

# Planning Committee Agenda

## Members of the Planning Committee:

Cllr J M Ward (Chairman)  
Cllr K Vincent (Vice-Chairman)  
Cllr A D Adams  
Cllr S C Beadle  
Cllr N J Brennan  
Cllr J F Fisher

Cllr R R Foulger  
Cllr C Karimi-Ghovanlou  
Cllr K Leggett  
Cllr S M Prutton  
Cllr S Riley

## Date & Time:

Wednesday 5 October 2022

**2:00pm** (*please note the revised start time of the meeting*)

## Place:

Council Chamber, Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich

## Contact:

Dawn Matthews tel (01603) 430404

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Website: [www.southnorfolkandbroadland.gov.uk](http://www.southnorfolkandbroadland.gov.uk)

## PUBLIC ATTENDANCE:

This meeting will be live streamed for public viewing via the following link: [Broadland YouTube Channel](#)

You may register to speak by emailing us at

[committee.bdc@southnorfolkandbroadland.gov.uk](mailto:committee.bdc@southnorfolkandbroadland.gov.uk) no later than 5pm on Friday 30  
September 2022

## Large print version can be made available

If you have any special requirements in order to attend this meeting, please let us know in advance.

# AGENDA

1. **To receive declarations of interest from members;**  
(guidance and flow chart attached – page 3)
2. **To report apologies for absence and to identify substitute members;**
3. **To confirm the minutes of the meeting held on 7 September 2022;**  
(minutes attached – page 5)
4. **Matters arising from the minutes;**
5. **Applications for planning permission to be considered by the Committee in the order shown on the attached schedule**  
(schedule attached – page 11)
6. **Planning Appeals (for information);**  
(table attached – page 51)

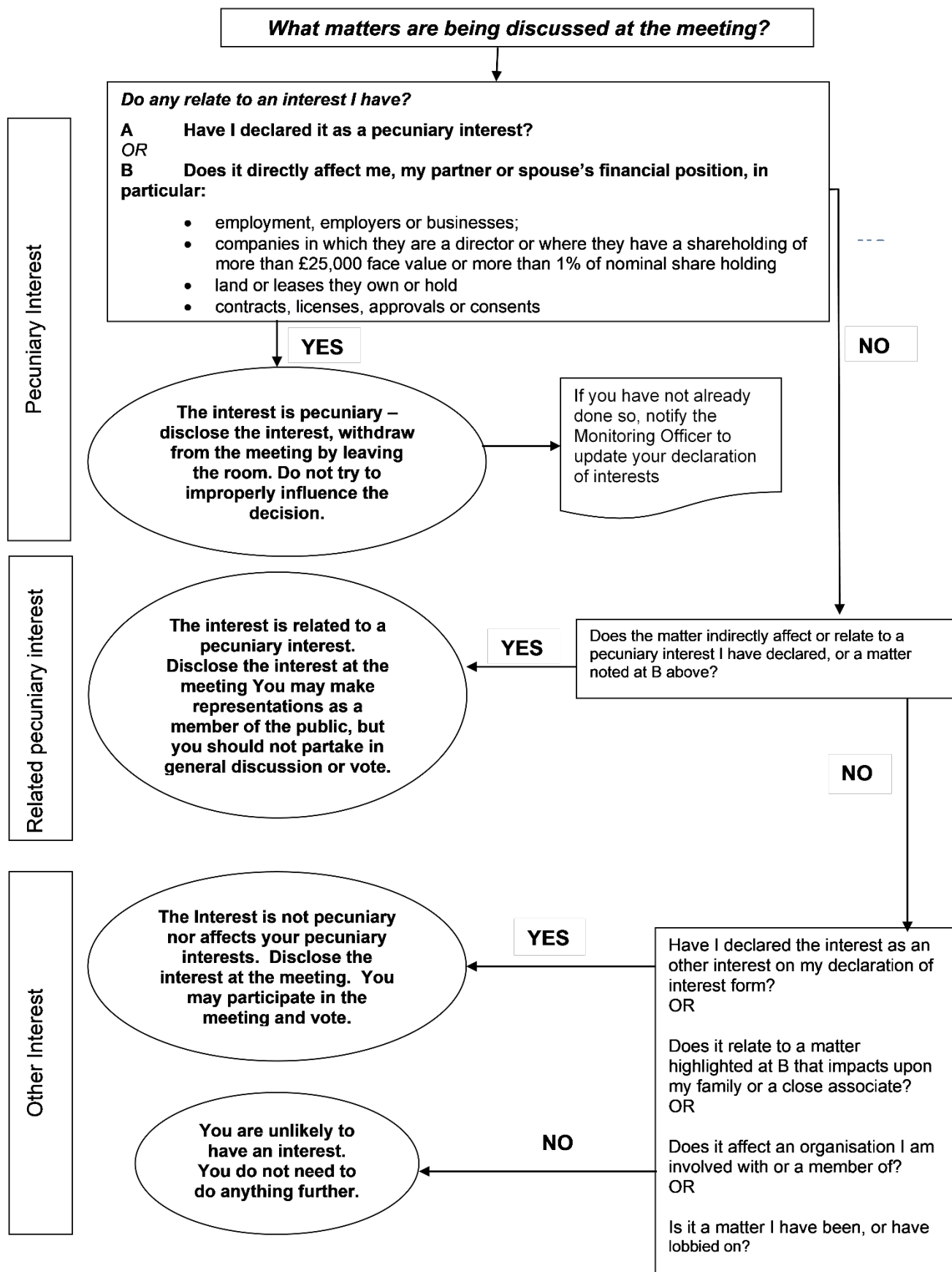
## DECLARATIONS OF INTEREST AT MEETINGS

When declaring an interest at a meeting Members are asked to indicate whether their interest in the matter is pecuniary, or if the matter relates to, or affects a pecuniary interest they have, or if it is another type of interest. Members are required to identify the nature of the interest and the agenda item to which it relates. In the case of other interests, the member may speak and vote. If it is a pecuniary interest, the member must withdraw from the meeting when it is discussed. If it affects or relates to a pecuniary interest the member has, they have the right to make representations to the meeting as a member of the public but must then withdraw from the meeting. Members are also requested when appropriate to make any declarations under the Code of Practice on Planning and Judicial matters.

<p>Have you declared the interest in the register of interests as a pecuniary interest? If Yes, you will need to withdraw from the room when it is discussed.</p>
<p>Does the interest directly:</p> <ol style="list-style-type: none"> <li>1. affect yours, or your spouse / partner's financial position?</li> <li>2. relate to the determining of any approval, consent, licence, permission or registration in relation to you or your spouse / partner?</li> <li>3. Relate to a contract you, or your spouse / partner have with the Council</li> <li>4. Affect land you or your spouse / partner own</li> <li>5. Affect a company that you or your partner own, or have a shareholding in</li> </ol> <p>If the answer is "yes" to any of the above, it is likely to be pecuniary.</p> <p>Please refer to the guidance given on declaring pecuniary interests in the register of interest forms. If you have a pecuniary interest, you will need to inform the meeting and then withdraw from the room when it is discussed. If it has not been previously declared, you will also need to notify the Monitoring Officer within 28 days.</p>
<p>Does the interest indirectly affect or relate any pecuniary interest you have already declared, or an interest you have identified at 1-5 above?</p> <p>If yes, you need to inform the meeting. When it is discussed, you will have the right to make representations to the meeting as a member of the public, but you should not partake in general discussion or vote.</p>
<p>Is the interest not related to any of the above? If so, it is likely to be an other interest. You will need to declare the interest, but may participate in discussion and voting on the item.</p>
<p>Have you made any statements or undertaken any actions that would indicate that you have a closed mind on a matter under discussion? If so, you may be predetermined on the issue; you will need to inform the meeting, and when it is discussed, you will have the right to make representations to the meeting as a member of the public, but must then withdraw from the meeting.</p>

**FOR GUIDANCE REFER TO THE FLOWCHART OVERLEAF.  
PLEASE REFER ANY QUERIES TO THE MONITORING OFFICER IN THE FIRST  
INSTANCE**

## DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



## PLANNING COMMITTEE

**Minutes of a meeting of the Planning Committee of Broadland District Council, on 7 September 2022 at 9:30am at the Council Offices.**

<b>Committee Members Present:</b>	Councillors: J Ward (Chairman), S Beadle, N Brennan, J Fisher, R Foulger, C Karimi-Ghovanlou, S Prutton, S Riley and K Vincent
	Councillors: K Leggett and L Hempsall (for A Adams) for Reepham and Weston Longville applications only (items 1-4)
<b>Other Members Present :</b>	Cllr J Copplestone (for application no: 20220034) Cllr P Bulman (for application no: 20220034) Cllr S Catchpole (for application no: 20220732)
<b>Officers in Attendance:</b>	The Assistant Director of Planning (HM), the Area Team Manager (CR), the Area Team Manager (CC), the Area Planning Manager (GB), and the Democratic Services Officer (DM)
<b>Others in attendance:</b>	Dave Wilson – Norfolk Highways (for Reepham Applications)

### 19 DECLARATIONS OF INTEREST

Application	Parish	Councillor	Declaration
20200469 20200847 20201183	Reepham	All Members	Lobbied by interested party
		Cllr S Beadle	Non- pecuniary interest (School Governor). Wished to speak as local member, therefore took no part on the discussion and decision on the application

### 20 APOLOGIES FOR ABSENCE

An apology for absence was received from Cllr A Adams.

