.02.2021	06.04.2021 Application Permitted	21/00184/F	Desford Lodge Church Road Walpole St Peter Norfolk Demolition of garage/ carport and construction of two storey extension.	Walpole
02.02.2021	26.04.2021 Application Permitted	21/00259/F	Mapherson Lodge Mill Road Walpole St Peter Norfolk Construction of Garage to Accommodate Historic Military vehicle.	Walpole
11.02.2021	20.04.2021 Application Permitted	21/00361/F	Plot 4 Eastlands Bank Walpole St Andrew WISBECH REMOVAL OR VARIATION OF CONDITION 1 OF PERMISSION 17/01846/RM: (RESERVED MATTERS) Construction of 4 dwellings	Walpole
22.02.2021	16.04.2021 Application Permitted	21/00456/F	Burretfield 146 Burret Road Walsoken Wisbech Removal of Agricultural Restriction Condition on M5278: Erection of an agricultural bungalow	Walsoken

28.01.2021	16.04.2021 Application Permitted	21/00141/LB	Tractor Workshop 3 Abbey Farm River Road West Acre Listed building application to remove non-original over-height doors and polycarbonate roofing over. Replace with new framed, ledged and braced doors and restore original roof shape using reclaimed pantiles. Remove glass pantile rooflights and install 6 no. new conservation rooflights	West Acre
04.01.2021	22.04.2021 Application Permitted	20/02116/F	Chestnut Farm 109A St Pauls Road South Walton Highway Norfolk Retrospective application for workshop and tack room	West Walton
29.01.2021	14.04.2021 Application Permitted	21/00244/F	Mulberry House 37 River Road West Walton Wisbech Detached single garage.	West Walton
11.02.2021	15.04.2021 Application Permitted	21/00254/F	Fenlands 145 St Pauls Road South Walton Highway Norfolk Removal of Condition 2 of Planning Permission 2/88/01619/F: Construction of Agricultural Bungalow.	West Walton
17.02.2021	14.04.2021 Application Permitted	21/00288/F	Bon Haven Mill Road West Walton Wisbech Proposed Replacement Dwelling	West Walton
22.01.2021	01.04.2021 Application Permitted	21/00111/F	Hatherleigh 23 Fir Tree Drive West Winch King's Lynn Ground and First floor Extension to Dwelling	West Winch

25.02.2021	20.04.2021 GPD HH extn - Not Required	21/00484/PAGPD	17 Cholmondeley Way West Winch King's Lynn Norfolk Single storey flat roof rear extension which extends beyond the rear wall by 4.050m with a maximum height of 3.660m and a height of 2.950m to the eaves	West Winch
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