

Parish:	Kings Lynn	
Proposal:	The installation of a single wind turbine with a maximum blade tip of 100 m, with access and associated infrastructure	
Location:	PIL Membranes PCL Ceramics Porelle, Estuary Road, King's Lynn Norfolk, PE30 2HS	
Applicant:	KL Technologies Limited	
Case No:	22/01490/FM	
Case Officer:	Kelly Sweeney	Date for Determination: 28/12/22 Extension of Time Expiry Date: 10/3/23

Reason for Referral to Planning Committee – The application is a major application which raises issues of wider than local concern.

Neighbourhood Plan: NO

Case Summary

The application proposal seeks full planning consent for the erection of a single wind turbine and associated infrastructure.

The turbine would have a hub height of 58m with a height to the tip of the blade of 100m and would be located within the KL Technologies site on the riverside industrial estate to the North of Kings Lynn Town Centre, an area defined as built environment type D on the adopted Local Plan inset maps.

Key Issues

The key issues are:

Principle of development
 Effect on visual amenity and heritage
 Ecology
 Impact on amenity
 Highway Safety
 Impact Upon Aviation.
 Other matters

Recommendation:

REFUSE

THE APPLICATION

The application proposal seeks full planning consent for the erection of a single wind turbine with a maximum blade tip of 100 m, with access and associated infrastructure.

A planning application is made for the installation of a single wind turbine with a maximum blade tip height of 100 m, a new access track, crane hardstanding, turbine foundation, external transformer, cabling and associated infrastructure. Some of the existing solar panels will be removed to accommodate the new wind turbine. The installed capacity of the Development will be 1.5 MW.

The Development will be accessed via the existing site entrance of the KL Technologies premises off Estuary Road and existing internal access tracks, with an additional access splay and laydown/assembly area to be provided to enable the installation of the turbine.

The proposed turbine model is the Vensys 82 1.5 MW turbine with a hub height of 58 m and a rotor diameter of approximately 82.4 m.

SUPPORTING CASE

The applicant's Agent has provided a supporting statement with the application as follows:-

'This project is about jobs, about being a responsible employer and good neighbour.

KL Technologies as a high electricity user has previously invested in green energy on its Kings Lynn site in the form of 6000 solar panels (in 2013) and a wind turbine (in 2014). The purpose of these initial investments were to provide 80% of the site's electricity needs from the sun and wind, thereby emphasising to our customers and end users of our products, as well as our employees and the local community, that we are an environmentally conscious and sustainable business. It was also an opportunity to provide long term electricity price stability which was essential to encourage further investments on the site.

These initial projects have been very successful leading to an additional £6 million invested on the site and creating 20 more jobs in high quality manufacturing roles. This growth in our business despite energy reduction measures means today that only 50% of our electricity needs are from these sources, ¾ of which is generated by the wind turbine.

When we started this project almost 3 years ago in April 2019 our aim was very similar to the first set of green projects, moving the business towards net zero carbon and establishing a more sustainable business by providing 100% of the site electricity needs from renewable sources. A new wind turbine was chosen because it's much more efficient in generating electricity with limited land available and was a better fit with our 24/7 operation. However in the last 12 months with the Russian invasion of Ukraine and the impact this has had on global energy prices the priority has dramatically changed.

KLT, like most other high energy use businesses, agree long term supply contracts for its energy supplies to ensure stability and certainty of energy costs over the medium term. KLT is currently shielded from the current very high energy prices until the autumn of 2024 when these contracts expire. KLT and its businesses would not be able to operate at the current energy prices. This project is now about protecting the 200 jobs on the Kings Lynn site and others in the local supply chain. The necessity and timing of this project is now critical.

It was important and necessary that we demonstrated the huge public support for this project. A comprehensive set of reports and studies have been undertaken to satisfy all

Planning Committee
6 March 2023

consultees and interested parties. In February 2022 an extensive public consultation exercise was undertaken involving press releases, a project website and the leafleting of almost 3000 households, businesses and other interest groups. We received a massive 93.2 % in support of this project from the 250 people who responded. An amazing high level of community support.