## 21 MINUTES

The minutes of the meeting held on 10 August 2022 were confirmed as a correct record and signed by the Chairman.

## 22 MATTERS ARISING

No matters were raised.

## 23 PLANNING APPLICATIONS

The Committee considered the reports circulated with the agenda, which were presented by the officers.

Members were advised that, in relation to application no: 20200847 at Reepham, there was a need for additional conditions in respect of offsite highway improvement works at the existing pedestrian crossing of the B1145 between Park Lane and Smugglers Lane, requested by Highways and agreed with the applicant.

In relation to application no 20220034 at Weston Longville, additional expressions of support had been received from the Royal Norwich Golf Course and the Chairman of the New Anglia LEP Growth Team. Also, Natural England had indicated it was not opposed to the proposal but a view from the local office of Natural England was still awaited.

The following speakers addressed the meeting on the applications listed below.

Application	Parish	Speakers
20200469 20200847 20201183	Reepham	Julie Fielder for Steven Fielder – objecting Helen Lindsay for Richard Taylor – objecting Norman Smith – objecting Julie Fielder – objecting Helen Lindsay – objecting Mark Bridges for Hugh Ivins – objecting Mark Bridges – objecting Iain Hill – supporting Frazer Hall – supporting Tim Gibbs – supporting Cllr Beadle – local member Cllr Peck – County Council local member (written statement)
20220034	Weston Longville,	Ruth Goodhall – parish council – objecting David Harrod – objecting Mark Howey – objecting Kate Symonds – objecting Jon Jennings – supporting Cllr J Copplestone – supporting Adam Goymour – supporting Cllr P Bulman – local member

20220732	Aylsham	Maz Hill – objecting Jane Kenny – objecting Cllr S Catchpole – local member
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The Committee made the decisions indicated in the attached appendix, conditions of approval or reasons for refusal of planning permission as determined by the Committee being in summary form only and subject to the final determination of the Director of Place.

## **24 PLANNING APPEALS**

The Committee noted the appeals lodged and decisions received.

(The meeting concluded at 3.20pm)

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Chairman

NOTE: Conditions of approval or reasons for refusal of planning permission as determined by the Committee are in summary form only and subject to the Director of Place's final determination.

1. **Appl. No** : **20200469**  
**Parish** : **REEPHAM**  
Applicant's Name : Norfolk County Council  
Site Address : Broomhill Lane, Reepham, NR10 4JT  
Proposal : Widening of carriageway with traffic calming, revised junction configuration with Whitwell Road, shared use cycleway/footway and surfacing footpath to Park Lane  
Decision : Members voted (8 for, 1 against, 1 abstention) to approve  
**Approved** subject to conditions  
1. 3 year commencement  
2. Plans and documents  
3. Highways conditions SHC17, SHC23, SHC 24A, SHC 24B, SHC33A, SHC33B, SHC34(1) and SHC 34(2)  
4. Landscaping scheme
  
2. **Appl. No** : **20200847**  
**Parish** : **REEPHAM**  
Applicant's Name : Lovell, Lakeside 500, Broadland Business Park, Old Chapel Way, Norwich, NR7 0WG  
Site Address : Land west of Broomhill Lane, Reepham  
Proposal : Proposed residential development for 141 dwellings with associated open space, highway and landscaping works. Extension to existing Reepham cemetery  
Decision : Members voted (7 for, 3 against) to authorise the Assistant Director Planning to approve.  
**Authorised the Assistant Director Planning to approve** subject to conditions and a section 106 Agreement, subject to satisfactorily addressing the requirements under the Habitats Regulations regarding nutrient neutrality and subject to the application being referred to the Secretary of State in respect of the Sport England objection.  
S106 Heads of Terms:  
1. 28% Affordable Housing (65% rent:35% intermediate)  
2. Open space provision/contributions in accordance with EN3 and RL1 (and the associated Recreational provision in Residential Development SPD)  
3. £1.5 million contribution towards sports hall  
4. Transfer of land identified for cemetery  
5. Travel Plan  
6. Bus service contributions  
7. Dedication of land at Whitwell Road for visibility splays  
8. GIRAMS



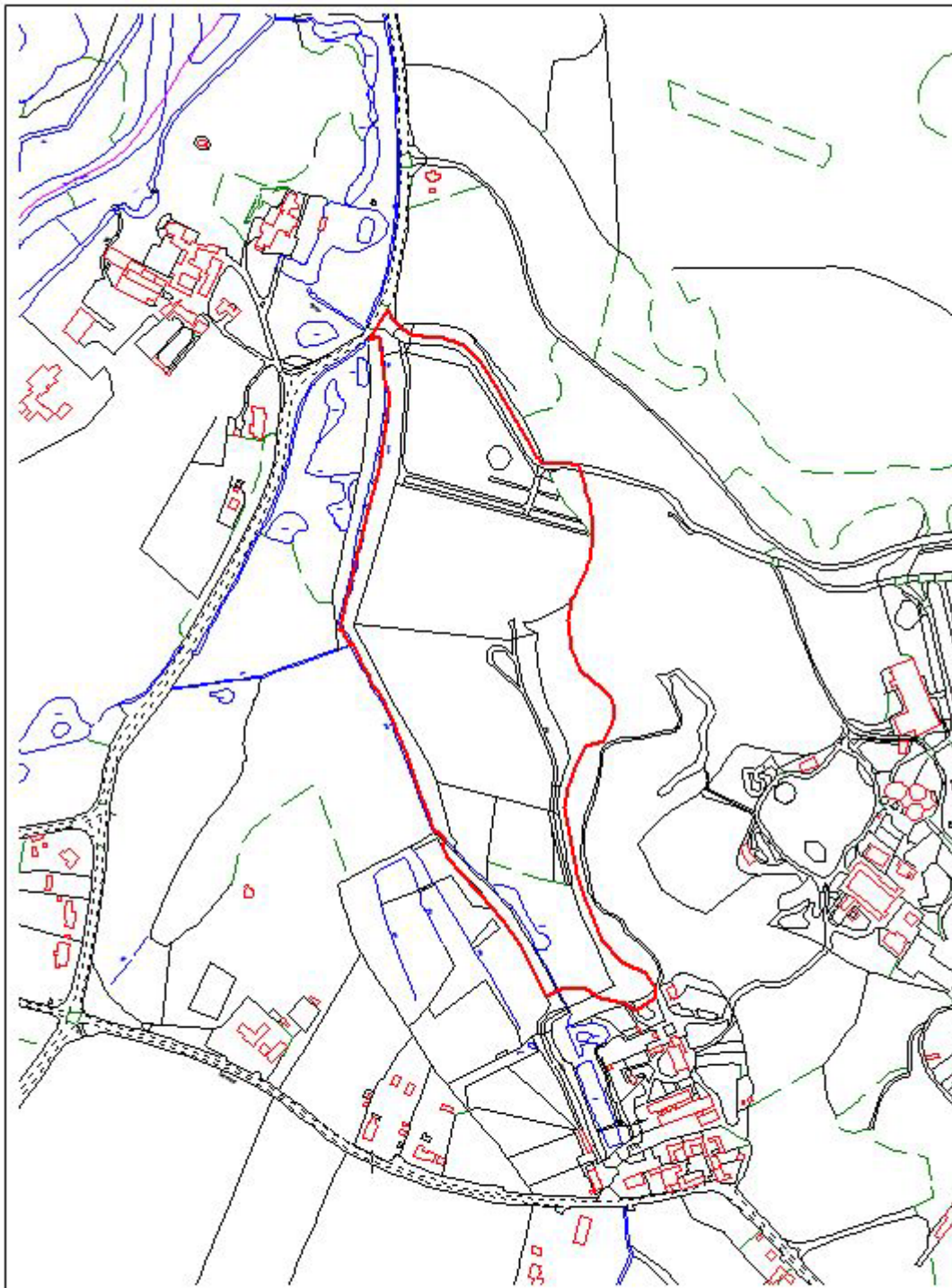
## Conditions

- 1) 3 year commencement
- 2) Plans and documents
- 3) Delivery of highway works under 20200469 prior to commencement
- 4) Tree protection/retention measures (L09 and L16)
- 5) Detailed landscaping plan
- 6) Further site investigation for contamination
- 7) Construction management plan
- 8) Surface water drainage scheme
- 9) Minerals management plan
- 10) External lighting scheme
- 11) Badger information pack for homeowners
- 12) Construction Environment Management Plan: biodiversity
- 13) Landscape Environment Management Plan
- 14) Biodiversity Enhancement Plan
- 15) Fire hydrants (1 per 50 dwellings)
- 16) Details of roads, footways etc (SHC01)
- 17) Details of roads, footways etc (SHC02)
- 18) Binder course (SHC03A)
- 19) Phasing Plan (SHC03B)
- 20) Visibility Splays (SHC17)
- 21) Details of on-site parking for construction workers (SHC23)
- 22) Construction Traffic management Plan and Access Route (SHC24A)
- 23) Compliance with Construction Traffic Management Plan (SHC24B)
- 24) Stopping Up Order (SHC32)
- 25) Offsite highway works PRA029-GA-003 (SHC33A(1))
- 26) Implementation of off site highway works (SHC33B(1))
- 27) Off-site highway improvement works to improve the road crossing (with road narrowing if required) of School Road at Reepham Primary School and provision of pedestrian and cycle signs between the development and Reepham town centre SHC33A(2)
- 28) Implementation of off site highway works SCH33B(2)
- 29) Details of Interim Travel Plan SHC35A
- 30) Implementation of Interim Travel Plan SHC35B
- 31) External materials
- 32) Construction management plan
- 33) 10% renewables
- 34) off-site highway improvement works at the existing pedestrian crossing of the B1145, between Park Lane and Smugglers Lane
- 35) implement works agreed under condition 34

- 3    **Appl. No** : **20201183**  
      **Parish** : **REEPHAM**  
      Applicant's Name : Mr Rob Watton, Reepham High School and College  
      Site Address : Reepham High School and College, Whitwell Road, Reepham, NR10 4JT  
      Proposal : Provision of a New Sports Hall with associated Changing Facilities, Studio, Sports Classrooms and Parking.  
      Decision : Members voted (9 for, 1 against) to approve **Approved** subject to conditions  
                  1. Reserved matters time limits  
                  2. Details required for access, appearance, layout, scale and landscaping  
                  3. Community use agreement  
                  4. Tree protection details  
                  5. Highway Condition SHC21 and SHC 22  
                  6. Surface water drainage  
                  7. Ecological enhancements
- 4    **Appl. No** : **20220043**  
      **Parish** : **WESTON LONGVILLE**  
      Applicant's Name : Mr A Goymour, Norfolk Dinosaur Park Ltd  
      Site Address : Morton Lane, Weston Longville, NR9 5JW  
      Proposal : Hybrid application - Part full and part outline for the change of use of a former Deer Park to provide an extension to the Roarr Dinosaur Attraction comprising three phases of development, including a volcano feature, rides, food and beverage facilities, toilet block, entrance feature, extension to overflow carpark, ecological enhancement and landscaping  
      Decision : Members voted (7 for – 4 against) to defer the application for a site visit (officer recommendation was for approval)  
                  **DEFERRED** for site visit
- 5    **Appl. No** : **20220732**  
      **Parish** : **AYLSHAM**  
      Applicant's Name : MGF Norfolk  
      Site Address : Land Adjoining Burgh Rd, Spratts Green, Aylsham, NR11 6TX  
      Proposal : Formation of Means of Access to Burgh Road and Erection of Double Five Bar Timber Gates and Timber Post and Rail Fencing (Retrospective)  
      Decision : Members voted (7 for, 2 against) to approve with conditions.  
                  **Approved** with conditions.  
                  1. Development shall be carried out in accordance with the amended plans and documents  
                  2. Access gates – configuration

	Application No	Location	Officer Recommendation	Page No
1	20220034	Dinosaur Park, Morton Lane, Weston Longville, NR9 5JW	Authorise the Assistant Director of Place to <b>APPROVE</b> subject to ecological matters being resolved and subject to conditions	13
2	20221273	Drayton Drewary, Reepham Road, Drayton, NR8 6QS	<b>APPROVE</b> subject to conditions	46

Application 1



 <p><b>Broadland</b> District Council <i>Community at heart</i></p>	<p><b>Application No: 20220034</b> <b>Norfolk Dinosaur Park Ltd, Morton Lane, Weston Longville, NR9 5JW</b></p> <p><small>Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2011. Ordnance Survey Licence number 100022319.</small></p>	<p><b>Scale:</b> 1:3000 <b>Date:</b> 26-Aug-22</p>	<p><b>N</b> </p>
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1.     **Application No:       20220034**  
       **Parish:            WESTON LONGVILLE**

Applicant's Name: Mr A Goymour, Norfolk Dinosaur Park Ltd  
Site Address:       Morton Lane, Weston Longville, NR9 5JW  
Proposal:            Hybrid application – Part full and part outline for the change of use of a former deer park to provide an extension to the Roarr Dinosaur Attraction comprising three phases of development including a volcano feature, rides, food and beverage facilities, toilet block, entrance feature, extension to overflow carpark, ecological enhancements and landscaping

1     Reason for reporting to Committee

- 1.1    This application was deferred by Planning Committee at its meeting on 7 September 2022 following a vote by Members to undertake a site visit to view the application site and its surroundings. This is scheduled to take place on 5 October 2022 with the application being considered by Members afterwards.
- 1.2    For background information, the 7 September Committee report is attached as Appendix A to this report.

2     Representations received since 7 September

- 2.1    Since the meeting, one further neighbour objection has been received which raised the following concerns:
- Noise pollution
  - Light pollution (there has been a significant increase in evening activities at the site recently having promised one evening event a year previously)
  - Air pollution from increased traffic
  - Loss of wildlife habitat and green space
  - Endangered species - the barbastelle bats found to be impacting the NWL road can be found locally
  - Water pollution - this site is situated close to flood plains which flow into the sensitive Wensum Valley. How will nutrient neutrality be impacted by this development?
  - Danger to pedestrian safety
  - Impact to existing businesses & housing

3     Updates following Committee meeting on 7 September

**Provision of a path to Roarr**

- 3.1    It is understood that the applicant and/or agent have contacted the Royal Norwich Golf Club since the Committee meeting but that at the time of writing this report, no response has been received. Members will be

updated on this where possible either in the Supplementary Schedule or at Committee.

- 3.2 Following Committee on 7 September, I contacted the Highway Authority. It remains of the view that it would be beneficial if Roarr could be safely accessed by active and sustainable travel and that it is possible that if appropriate facilities could be provided, the benefit might be most significant in terms of staff travel, rather than visitors.
- 3.3 It noted the differences in the representations between objectors and the applicant over the provision of a footpath through the golf club and that no evidence has been submitted by the applicant to substantiate the claim that it has not been possible to negotiate a route over third party land.
- 3.4 The Highway Authority explained that it does not necessarily agree with the applicant's consultant that an off-highway trod with a surface suitable for cycles, wheelchairs and pushchairs could not be provided. Instead, it highlighted the Marriott's Way between Drayton and Hellesdon as an example of where a path has been provided with a rolled, crushed rock construction.
- 3.5 Comments were also made on what may be required if a footpath could feasibly be provided along Weston Hall Road and that a suitable form of crossing would be required to allow users to safely access the northern side of the A1067.
- 3.6 In respect of the A1067, the Highway Authority advised that this not a trunk road but it is a principal A road with a 40mph speed limit. It stated that it would not object to the construction of an appropriate crossing at the A1067 if it connects with a suitable pedestrian/cycle route to Roarr. A new bus stop would be required at the south side of the A1067 along with appropriate footway links. The footway/cycleway and crossing would then provide safe access between Roarr (and the golf club) and the scheduled bus service between Norwich and Fakenham.
- 3.7 While the outcome of the applicant's contact with the golf club is awaited, I would not be minded to support the provision of a footpath along the eastern side of Weston Hall Road even in the event of agreement being reached with relevant landowners on this. In order to provide the footpath and as Members may observe when driving to the site visit, a significant number of trees would likely be impacted upon, whether by being removed, during the construction phase and for any drainage arrangements. The likely harms arising to the trees, the positive contribution that they make to the character of this part of Weston Hall Road and their potential biodiversity value leads me to consider that the harm arising from the footpath would outweigh the benefits.
- 3.8 In respect of a route through the golf course, again while waiting for the outcome of the applicant's contact with the golf club, it must be borne in mind that Roarr is located in the countryside, very much less than 1% of customers visit by foot and the Highway Authority has not objected to the application. If a

path cannot or will not be provided and Members have concerns over the development not providing for active modes of transport for staff and visitors, I would invite you to consider whether the application complies with the provisions of the development plan as a whole. That is to say that not every application the Council assesses complies with every relevant policy of the development plan but when weighing up and balancing out the matters that the application raises, it is possible that it will comply with the development plan as a whole.