KL T wants to erect a second wind turbine on its site in Kings Lynn, making a total of 3 wind turbines in the local area. Its original objectives were for environmental and sustainability reasons, but it has now become a necessity to protect jobs and livelihoods of 200+ families in the local community'.

PLANNING HISTORY

11/02164/F Erection of a wind turbine (maximum height to blade tip 100 m) and associated infrastructure including turbine foundation, crane hardstanding, external compact housing, underground cabling and access track. Approved 5/11/2012.

11/01159/F Erection of 1 No. 50 metre meteorological mast for the temporary period of two years. Approved 26/05/2011

10/01859/FM Erection of photovoltaic solar array and associated infrastructure including transformer cabin and underground HV cabling. Approved 07/11/2011

02/01290/F Erection of 2 stacks for new oil heater system. Approved 16/09/2002

Riverside Business Centre

14/01381/F Erection of a 500kw wind turbine, max height 75m, max tip height 102m. Refused 12th February 2015 for the following reasons:-

'The proposed turbine when seen in conjunction with the two existing turbines in the vicinity causes a detrimental cumulative landscape and visual impact contrary to the provisions of paragraphs 17,56,58,64 and 109 of the National Planning Policy Framework, the National Planning Practice Guidance and Policy CS06 of the Local Development Framework Core Strategy 2011 and Policy DM20 of the Draft Management Policies Document. The benefits of renewable energy do not outweigh the harm identified'

The proposed turbine causes harm to the setting of the King's Lynn's Conservation Area. Specifically from South Quay, the siting and scale of the proposed turbine with its moving blades will be unduly prominent and would fail to sustain the character of this part of the Conservation Area. The proposal is therefore considered to be contrary to paragraphs 131 and 134 of the National Planning Policy Framework, the provision of the National Planning Practice Guidance, Policy CS12 of the Local Development Framework Core Strategy 2011 and Policy DM20 of the Draft Development Management Policies. The benefits of renewable energy do not outweigh the harm identified'

A subsequent appeal was lodged and dismissed by the Planning Inspectorate. A copy of the appeal decision can be found at appendix 1.

RESPONSE TO CONSULTATION

Historic England: *'We advise that your authority should be satisfied that it has sufficient information in order to understand and assess the full range of impacts upon the setting of those heritage assets most likely to be affected so that the application can be determined in accordance with the requirements and tests of the NPPF.'*

CSNN: NO OBJECTION subject to safeguarding conditions.

Environment Agency: NO OBJECTION, *subject to compliance with the Flood Risk Assessment.*

Planning Policy Officer: The development would be contrary to the Development Plan.

Conservation Officer: Raises **OBJECTION** on the grounds that the development would cause harm to the visual amenity of the wider setting and to nearby heritage assets.

Ministry of Defence (MoD): OBJECTS due to the impact of the proposed wind turbine on the operation and capability of Air Traffic Control Radar sited at RAF Marham and the introduction of a physical obstruction to air traffic movements.

Civic Society: Whilst they do not object, they raise some concerns that two obvious views have not been considered in terms of impact upon visual amenity. The first looking east from the A17 and the second looking west from the A148 at Knights Hill.

'These are two principal approaches to the town and it would not take a lot of analysis to identify that these are important views that influence perceptions of the town. In the town skyline it would be appropriate to consider the setting of the Minster. We attach a recent photograph looking north, up the river, from the Minster tower. We are not suggesting that being able to see wind turbines from the Minster tower should always preclude their planning consent, but we are asking for clear parameters to be set for future planning. There must be a lot of other companies in Lynn who could benefit from a renewable energy source such as a large wind turbine. How many 100m turbines around the town will be visually acceptable? We support the planning officer's view that the actual proposed turbine should be represented in the application – not a generic version'.