## Noise

- 3.9 On matters of noise, the applicant's acoustic consultant has provided a memorandum that summarises noise issues. Items of note from this are:-
- The development will operate in the daytime only.
  - Baseline noise levels are dominated by traffic noise. Noise from the roars, while occasionally audible during the baseline survey (with measurements taken at neighbouring properties), was below traffic noise levels, hence was not measurable and had no impact on the baseline levels.
  - The predicted noise levels from the park are below the existing baseline noise levels from road traffic.
  - The calculated noise levels are below the level (50 dB LAeq) at which BS8233 and WHO Guidelines indicate that "Moderate annoyance" might occur. They are also below the existing ambient noise levels at each of the receptors.
  - The resulting increase in noise is below 3 dB LAeq,T at all receptors. It follows from this and from the guidance in the National Planning Practice Guidance (NPPG) that the resulting impacts will either be not noticeable or, at worst, occasionally noticeable but not intrusive. Hence the "Increasing Effect Level" under NPPG is classified either as No Observed Adverse Effect Level or at worst, Lowest Observed Adverse Effect Level at which no additional mitigation measures are required.
- 3.10 The Council's Environmental Management Officer has considered this information and other information and submissions relating to noise matters for the application. He confirmed that he has no additional comments to make and his previous recommendations remain. These were to recommend conditions relating to the implementation of the submitted Noise Management Plan and the submission of a Construction Management Plan. His view is that the Noise Management Plan is the key document as it will limit that noise impact that the site can produce. He does not consider that there is a need for an acoustic barrier at the site.
- 3.11 The Noise Management Plan includes measures such as:
- To centrally control dinosaur noises, music and soundtracks. This central control system will be used to ensure that loudspeakers are not turned on until just before opening hours and are turned off just after

closing hours. Due to long cable runs, this may not be possible for every loudspeaker but staff will be instructed to operate these during park opening hours.

- To not locate loudspeakers close to site boundaries where there is a direct line of sight close to sensitive receptors.
- To limit low frequency sound e.g. bass.
- To locate loudspeakers close to the ground or if they do have to be elevated, to have directional loudspeakers and point them downwards towards soft ground.
- To use several smaller loudspeakers rather than one large loudspeaker if sound is required over a large area.
- If the loudspeaker is clearly audible at a sensitive receptor, reduce the sound level until it is no longer audible. This could be through repositioning or re-orientating the loudspeaker or reducing the volume.
- To have a complaints system in place if complaints are received on noise levels.

- 3.12 When having regard to the above and the consideration that the Environmental Management Officer has given to the noise implications of the application, I am satisfied that in respect of noise, the application complies with Policies GC4 and EN4 of the DM DPD.

#### 4 Other matters

- 4.1 As was the case previously, comments have not yet been received from Natural England on the information submitted by the agent on nutrients. At the time of writing, further information is also awaited from the agent on ecological matters at the site, including badgers. When received, the Ecology and Biodiversity Officer will be consulted.
- 4.2 To clarify a matter raised at the Committee meeting, in its original comments on the application, the County Council's Historic Environment Service was unable to identify details submitted with the application that considered potential impacts of the development on Weston Park and other undesignated heritage assets (e.g. archaeological remains). Subsequent to that, an Historic Environment Desk Based Assessment was submitted, which the Historic Environment Service was consulted on. Its response was to recommend a condition that requires a programme of archaeological mitigatory works to be carried out. Members are also invited to consider the comments of this Council's Senior Heritage and Design Officer at paragraph 4.7 of the original Committee report.
- 4.3 At Committee, the applicant confirmed that he is proposing to operate the extension to Roarr from the Easter school holidays to October half-term. This differs from the information provided in the previous Committee report and the application submissions which stated a later starting date of May. However, this does not affect my assessment of the applicant. Instead, this is an operational decision of the applicant and not a matter that is proposed to be restricted by a planning condition.



Conclusion

- 4.4 When having regard to the above, my conclusion is much the same as it was in the original Committee report. The principle of development is generally acceptable in this location and subject to further consideration being given to ecology matters, I consider that the impacts on the appearance of the surrounding area, landscape character, residential amenity, highway safety, heritage assets, air quality and flood risk are either acceptable or can be satisfactorily mitigated. Biodiversity Net Gains are also being proposed and there will also be economic benefits associated with the application. Accepting that the outcome of the applicant's contact with the Royal Norwich Golf Club is awaited, if this cannot or will not be provided, I nevertheless consider that the benefits of the applications outweigh the harms and that when read as a whole, application complies with the development plan. The application is therefore recommended for approval.

Recommendation: To the authorise the Assistant Director of Place to approve subject to ecological matters being resolved and subject to conditions:

**Full permission**

- 1 Time limit – full permission
- 2 In accordance with submitted drawings
- 3 On-site parking for construction workers
- 4 Construction traffic management plan and access route with details of wheel cleaning facilities
- 5 Compliance with construction traffic management plan and access route
- 6 Details of layout and demarcation of parking to be submitted for approval
- 7 Tree protection details to be submitted
- 8 Programme of archaeological mitigatory work
- 9 Electronic ticketing
- 10 Details of lighting to be submitted
- 11 Hours of operation
- 12 Adhere to Noise Management Plan
- 13 Submission of construction management plan
- 14 Landscaping scheme
- 15 Surface water drainage
- 16 Foul water to package treatment plant
- 17 Any appropriate conditions relating to ecology or as recommended by Natural England

**Outline permission**

- 1 Time limit – outline planning permission
- 2 Submission of reserved matters
- 3 In accordance with submitted drawings
- 4 On-site parking for construction workers
- 5 Construction traffic management plan and access route with details of wheel cleaning facilities
- 6 Compliance with construction traffic management plan and access route
- 7 Submission of updated ecological surveys
- 8 Programme of archaeological mitigatory work
- 9 Electronic ticketing
- 10 Details of lighting to be submitted
- 11 Hours of operation
- 12 Adhere to Noise Management Plan
- 13 Landscaping scheme
- 14 Surface water drainage
- 15 Foul water to package treatment plant
- 16 Any appropriate conditions relating to ecology or as recommended by Natural England

Contact Officer  
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**APPENDIX A**

- 1. Application No: 20220043**  
**Parish: WESTON LONGVILLE**

Applicant's Name: Mr A Goymour, Norfolk Dinosaur Park Ltd  
Site Address: Morton Lane, Weston Longville, NR9 5JW  
Proposal: Hybrid application - Part full and part outline for the change of use of a former Deer Park to provide an extension to the Roarr Dinosaur Attraction comprising three phases of development, including a volcano feature, rides, food and beverage facilities, toilet block, entrance feature, extension to overflow carpark, ecological enhancement and landscaping

Reason for reporting to committee

The Local Member has requested that the application be determined by the Planning Committee for appropriate planning reasons as set out below in section 4.

Recommendation summary:

To authorise the Assistant Direct of Planning to approve subject to ecological matters being resolved and subject to conditions.

**1 Proposal and site context**

- 1.1** This application is a hybrid application that seeks full planning permission for part of the site and outline permission for part of the site. The application for full planning permission comprises two phases. The application for outline planning permission comprises the third and final phase. It is anticipated that these phases will be delivered over three to four years. Roarr has an overall area of approximately 34 hectares. The application site has an area of 8.66 hectares and is located to the west of the main site.
- 1.2** Roarr was previously known as Norfolk Dinosaur Park and as the crow flies, is approximately 9.5 miles to the northwest of Norwich in the parish of Weston Longville. It is perhaps more closely related to Lenwade and Great Witchingham though, which are approximately 500m to the north. The main vehicular access into the site is via the B1535/ Weston Hall Road, which is approximately 500m south of the A1067/Norwich Road. The B1535 ultimately connects to the A47 about 3.5 miles to the south. There is a secondary access on Morton Lane for maintenance staff.
- 1.3** Roarr opened in the 1990s as the Norfolk Dinosaur Park and since then, has undergone continuous expansion. Attractions include a woodland dinosaur trail, indoor and outdoor play areas, cafes and restaurants, a high ropes

course, a splash zone water play area, animatronic features, a theatre building and throughout October, the Primevil Halloween experience. The park currently receives 300,000 visitors a year and if this application were to be approved, it is anticipated that visitor numbers will increase by 16% a year on average until it reaches its capacity of 500,000 annual visitors.

- 1.4 The application site is to the west of the main part of the Roarr site and is the former deer park, which is now unused. For the most part, it is a mown field part of which has provided overflow parking when required. Levels vary but on the whole, decline from east to west. It can currently be accessed via locked gates at its northern and southern ends. To the north is the access drive leading to the car park with woodland beyond, to the west is woodland, to the south on Morton Lane are residential properties and a camping business, fields owned by occupiers of those residential properties and woodland. To the east is the woodland walk associated with the dinosaur trail at Roarr and other attractions within the grounds. Further to the north and east wrapping around Roarr is the Royal Norwich Golf Club at Weston Park.
- 1.5 Phase 1 occupies a roughly central position and has an area of approximately 18,534m<sup>2</sup>. It comprises the following:
- A drop tower volcano ride. This will be adjacent to the western boundary and will be 10m in height (with the ride going up to 8m).
  - A tea cup ride centrally positioned along the northern boundary of Phase 1. The ride itself will be 8m in diameter but including safety barriers around it, the entrance to the ride and the extent of the canopy above it, will be 16m in diameter.
  - Two bounce pillows measuring 10.9m by 9m. The pillows will be ground level but the dinosaur themed features around them will be 3m in height. One pillow will be positioned next to the volcano ride, the other next to the boundary with Phase 2.
  - A play area positioned just west of centre within Phase 1 that includes a 6m high tower and slide, climbing nets and balance beams.
  - A 3m high play feature adjacent to pedestrian access into the site from the east that includes a platform, climbing net and slide;
  - A water play area with a canopy above;
  - A toilet and changing block will be to the south of the volcano ride and adjacent to the western boundary. This will be a maximum of 15.6m in length and 2.66m in height. Foul water from here will discharge to a package treatment plant.
  - A food and drink kiosk offering drinks and snacks adjacent to the boundary with Phase 3 with a canopy outside measuring approximately 11m by 14m and 3m in height. The canopy will be approximately 4.9m in height.
- 1.6 Phase 2 is positioned to the southeast of Phase 1 and has an area of approximately 5000m<sup>2</sup>. It provides a tracked ride with dinosaur features that will be a maximum of 5m in height. The entrance feature for the ride will be based around the arrivals/departure platform.

- 1.7 Phase 3 runs diagonally across the site to the south of Phases 1 and 2 and has an area of 6160m<sup>2</sup>. There are no specific plans for this area but an indication has been given that it will be a themed area that will be developed in response to the previous phases. The rides are aimed at children in the 3 to 11 age group.
- 1.8 Parking will be provided in the northern section of the site adjacent to the existing vehicular access and driveway. The applicant has explained that this is only expected to be used as overflow car parking and it is proposed that this will come forward in two phases. Phase 1 of the car park will provide approximately 515 spaces (although this is subject to demarcation any layout) and will accompany Phases 1 and 2 of the construction. Spaces are intended to be grassed but accessed via gravel tracks. Phase 2 of the car park will accompany Phase 3 of the construction phase and will provide approximately 245 spaces. Phase 2 is to provide overflow parking for cars. Habitats enhancements and reinforcements to the tree belt and woodland are also proposed a part of Phase 1.
- 1.9 Ecological enhancements include (but are not limited to) a new wildflower meadow between the car park and Phase 1 to support moths and other insects that will be food source for the Barbastelle bats that have significant roosts in nearby woodland, planting throughout the car park, an infiltration basin (which will primarily manage surface water), the installation of species appropriate bat boxes, tree planting and a commitment to ensuring a minimum of 10% biodiversity net gain.
- 1.10 Proposed hours of opening are 10:00 to 17:30. However, this development is only proposed to be used between May and October. Electronic ticketing has been introduced for customers, which allows Roarr to control the number of visitors. It also allows 'dynamic pricing' to encourage visitors at quieter times.
- 1.11 In support of the application, it has been explained that there is a strong economic justification for the proposals with the following statements made:
- Economic sustainability requires investment to promote growth and this needs to be matched with park expansion and infrastructure investment to suit.
  - An investment of millions of pounds over the coming years will attract additional tourism to the region and create new jobs within the park and Norfolk. An increase from 130 to 180 full time equivalent jobs is predicted.
  - It is vital for businesses to constantly improve and keep abreast of competition.
  - Extending the themed areas with new and different attractions adds more variety to the visitor experience, which sustains repeat visits to the park.
  - The chosen site will host new attractions at the lower part of the site which will draw people deep into the park, reducing overcrowding, smoothing visitor flow and encouraging an increase in visitor numbers

- 1.12 The proposal has been deemed to be EIA development under column 12(d) of Schedule 2 of the EIA Regulations. This applies to theme parks with an area of greater than 0.5 hectares. An Environmental Statement was submitted with the application.

2 Relevant planning history

- 2.1 20211198 EIA Scoping Opinion for volcano feature, three rides, food and retail outlets and toilets. Scoping opinion provided on 22 October 2021.
- 2.2 The wider site has extensive planning history over the last 30 years as various buildings and features have been erected or extended. However, with the exception of 2.1 above, there is no planning history directly relating to the application site.

3 Planning Policies

- 3.1 National Planning Policy Framework (NPPF)  
NPPF 02 : Achieving sustainable development  
NPPF 04 : Decision-making  
NPPF 06 : Building a strong, competitive economy  
NPPF 08 : Promoting healthy and safe communities  
NPPF 09 : Promoting sustainable transport  
NPPF 12 : Achieving well-designed places  
NPPF 14 : Meeting the challenge of climate change, flooding and coastal change  
NPPF 15 : Conserving and enhancing the natural environment  
NPPF 16 : Conserving and enhancing the historic environment  
NPPF 17 : Facilitating the sustainable use of minerals
- 3.2 Joint Core Strategy (JCS)  
Policy 1 : Addressing climate change and protecting environmental assets  
Policy 2 : Promoting good design  
Policy 5 : The Economy  
Policy 6 : Access and Transportation  
Policy 8 : Culture, leisure and entertainment  
Policy 17 : Small rural communities and the countryside
- 3.3 Development Management Development Plan Document (DM DPD) 2015  
Policy GC1 : Presumption in favour of sustainable development  
Policy GC2 : Location of new development  
Policy GC4 : Design  
Policy EN1 : Biodiversity and habitats  
Policy EN2 : Landscape  
Policy EN4 : Pollution  
Policy TS2 : Travel plans and transport assessments

Policy TS3 : Highway safety  
Policy TS4 : Parking guidelines  
Policy CSU5 : Surface water drainage

3.4 Supplementary Planning Documents (SPD)

Landscape Character Assessment  
The site is within the A1: River Wensum Valley landscape character type

3.5 Statutory duties relating to setting of listed buildings:

Section 66(1) Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority, or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

4 Consultations

4.1 Weston Longville Parish Council (in summarised form)

Concerns raised in relation to noise, visual intrusion, impacts on nearby residential properties, highway safety and access along Weston Hall Road, and noise and visual disruption during the construction period. Unable to support the application in its present form without the implementation of conditions that address the following:

- A condition that requires a new 'Existing Ambient' noise baseline to be made which accounts for the changes already being implemented as part of the Noise Management Strategy to address existing complaints. This should have measurement points which are at the boundaries of the development site AND at each of the sensitive residences. This is because the topography of the land is such that the houses along Morton Lane sit elevated relative to the site boundaries and residents should be able to enjoy the whole of their properties unhindered.
- A condition that requires the earth bunding to bound the whole perimeter of the site where it abuts the land owned by the properties of Morton Lane and that it should be no lower than 4m high to provide the screening required.
- A condition that requires the implementation of timber acoustic fencing on the bunding between the south of the park and the residential properties on Morton Lane, to supplement the tree and hedge planting.
- A condition that requires the applicant to institute a noise monitoring strategy – which includes mitigation requirements during the construction

and operation of the park in order to confirm that the cumulative noise levels do not exceed those predicted in the report. The test points to be agreed between Roarr and the affected residents adjacent to the park.

- A condition that requires the replacement of any trees and hedging installed should it fail within 5 years of being planted.
- A condition that requires the installation of the visual and noise mitigations outlined above to appear in the early part of the Construction Management Plan.
- Construction work – including deliveries and removals from the site – fall within the hours of Monday to Friday 07:30 – 17:30hrs, Saturdays 08:00 – 14:00hrs, no working Sundays or Bank Holidays
- A condition that construction traffic will be directed to use the B1535 and the main entrance from Weston Hall Road and not the minor road network and secondary access located off Morton Lane (which is currently reserved for maintenance staff).
- Provide a safe access path to facilitate walking and cycling from the A1067 to the entrance to Roarr.

#### 4.2 Great Witchingham Parish Council

Although welcoming the growth of a local business, the Parish Council has concerns that need to be addressed before they are able to support this application.

Noise: Share the concerns raised by Weston Longville Parish Council. Existing levels of noise are heard across the village, particularly during evening events. It can be reasonably anticipated that the proposed 10m Drop Tower Volcano attraction will generate noise. Despite placement towards the bottom of the site, and the statement that the noise will be limited to the Roarr site, screams could be expected to travel along the valley with the currently proposed earth bunding / fencing / trees making little to no difference given its height. The application does acknowledge the need to resolve existing issues, and we request a clear strategy as part of the Noise Management Plan. This needs to accurately baseline noise levels and to determine what measures will ensure that the expansion operates within stated parameters with minimal impact on local residents. There appear to be an increase in evening events scheduled throughout this year (including Roarrfest) so the Noise Management Plan should include evening music and live events as well as day to day operations.

Transport: Although the B1535 is designated as a HGV route the volume of vehicles turning onto the A1067 already causes tailbacks and has been the site of several accidents (not all of which appear in the report). We note that there is a proposal to utilise pre-booked ticketing to smooth entry and exit times and would welcome further detail on the impact this will have on vehicle numbers. The nearest bus stop is on the A1067 and there is no safe access route along Weston Hall Road for pedestrians or cyclists. The report indicates



that only 50-100 people a year don't arrive by car which feels very conservative. Parish Council members have witnessed groups of young people walking down the road from the bus stop in the dark to attend PrimEvil as well as family groups, including with pushchairs, walking along the road. There should be measures in place that support non-vehicle access to the site and we request that a condition of approval is added to include the provision of a safe access path from the A1067 to the park entrance. The Royal Norwich Golf Club has previously indicated they'd be supportive of permitting a right of access and Weston Hall may also be open to discussion. We'd also suggest that the speed limit from Morton Lane to the A1067 is reviewed alongside this application as it may be appropriate to slow traffic through this section given the increased volumes expected to use the entrance.