Natural England: NO OBJECTION

NCC Highways: NO OBJECTION

Environmental Quality: NO OBJECTION subject to safeguarding conditions in relation to contamination.

NATS Safeguarding: No safeguarding objections.

Norfolk Wildlife Trust: NO OBJECTION

REPRESENTATIONS

THREE representations have been received, **TWO OBJECTING** to the proposed development **ONE** raising some queries with respect to the proposal. The objections are as follows:

- The Borough council refused permission for a similar turbine in this vicinity, ref.14/01381/F, which went to appeal and was dismissed.

Planning Committee
6 March 2023

- There are already two turbines very nearby the proposed site and the Planning Inspector, at APP/V2635/W/15/3005780, agreed that a third turbine 'causes a detrimental cumulative landscape and visual impact' and 'causes harm to the setting of the King's Lynn Conservation Area.'
- The Borough Council should refuse permission for this development as all the previous objections are still relevant.
- The proximity to wind turbines causes considerable disturbance to residents.
- The flickering shadows created by the blade rotation are very visually unpleasant.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural 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

DM15 – Environment, Design and Amenity

DM20- Renewable Energy

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance: Renewable and Low Carbon Energy published 2015.

National Design Guide 2019

ETSU-R-97: The assessment and rating of noise from Wind Farms.

The Strategic Road Network and the Delivery of sustainable Development (2013).

LEGISLATION

Town and Country Planning (safeguarded aerodromes, technical sites and ,military explosives storage areas) direction 2002.

PLANNING CONSIDERATIONS

The main considerations are:

Principle of Development
Effect on Visual Amenity and Heritage
Ecology
Heritage assets

Planning Committee
6 March 2023

Amenity- noise and shadow flicker
Highway safety
Aviation
Other material consideration

Principle of Development

This application seeks permission for the construction of a wind turbine with a tip height of 100m.

Policy CS08 of the Council's adopted Core Strategy supports and encourages the generation of energy from renewable sources and states that applications will be permitted unless there are unacceptable locational or other impacts that could not be outweighed by wider environmental, social, economic and other benefits. In this case whilst there may be some benefits to the business as identified by the applicant there does not appear to be significant wider economic or sustainability benefits to the wider community.

Development Management Policy DM 20 – refers to renewable energy being determined on the basis of the benefits that they bring in terms of the energy generated and whether they outweigh impacts upon:-

- Sites of international, national or local nature or landscape conservation importance, whether directly or indirectly, such as the Norfolk Coast Area of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSIs) and Ramsar Sites;
- The surrounding landscape and townscape;
- Designated and un-designated heritage assets, including the setting of assets;
- Ecological interests (species and habitats);
- Amenity (in terms of noise, overbearing relationship, air quality and light pollution);
- Contaminated land;
- Water courses (in terms of pollution);
- Public safety (including footpaths, bridleways and other non-vehicular rights of way in addition to vehicular highways as well as local, informal pathway networks); and
- Tourism and other economic activity

In addition to the consideration of the above factors, the Borough Council will seek to resist proposals where:-

- a) There is a significant loss of agricultural land; or
- b) Where land in the best and most versatile grades of agricultural land is proposed to be used.

Development may be permitted where any adverse impacts can be satisfactorily mitigated against, and such mitigation can be secured either by planning condition or by legal agreement.

Whilst the above policy gives some scope to the provision of new renewable energy technologies and associated infrastructure the amplification to this policy located on page 68 of the development plan explicitly states that it does not relate to wind energy proposals and that decisions relating to wind energy will rely on national policy.

The National Planning Policy Framework (NPPF) encourages the transition to a low carbon future in a changing climate through the use of renewable resources whilst ensuring any adverse impacts are addressed satisfactorily.