**Environmental Impact:** We welcome the commitment to ensure that there will be a 10% biodiversity net gain from the development. The visual impact of the proposal is of concern and we would welcome more clarity on year round screening as the existing tree belt is primarily deciduous.

### 4.3 Ward Member Cllr P Bullman

I would be grateful if could include these should the application proceed to Planning Committee. Also, should it proceed, can you please ensure that a site visit is included in the considerations as this is vital to understand the impact this development would have.

#### **Noise Levels**

I am concerned that the baseline level noise monitoring in the application provides a misleading impression of the actual impact that noise has on the local community. The baseline used is considered significantly higher than is currently acceptable and has already been the subject of considerable disquiet. Hence, the baseline needs to be established at level lower than is stated to ensure that the local residents due not suffer unreasonably. Only then can a true evaluation of the proposal be considered. Furthermore, in the event that this application be approved, continuing monitoring of noise is needed both in the construction and operation phases.

#### **Noise Screening**

The application does not give sufficient consideration to the impact of the development for local residents. In particular, more earth bunding is required as well as acoustic fencing to ensure that intruding noise is minimised. To assist in this, it should be mandatory that any trees or hedges that are removed are replaced with mature like for like.

#### **Visual Intrusion**

Given that it is difficult to assess the visual impact that this development would have on the surrounding countryside based on modelling, it is essential that, should this application proceed to the Planning Committee stage, their

considerations must include a site visit where the full impact of the proposal can be assessed.

**Construction**

Should this application be approved, it essential that construction is limited to reasonable hours, avoiding Sundays and bank holidays. Also, construction traffic should avoid the minor road networks and be restricted to using the B1535.

**Access**

Given that pedestrian and cycling access would be via a busy road, it is imperative that consideration be given to installing a footpath from the main A1067 to the entrance.

4.4 Ecology & Biodiversity Officer

First comments

Comments provided and clarification requested on the connectivity of the site to the River Wensum SSSI and SAC, Natural England's advice on nutrient neutrality and how this relates to tourist attractions, how long the surveys are valid for, the reduction of minor impacts following mitigation to negligible, Biodiversity Net Gain, how much of an enhancement the infiltration basin will be if surrounded by trees, details of planting, positions of badger sets, how water levels within the adjacent County Wildlife Site will be affected by foul and surface water discharges and the monitoring of water levels and quality.

Recommendations also made in regard to operational hours, ongoing water level and water quality monitoring, a lighting design strategy, a construction environmental management plan for biodiversity and ecological design strategy.

Second comments

Conditions suggested in relation to mitigating impacts on amphibians, monitoring water quality and levels and landscaping and ecology within Phase 3. Comments made regarding potential impacts on the veteran Oak tree within the existing overflow car park, that a Habitats Regulations Assessment will need to be undertaken and advice should be sought from Natural England on impacts on Habitats Sites, include in relation to nutrient neutrality.

4.5 Environmental Management Officer

First comments

Noise: Public comments challenge the position of measuring locations. The disputed position is U1 Fairfield House, and this challenge should be answered. The difference in distance could be of significance to the ambient

survey. A technical note submitted by residents and carried out by Sharpes Redmore suggest that the character of noise likely to be created has not sufficiently been modelled in particular, the screams and shouts of children playing on the rides and that these characteristics may be of significance when taking into consideration the full use of the residential garden areas that bound the site. The actual recorded levels by Sharpes Redmore would suggest that possible mitigation may be required or further modelling of the character of noise needs to be carried out.

Another risk to amenity as per current complaints is due to that of recorded or amplified music and recordings. A Noise Management Plan is to be submitted to manage this. This should be conditioned.

It is stated that normal construction hours are 08:00-14:00 on Saturday, this is incorrect and is until 13:00. The Construction Environmental Management Plan (CEMP) states that site works are from 07:00 -19:00 with construction activities taking place between 08:00 -18:00. It should be noted that deliveries and traffic arrival at the site should be between the construction times and not the earlier hours.

Construction Traffic should as per public comments avoid minor roads and use the B1535. Other than the above comments on construction hours and access, the CEMP is satisfactory and should be carried out as approved. The CEMP is however a dynamic document and should be updated as the development proceeds and construction methods change. Any significant changes should be submitted for approval before implementation.

Contaminated Land Assessment: The Preliminary Risk Assessment is satisfactory and I am in agreement with the authors in that the risks from potential contamination are very low. No further investigation, risk assessment or remediation is required.

Commercial Food Venues: The positioning and location of the food venues do not raise concerns from an environmental protection point of view with respects to odour and noise. Any new food venues should be registered with Environmental Health.

### Second comments

Do not wish to object subject to the imposition of conditions relating to the implementation of the submitted noise management plan and the submission of a construction management plan

### Third comments following further submissions by neighbouring property owners:

The additional information has not changed my previous comments and as such these remain valid.

#### 4.6 Landscape Architect

I generally concur with the findings of the Landscape and Visual Impact Assessment. There are a few points of design detail that might be worth checking with regard to the more significant trees on site, in particular the treatment around the veteran oak within the car park area, which some drawings appear to show parking in very close proximity. Trees such as this need particular care are many of the features that make them interesting (visual, biodiversity etc) are also the same features that risk assessors fear, such as dead branches.

#### 4.7 Senior Heritage & Design Officer

The proposal will not have any direct impact on any built heritage assets – (Old) Weston Hall lies to the northwest and there is separation from the planned proposal by the road and extensive mature landscaping that will screen the development. Although the volcano attraction is of some height, it is quite far to the southeast of the hall and with the landscape screening should not affect its setting.

The land was formerly part of the (new) Weston House estate, Weston House to the east demolished in 1926 with the remaining stables converted to a house and now in use as the golf club function suite. The area is within the area identified on the county historic parks register. The HER says the park was extended in the C19 with '27,000 trees planted'. Although there are existing tree belt plantations around the site, the historic tithe map and the enclosure maps from c1840 shows this area divided up into field parcels and later maps and photos show there are no parkland trees with the space, so it can be presumed this has always been agricultural fields – probably pasture as Dairy Farm was located to the south east? It does not appear to be part of the main parkland that provided the immediate setting to the house which was more to the east, and more a case if a peripheral part of the estate land separate from the main hall by plantation planting.

#### 4.8 Natural England

As submitted, the application could have potential significant effects on the following designated sites:

- River Wensum Special Area of Conservation (SAC)
- The Broads SAC
- Broadland Ramsar and
- River Wensum Site of Special Scientific Interest (SSSI).

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required:

- A detailed Habitats Regulations Assessment (HRA) informed by the Nutrient Neutrality Methodology to determine the impacts on water quality by

nutrients on European sites. This should be consistent with Natural England's overarching advice on this matter. Without this information, Natural England may need to object to the proposal.

The River Wensum is fed by both ground water and surface water, and some of the ditches on the periphery of the attraction drain into the Wensum via a network of surface ditches. With the expansion of the attraction, visitor numbers are projected to increase from the current 300,000 per annum to around 500,000 per annum in the future. Surface water runoff from hardstanding areas will be discharged into an infiltration system, which will comprise of an infiltration basin in the west of the site. It is proposed that the foul water will be treated by a sewage treatment plant, which will drain to a foul water drainage field under the overflow parking area, in the north of the site, and that the impact will be neutral. Evidence is required to demonstrate how phosphates present in the treated discharge will remain in situ underground in the long term. It would be helpful if it could be confirmed that there are no plans for any discharges to surface waters. This information will be required to help you undertake a HRA.

The River Wensum is fed by both ground water and surface water, and some of the surface ditches on the periphery of the attraction drain into the Wensum further downstream. It is important that the water in the ditches does not become polluted.

#### 4.9 NCC Lead Local Flood Authority

I can confirm that the substantive response to this consultation is that the LLFA have no comments to make.

#### 4.10 NCC Highway Authority

Provision of satisfactory off-carriageway walking / cycling facilities at B1535 Weston Hall Road, between the site and the A1067 would enable access to the existing regular bus service between Norwich and Fakenham, along with walking and cycling from Great Witchingham. Recognising that such a facility would not be feasible within the existing highway corridor, the Highway Authority agreed with the applicant at the pre-application stage, they should seek to secure an off-highway pedestrian / cycle route to the A1067. The Transport Assessment Addendum discusses potential off-highway routes and states that agreement to access the required land has not been possible either side of the B1535 Weston Hall Road. It is disappointing that a route for active travel between the park and A1067 does not appear to be achievable. Whilst such a facility would offer benefit to visitors, it would also assist staff to travel actively and sustainably. It is understood that the proposed development is intended to operate during May to October and given the nature of the attraction, visitors numbers would peak at times when background traffic is naturally suppressed e.g. during the school summer holiday period. The applicant advises that the Dinosaur Park operates with an electronic ticketing system and that also serves to reduce traffic peaks by

distributing customer arrivals over the morning. It is noted that during the 2019 season, Roarr! operated a private bus between Norwich Bus Station and the park but did not feel the level of patronage justified future provision of the service. The attraction is strongly encouraged to support sustainable travel to the park by providing a courtesy bus from/to Norwich bus and potentially train stations during peak season. Considering the above, the Highway Authority would not wish to object to the application.

Recommended conditions relate to the submission of a scheme for on-site parking for construction workers, the submission of a construction traffic management plan and access route, and adherence to the construction traffic management plan.

#### 4.11 NCC Historic Environment Service

As far as I can tell none of the documents submitted with the application addresses the potential impact of the development on Weston Park and other undesignated heritage assets including potential for impacts on below-ground archaeology. We suggest a Heritage Statement including Archaeological Desk-Based Assessment is submitted with the application. Geophysical surveys should also be considered.

##### Comments following reconsultation:

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

If planning permission is granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework (2021), Section 16: Conserving and enhancing the historic environment, para. 205.

In this case the programme of archaeological mitigatory work will commence with geophysical survey and informative trial trenching to determine the scope and extent of any further mitigatory work that may be required (e.g. an archaeological excavation or monitoring of groundworks during construction).

#### 4.12 NCC Minerals & Waste

While the application site is partially underlain by a Mineral Safeguarding Area (Sand and Gravel), it is considered that as a result of the nature of proposed development, in that area, it would be exempt from the requirements of Policy CS16-safeguarding of the adopted Norfolk Minerals and Waste Core Strategy

4.13 NCC Public Rights of Way

No objection on Public Rights of Way grounds as there are none in the vicinity.

4.14 Norfolk Wildlife Trust

The proposal is immediately adjacent to Weston Meadow & Common Meadow Carr County Wildlife Site (CWS), designated for its grassland, wet grassland and wet woodland habitats. The proposal also lies within the core sustenance zone of a nationally significant colony of barbastelle bats, a legally protected species. We have no objection in principle to this proposal but request further details on elements of the ecological assessment and make recommendations on additional boundary vegetation screening and the inclusion of a long-term management plan secured by condition to ensure delivery of the mitigation measures set out in the application.

Further details recommended regarding any changes in water flows and impacts to water based habitats.

Boundary planting with County Wildlife Site does not appear to be substantial enough to mitigate disturbance impacts from noise and light.

Support the recommendation that opening hours are set to daylight hours as barbastelle bats populations appear to be tolerant of the existing daytime recreational use of the site.

A Landscape and Ecology Management Plan should be produced for the operational phase of the development. The Construction Environmental Management Plan should also be updated to include the water quality monitoring recommendations in the ecology chapter of the Environmental Statement.

4.15 Other representations

29 letters/emails comments received objecting to the application on the following summarised grounds:-

- The proposal is in a rural location in a river valley abutting a peaceful residential community and glamping site. Any development should be done in a controlled and sympathetic manner so as not to destroy resident's rights to a peaceful enjoyment of their property nor endanger existing businesses such as Round the Woods, within meters of the boundary. This application raises concerns re size, height and nature of the attractions. At 33 feet, the previously mooted volcano attraction, would overlook other properties, with permission already granted for glamping pods within 40m of the proposed development.
- Roarr has land available well away from the proposed site. Any expansion should be done there.

- Visual impact of the development within the surrounding area and on neighbouring properties.
- Children's amusement park would be totally out of character and destroy this greenfield site full of flora and fauna.
- The site can be seen from parts of Morton Lane and the B1535. It is very visible to and from neighbouring properties.
- Noise from the running of the equipment, music, PA systems, customers and during the construction phase.
- This planning application intends to put a theme park, including a massive volcano, right alongside the woodland play space at Round the Woods, sending lots of noise into the woods. This will really impact on the experience we enjoy in this woodland and the developers don't appear to be taking any steps to reduce this impact.
- No noise impact levels have been recorded at boundaries with adjacent properties.
- Roarr has received numerous noise complaints from local residents over the last 3 to 4 years. Old noise levels have been used as part of this acoustic report. Current noise levels should be used and details provided on proposed rides, machinery, displays and pumping stations.
- It would appear that the noise impact is inaccurate owing to mapping errors shown within the application.
- There is no indication what the noise increase will be at other points of the properties, including alongside the proposed development.
- Noise will be noticeable and disruptive in the construction phase and intrusive during the operational phase. Distances mentioned do not refer to paddocks, fields and grounds that form a huge part of residents' enjoyment of their properties.
- No details have been provided of how any potential noise nuisance will be screened. A 10m high volcano ride, toilet block and pumping station will be close to the boundary. The plans show only a native hedge to be planted.
- Consideration has not been given to whether the development pays adequate regard to the character and appearance of the area as required by Policy GC4 of the Development Management DPD.
- The development will affect our human rights and peaceful enjoyment to our home.
- Users of the volcano ride will have a clear view of the adjacent property and the play area higher up the slope could create a similar problem.
- Object on the grounds of noise, visual and light pollution and loss of privacy. Also concerned about leakage from toilet block, litter blowing off site, odours from food.
- Common Meadow Carr CWS is not within the applicant's ownership yet is being relied upon to provide a visual barrier between it, neighbouring properties and roads.
- Unfortunately this application is misleading, vague and fails to fully consider the impact on local families and their livelihoods.
- No details have been provided of the tree planting scheme.



- Concerned about a prospective 4m high bund along the southern boundary. It will not address the visual and noise impacts on local residents.
- Any expansion should not negatively impact on local residents, including their living standards and free use of their gardens and properties.
- A 4m high bund with a 2m high acoustic fence and hedging should be provided along the south, west and short return leg of the northern boundaries.
- Construction should only take place during winter months.
- Devastating impact on enjoyment of property.
- Without suitable bunding, local residents will be negatively affected.
- The proposed development is located at virtually the bottom of a valley and neighbouring properties overlook it from their elevated positions. The backdrop of ancient woodland and parkland also amplifies any noise coming from the "Visitor Attraction" straight back up the valley to surrounding areas and houses.
- The development would have a negative visual impact on surrounding areas and properties, in contradiction to what is being stated.
- The promised planting of trees, scrubs and vegetation is positive BUT it takes years for these to mature and provide the intended protection. What are the provisions in between?
- There is no evidence to suggest that the extension will be a commercial success.
- Concerned at the impact of increased visitor numbers on road safety.
- Careful mitigation is required to cope with the stated increase in visitor numbers.
- Any signage should be installed before development takes places.
- Query whether the traffic and accident data is correct.
- No walking route is available from the site to Lenwade. The need for a footpath should be a condition of any approval.
- How will construction traffic access the site?
- Is the road network suitable to cope with the proposed increase in visitor numbers?
- Concerned about the impact of the development on the glamping retreat that operates adjacent to the site.
- Any potential road improvements in the area will not less the impact on surrounding villages.
- Concerned about disturbance from events during the evening and night.
- Morton Lane is the main HGV entrance for the park. It would not be able to cope with 20 daily HGV movements during the construction phase.
- The surrounding narrow country lanes are already stretched to capacity with regards to local traffic in addition to people taking shortcuts through them from the A47, HGV Route, and the A1067. This development will only add to an already overstretched and dangerous situation. At present the crossroads where the B1535/Weston Hall Road meets with the A1067 already experiences extensive queues and long wait times at certain periods of the day with people and HGVs trying to access the A1067 to

either turn left towards Fakenham, right towards Norwich or straight on towards Reepham. This will cause traffic gridlock.

- The company also seriously needs to stop encouraging people walking along the dangerous HGV route to its entrance. Guests with children and prams have very recently been spotted walking from the Lenwade bus stop to Roarr this is a very dangerous thing to do.
- Roarr has claimed that it is not possible to provide a safe cycle and walkway from the A1067 to the front gate. We are at a loss to understand why Roarr may have told Highways it cannot provide safe passage by means of a footpath/cycleway to its main entrance. In the past Royal Norwich and Round-the-Woods have actively tried to encourage Roarr to do it - with Royal Norwich providing access to the land at the side of the highway. It is our view that this proposal is opaque and speculative. It lacks thought and detail. It centres on profit over meaningful regard to safety or the environment. We ask that this serious point of safe sustainable access to the site is a mitigating factor to the whole proposal.
- Have all ecological parameters been considered?
- Concerned about the impact on the River Wensum.
- Concerned about the impact of the development on biodiversity and the ecology of the area, including a County Wildlife Site.
- The site where they intend to build is so close to the largest Barbastelle Bat colony in the UK, its conservation status is on the red list of endangered species and listed as near threatened! Roarr seem to think that providing a few bushes that moths can live in to help with food supply for them will be enough to warrant this massive disturbance of their habitat. It is also only meters from an active badger sett. There are so many insects, amphibians and birds that will simply disappear from this beautiful wildlife area once construction starts.
- Do not consider that all correct ecology surveys have been carried out.
- It is known there are bats around the Dinosaur Park as we have seen them and they confirmed this when consulting the neighbours, as they have been monitoring the bats since 2018. This area would be part of their feeding ground.
- A detailed business plan should be requested from the applicant to demonstrate that the expansion is economically sustainable.
- There is no guarantee that increased customer numbers will materialise and the long-term sustainability of the park should rely upon them.
- I cannot see how introducing a few fairground rides are going to boost visitor numbers by nearly 70%.
- The woodland to the south at Common Meadow Carr is regularly used by residents and holidaymakers. There are views into the site. Seriously concerned about the impact of the development in visual and noise terms on the adjacent Round the Woods Glamping business.