Chapter 14, 'meeting the challenge of climate change, flooding and coastal change' supports the delivery of renewable and low carbon energy and recognises the responsibility on communities to contribute to 'energy generation' from renewable or low carbon sources. Paragraph 156 refers to the need to support the 'delivery of renewable and low carbon energy and associated infrastructure' and states that Local Planning Authorities should support community-led initiatives for renewable and low carbon energy. In determining planning applications LPAs should expect new developments to comply with any development plan policies.

However footnote 54 in relation to this policy states that the exception to the above is for applications relating to new turbines. It states that 'wind energy development involving one of more turbines should not be considered acceptable' unless it is in an area identified as suitable for wind energy development in the development plan. It is noted that there is no such allocation of this site for wind energy development.

Recent National Guidance has been issued; 'Planning Practice Guidance for Renewable and Low Carbon Energy' (issued 2015). This document identifies issues that should be considered when determining applications for wind turbines. This includes matters pertaining to noise, safety, electromagnetic transmissions, ecology, heritage, shadow flicker and reflected light. Advice is also given on how cumulative landscape and visual impacts should be assessed.

One wind turbine within the ownership of the applicant has already been erected within close proximity to the site (11/02164/F) with a maximum height to blade tip 100m. As such due regard needs to be paid to the potential proliferation of having a further wind turbine within such close proximity to the already existing wind turbine. As discussed further in the report the Council have objections to the introduction of a further wind turbine in this location.

It should also be noted that in dismissing the appeal in relation to application ref:14/01381/F which was similar to this application the inspector states ' the proposed development would harm the character and appearance of the surrounding area, particularly in respect to cumulative impacts'.

The site is located within close proximity The Wash Site of Special Scientific Interest (SSSI) and designated Wash Special Protection Area (SPA) and The Wash Ramsar site and therefore particular consideration must be afforded to its potential impact on protected areas and species in addition to the remaining issues identified. There are two grade 2 listed building within 1km of the site on Estuary Road and approximately 1.7km from the site are a high number of listed buildings forming part of the conservation area within the historic centre of Kings Lyn. As such due regard to the impact the development would have on these heritage assets must be taken into consideration.

The proposal has been screened in accordance with the EIA regulations and is not considered to require an Environmental Statement.

Overall the development would be unacceptable in principle. It has not been identified that the development would have wider economic or sustainability benefits, nor does the Council's Development Plan give any weight to allowing new wind turbine development within the Borough. Furthermore it is evident from National Planning Policy as well as other material planning considerations such as the appeal decision relating to application ref: 14/01381/F that the development is unacceptable contrary to Policy CS008 of the Core Strategy, Policy DM20 of the Development Plan Document and Chapter 14 of the National Planning Policy Framework (NPPF).

Effect on Visual Amenity and Heritage

Policy DM15 of the Development Management Plan states that all new development must not cause harm to the visual amenity of an area. Core Strategy Policy CS12 relating to green infrastructure and its impact upon infrastructure, landscape, character, biodiversity and geodiversity states that new development should be sensitive to the surrounding area, and not detract from the inherent quality of the environment.

Paragraph 013 of the PPG – Historic Environment states that;

“When assessing any application which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change”

The proposed wind turbine would be of a significant height and would have a visual impact upon the wider area. Moreover as discussed above it would be the second of two wind turbines located very close to one another and as such there would be concerns that the proposed development in this case would lead to the unacceptable proliferation of wind turbines and other visually prominent apparatus within proximity to the site.

Kings Lynn is a low lying town on the River Ouse which has been the lifeline and source of wealth for the town since at least the 11th century when a small town seems to be present in Domesday Book. The river Ouse has clearly been important as the buildings surrounding the Quays in Kings Lynn are all of some status, these buildings include, Bank House and Customs House, the latter of which is a grade I listed building.

The ABP Port of Kings Lynn is an extension to the dock environment and, although the buildings are much larger, it is read as an extension to the industrial port environment. The silo shapes are similar to the shapes of historic buildings on Common Staithe such as the grade II listed Conservancy board and pilots’ office.

The view back to the Conservation Area from West Lynn gives a feel for the importance of the views of the town from the water. The iconic buildings of Kings Lynn, such as the grade I listed Church of St Margaret (Kings Lynn Minster), the Grade I listed Clifton House viewing tower and the Grade I listed Customs House, as well as the spire of the grade I listed Chapel of St Nicolas, are all notable above the rooflines of buildings. The landscape to the north of the ABP port is also notably more rural. This provides a rural setting to the Conservation Area which draws the eye along the line of the Ouse to the sea beyond. This is particularly noticeable when viewed from the historic Ferry across the Ouse which has possibly been in existence since the 13th century.

There have been additions such as pylons and two wind turbines which are tall and detract from the rural setting but they also draw the eye away from the river and towards the land, the focus of the view is no longer the flat rural land and the tidal waters but tall, moving structures that appear alien and out of context in this environment.

There is an existing wind turbine and two pylons as well as two other white cylindrical projection which are particularly visible. The addition of a third turbine would add to the vertical projections in this area and add a second rotational moving blade which would begin to make a group in this location. The impact of a group of turbines in this location, which would be the first thing visible when entering the town along the water, would begin to dominate the wider landscape and diminish the importance of the historic buildings which currently act as tall landmarks within the roofscape of the town.

The Grade II listed Coastguard Cottages are present to the south of the proposed turbine and the view of them would be entirely dominated by the proposed development. This would

have a detrimental impact upon their significance. The heritage assessment submitted with the application has identified that there would be less than substantial harm to these assets (page 5). We do not dispute this assessment and consider that this should be weighed in the planning balance.

Overall, the flat, predominantly rural and mostly undeveloped landscape forms an important rural backdrop to the Kings Lynn Conservation Area. Despite the present modern additions, the water provides the dominant characteristic of the town. The buildings are built off of the wealth of the merchants who traded from the port and the historic buildings that are dominant within the streetscape of the historic core, are all reflective of the maritime importance of the town. The wide flat river leaves the quays and ports of the town and runs through a rural and flat landscape which provides the setting for the town. The introduction of a further turbine within this environment would create a group of rotationally moving, high structures into this setting which would result in a spread of industrial character that would erode the visible rural setting to the Conservation Area and the listed buildings within it.

For the reasons set out above the Council's conservation Officer raises objection to the proposed development and considers that overall the provision of an additional turbine would result in less than substantial harm to the character and significance of the Kings Lynn Conservation Area. As such the application does not therefore accord with paragraphs 189, 199, 200 and 202 of the NPPF or the requirements of Development Plan policy CS12 and DM15.

Ecology

The site is located close to The Wash a designated SSSI, SPA, Ramsar site and home to internationally important breeding and migrating birds.

An Ornithology Impact Assessment by Arcus has been provided by the applicant. It states that surveys were carried out between October 2019 and September 2021 (inclusive) to determine the ornithology baseline at the Site.

The results of the surveys, combined with desk study information, were used to identify bird species of conservation concern and protected sites of ornithological importance that could potentially be affected by the development. An Ornithological Impact Assessment (OIA) was then completed to determine potential effects on each of these species and sites during construction and operation of the development.

Based on a review of available data, the following species and protected sites were identified as having the potential to be affected by the Development: The Wash Special Protection Area (SPA), Ramsar site, National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI), black-headed gull, pink-footed goose, turnstone, redshank, herring gull, lesser black-backed gull and peregrine. However, through Collision Risk Modelling (CRM), it was determined that these species were at low to negligible risk of collision from the Development. This is supported by bird flight paths in relation to the existing wind turbine at the Site and the low number of bird carcasses found, both of which indicate that many species appear to avoid the existing wind turbine and are likely to do the same for the proposed additional wind turbine. Similarly, the potential for effects due to habitat loss and disturbance/displacement was considered to be of negligible to low magnitude for all bird species and protected sites.

The OIA concluded that, subject to embedded mitigation to protect breeding birds and prevent pollution, there would be no significant adverse effects on any bird species or protected sites of ornithological importance.

It is noted that Natural England raise no objection to the development.

The proposal in this regard would comply with Policy CS12 of the adopted Core Strategy.

Amenity-Noise and Shadow Flicker

The site is in a relatively isolated position with commercial activities taking place to the south and agricultural uses to the north and east. Nevertheless, there are sporadic residential properties to the north of the site and to the west separated by the River Great Ouse. The Council's Community Safety and Neighbourhood Nuisance team (CSNN) have assessed the surveys submitted in relation to noise and shadow and have confirmed that there will be no detrimental impact in terms of noise and shadow flicker upon nearby residents.

The site is located on an industrial estate with the closest residential property in excess of 500m away where noise generated from the turbines will not result in a material loss of amenity.

Shadow flicker which has the potential to cause disturbance and annoyance to residents could affect some of the dwellings found in the industrial estate. This however is dependent on a number of factors including weather conditions, rotation of the turbines, intervening structures and cannot be predicted. In the event of an approvable scheme a condition requiring details of the measures necessary to address the impacts of shadow flicker (likely to include turning the turbine off at certain times) could be added to the decision in order to address this matter.

The proposal would comply with Policy DM15 of the Development Management Policies Plan (2016).

Highway Safety

Norfolk County Council, Highways have confirmed that they have no objection to the proposal. Given the nature of the proposal it is considered that the development would not lead to conditions that would be prejudicial to pedestrian and highway safety.

Impact upon Aviation

Paragraph 97 of the National Planning Policy Framework states that planning policies and decisions should promote public safety and take into account wider security and defence requirements.

The Ministry of Defence (MOD) have objected to the proposed development as set out below:

'The principal safeguarding concerns of the MOD with respect to this development relate to the impact of the proposed wind turbine on the operation and capability of Air Traffic Control Radar sited at RAF Marham and introduction of a physical obstruction to air traffic movements.'

Air Traffic Control (ATC) Radar

The turbine will be 18.3 km from, detectable by, and will cause unacceptable interference to the ATC radar used by RAF Marham. Wind turbines have been shown to have detrimental effects on the performance of Primary Surveillance Radars. These effects include the desensitisation of radar in the vicinity of the turbines, shadowing and the creation of "unwanted" aircraft returns which air traffic controllers must treat as aircraft returns. The desensitisation of radar could result in aircraft not being detected by the radar and therefore not presented to air traffic controllers. Controllers use the radar to separate and sequence both military and civilian aircraft, and in busy uncontrolled airspace radar is the only sure

Planning Committee
6 March 2023

way to do this safely. Maintaining situational awareness of all aircraft movements within the airspace is crucial to achieving a safe and efficient air traffic service, and the integrity of radar data is central to this process. The creation of "unwanted" returns displayed on the radar leads to increased workload for both controllers and aircrews. Furthermore, real aircraft returns can be obscured by a turbine's radar return, making the tracking of both conflicting unknown aircraft and the controllers' own traffic much more difficult.

An operational assessment of this proposal has been conducted by an ATC subject Matter Expert (SME) who considered the position of the turbine weighed against a number of operational factors. Close examination of the proposal has indicated that the proposed turbine would have a significant and detrimental effect on operations and on the provision of air traffic services at RAF Marham.

MOD therefore objects to this development. In addition to the previous paragraph, reasons for this objection include, but are not limited to:

- a. Restrictions the development would impose upon departure routes including Standard Instrument Departures (SIDS)
- b. Restrictions the development would impose upon approach and arrival procedures
- c. Restrictions the development would impose upon traffic patterns, in particular the Radar Training Circuit
- d. Restrictions the development would impose upon traffic patterns, in particular the Radar to Visual profile
- e. Restrictions the development would impose upon LARS/ZONE traffic patterns
- f. Restrictions the development would impose upon special tasks conducted by the Unit
- g. Restrictions the development would impose upon aircraft operating areas
- h. Restrictions the development would impose upon final approach routes
- i. The position of the development in relation to routeing points utilised by air systems using the Low Flying System
- j. The MOD's future airspace and operational requirements
- k. The frequency of the provision of Traffic Service and Deconfliction Service in the vicinity of the proposed windfarm
- l. Air traffic density in the vicinity of the proposed windfarm
- m. Existing clutter or windfarms in the vicinity of the proposed windfarm
- n. The type and characteristics of aircraft routinely using the airspace in the vicinity of the proposed windfarm
- o. The performance of the radar
- p. The complexity of the ATC task
- q. The Traffic Services provided by RAF Marham aircraft.
- r. The proximity of light aircraft, microlight, glider or para dropping sites.
- s. the position of the development in relation to the handover points.

Physical Obstruction

In this case the development falls within the Low Flying Area 5 (LFA 5), an area within which fixed wing aircraft may operate as low as 250 feet or 76.2 metres above ground level to conduct low level flight training. The addition of turbines in this location has the potential to introduce physical obstruction to low flying aircraft operating in the area.

From the above comments it is evident that the development would lead to in principle safeguarding with respect to aviation matters that would have a negative impact upon public safety contrary to Policy DM15 of the development Plan and Paragraph 97 of the National Planning Policy Framework.

Other Matters

There are no objections from the Environment Agency as such it is considered that there would not be any issues relating to flood risk.

There are no issues relating to crime and disorder.

CONCLUSION

Neither the Council's Development Plan nor the National Planning Policy Framework support the introduction of new wind turbines as such it is evident that the development is unacceptable in principle. Furthermore, it has not been demonstrated that the benefits of this development would outweigh the harm in terms of its cumulative impact on the immediate area. It is considered that the development would have a negative impact upon the character and appearance of wider area as well as the character and appearance of the nearby conservation area and special character of nearby heritage assets. Furthermore, the Ministry of Defence have objected to the development on the grounds that the development would lead to the introduction of a physical obstruction to air traffic movements. Refusal of the application is therefore recommended.

RECOMMENDATION

REFUSE for the following reasons:

1. In the absence of any allocation for windfarm development in this locality the proposed wind turbine would be unacceptable in principle. The development is therefore considered to be contrary to chapter 14, footnote 54 of the National Planning Policy Framework, National Planning Practice Guidance, Policy CS12 of the Local Development Framework Core Strategy 2011 and Policy DM20 of the Development Management Policies Document.
2. The proposed turbine when seen in conjunction with the existing turbines in the vicinity would cause a detrimental cumulative landscape and visual impact contrary to the provisions of the National Planning Policy Framework, the National Planning Practice Guidance and Policy CS06 of the Local Development Framework Core Strategy 2011 and Policy DM20 of the Management Policies Document. The benefits of renewable energy do not outweigh the harm identified.
3. The proposed turbine would cause harm to the setting of the King's Lynn's Conservation Area. Specifically, from South Quay, the siting and scale of the proposed turbine with its moving blades will be unduly prominent and would fail to sustain the character of this part of the Conservation Area. The proposal is therefore considered to be contrary to the National Planning Policy Framework, the provision of the National Planning Practice Guidance, Policy CS12 of the Local Development Framework Core Strategy 2011 and Policy DM20 of the Development Management Policies Document. The benefits of renewable energy do not outweigh the harm identified.
4. The proposed turbine would result in conditions that would be harmful to aviation and public safety. The in principal safeguarding concerns of the MOD with respect to this development relate to the impact of the proposed wind turbine on the operation and capability of Air Traffic Control Radar sited at RAF Marham and introduction of a physical obstruction to air traffic movements. The proposal is therefore considered to be contrary to Paragraph 97 of the National Planning Policy Framework, National

Planning Committee
6 March 2023

Planning Practice Guidance, Policy CS12 of the Local Development Framework Core Strategy 2011 and Policy DM20 of the Development Management Policies Document.