5 Assessment

**Key Considerations**

- 5.1 Principle of development  
Impact on the character and appearance of the area  
Heritage impacts  
Impact on neighbouring properties  
Transport impacts and highway safety  
Ecology  
Economic benefits

**Principle of development**

- 5.2 The site is located outside of any defined settlement limit and thus for planning policy purposes, is in the countryside. Policy GC2 of the DM DPD permits new development in the countryside where it does not result in any significant adverse impact and where it accords with a specific allocation and/or policy of the development plan. Policy 5 of the JCS is generally supportive of developing the local economy in a sustainable way to support jobs and economic growth in rural and urban locations. It seeks to promote tourism, leisure, environmental and cultural industries and with specific reference to the rural economy. Policy 5 states that the rural economy and diversification will be supported by promoting the development of appropriate new and expanded business which provide either tourism or other local employment opportunities. Policy 8 of the JCS is also relevant. It states that existing cultural assets and leisure facilities will be maintained and enhanced.
- 5.3 Taking account of the policy context outlined above, the general principle of extending Roarr into the former deer park is acceptable subject to further consideration being given to those other key considerations.

**Impact on the character and appearance of the area**

- 5.4 It is clear that the character of the site will permanently change as a result of this development and so there will be some level of harm to its appearance. However, the themed rides are in keeping with the offer of the park and in design terms, the appearance of the new structures and their layout are acceptable. That being said, regard must be given the impacts of the development on immediate and wider area and as part of the Environmental Statement, a Landscape and Visual Impact Assessment (LVIA) was submitted.
- 5.5 The LVIA initially considered a study area of 2km from the centre of the site but explained that during field investigations, the visual influence of the site was limited to a much smaller area as a result the topography of the site and

substantial existing vegetation cover. Instead, views are restricted to locations immediately adjacent to the site. My own experience of the site bears this out and photographs provided within the LVIA show this too. It is worth noting that these photographs were taken when trees were not in leaf. In distant views, it will be screened thanks to the undulating topography within which the site sits with woodland and plantations adjacent to and beyond the site limiting views of it. There are views of varying types from the entrance into Roarr from Weston Hall Road, from Morton Lane and from properties on Morton Lane.

- 5.6 The LVIA acknowledges that within the deer park, there will be a high magnitude of change that will have a major/moderate adverse effect that is significant. Within the overflow car park, given the intention to maintain much of this with a grassed surface and planting of trees, the works in this area has been assessed as having a low magnitude of change.
- 5.7 Additional tree planting is being proposed for the parking area along with strengthening the tree belt between the car park and the ride/attractions area. This will contribute towards softening the appearance of development and mitigating the localised impacts.
- 5.8 From properties along Weston Hall Road and other locations outside of the application site, impacts have been assessed as being negligible or neutral.
- 5.9 The site is visible to varying degrees from properties along the northern side of Morton Lane to the south of the application site. Those properties include the dwellings but also land under the ownership of these properties that is not residential curtilage e.g. paddocks, fields. Effects have been assessed as ranging from moderate adverse with a low magnitude of change to major/moderate adverse effects with a medium magnitude of change, which are significant. To some extent, there is some crossover between this and the impact of the development on the amenity of these properties. I shall consider this further elsewhere in the report.
- 5.10 From the highway of Morton Lane, there are glimpsed views of the site between properties and vegetation. There is considered to be a negligible magnitude of change with minor adverse effects which are not significant. Having walked up and down Morton Lane to consider this, I agree with this assessment.
- 5.11 As part of considering the landscape impacts, the following mitigation measures are proposed:
- Retention of existing on Site trees.
  - Retention and enhancement of boundary hedgerows and trees.
  - Proposals include for new high quality landscaping throughout.
  - The main attractions and infrastructure such as the volcano have been positioned within the Site as to be screened behind Common Meadow Carr woodland.

- Taller elements, such as the volcano have been positioned within the lower elevations of the Site and have been restricted in height as to not break the canopies of the surrounding woodlands.
- A new bund with landscaping and new tree planting will be provided to close the gap in the vegetation at the southern end of the Site, screening views from the residential properties to the south of Phase 2 and Phase 3 of the development.
- A new dense, native hedgerow / screen planting to screen the development from adjacent residential properties running the entire length of the Sites western boundary with Common Meadow Carr and at the south, joining with planting on the proposed bund. The hedgerows would contain mixed native hedgerow species with additional large tree planting such as Oak and Sweet Chestnut to make an immediate impact.
- An additional native tree belt and a substantial ecological area and has been proposed immediately alongside the main themed area of the Site separating the attractions from the overflow car park and once mature further enclosing the Site.
- New tree planting is provided across the overflow car park increasing canopy tree cover and helping to break up and soften built form.
- Enhancement of the existing woodland within the south of the Site with extensive understorey planting.

5.12 The Council's Landscape Architect has considered the LVIA and was in general agreement with its findings.

5.13 While these measures outlined above are unlikely to make the development invisible from every vantage point from which the site is currently visible, in time they will contribute towards mitigating its impacts and allow the development to be absorbed into its surroundings without having a significant adverse impact on the character and appearance of the surrounding area or its landscape character. As such, the application complies with Policies 1 and 2 of the JCS and Policies GC4 and EN2 of the DM DPD.

### **Heritage impacts**

5.14 There is a spread out group of Grade II listed buildings within the grounds of Weston Hall to the northwest of the site. As the Council's Senior Heritage and Design Officer has noted, in view of the level of separation between the site and those buildings along with the existing planting, there will not be any direct impact on these heritage assets. When having special regard to the desirability of preserving these buildings or their setting or any features of special architectural or historic interest which they possess (as required by section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act), my assessment is that those buildings, their setting and historic interest will be preserved. By the same token, the application complies with Policy 1 of the JCS insofar as it relates to conserving the historic environment.

- 5.15 Following the submission of further information on the archaeological interest of the site, the County Council's Historic Environment Service has recommended the use of a planning condition that requires further investigations to be carried out in the form of geophysical work and trial trenching. This is not particularly unusual for a development of this type and is considered to be reasonable and necessary to make the development acceptable.

**Impact on neighbouring properties**

- 5.16 In large part, the key factors when considering impacts on neighbouring properties are the visual impacts and impacts arising from noise and vibrations.
- 5.17 In terms of visual impacts, as discussed above, the properties from the site is most visible lie to the south on Morton Lane. At present, these properties enjoy long views towards and into the deer park. Consequently, the development will be visible. In time though and with the landscaping proposed, the visibility of the application site will diminish. When taking account of that, the level of separation between the dwellings and the application site and while recognising that some structures are not insignificant in their size, I do not consider that their massing or position will be so harmful to those neighbours to render the application unacceptable.
- 5.18 In respect of Fairfield House and the Round the Woods glamping site the operates from that property, it is true to say that the volcano drop ride will be close to the common boundary between that property and Roarr. When within the woodland, which visitors to the glamping site evidently use along with the occupiers of Fairfield House, the ride and other features will be visible particularly as levels rise up. Close to the boundary and through the fence to the deer park, views are more open. Appreciating the concerns that have been raised, given the extensive grounds within which Fairfield House sits and the distance from the dwelling, as with other properties on Morton Lane and elsewhere, I do not consider the massing or position of these features will be result in conditions that are sufficient to warrant refusal of the application.
- 5.19 The development will bring park activities closer to a number of neighbouring properties and especially on Morton Lane. This includes noise from customers, PA systems, plant and machinery, rides and increased traffic for example. It is understood that there have been and are concerns over noise from existing park operations and neighbours are worried that these will increase as a result of this development.
- 5.20 The noise assessment set out the main source of source will be general hubbub from customers but moreover that predicted noise levels will be well below the threshold for the onset of moderate annoyance set out the WHO guidelines. No specific mitigation measures were recommended other than

for noise to amplified music and dinosaur roars to be controlled by a Noise Management Plan.

- 5.21 A separate assessment was commissioned on behalf of the local community and this, the original noise assessment and correspondence submitted subsequent to that on noise levels, measurement locations, methodologies and assessment criteria have been considered by the Council's Environmental Management Officer. As set out above in the Consultation section of this report, he does not wish to object to the application subject to the use of planning conditions relating to the Noise Management Plan and Construction Management. While recognising that the concerns of the local community remain, based on the advice of the Environmental Management Officer, the application is acceptable in respect of noise.
- 5.22 Having regard to all of the above, the application complies with Policies GC4 and EN4 insofar as they relate to residential amenity and potential noise pollution.

### **Transport impacts and highway safety**

- 5.23 A Transport Assessment was submitted in support of the application. As referred to in the introductory section, this confirmed that the customer access is from Weston Hall Road, where visibility splays in both directions meet the 120m requirement in both directions.
- 5.24 Data was provided for visitor numbers and vehicular movements for pre-COVID 2019. There were 254,340 visitors to the park with 82,847 vehicular movements. The peak month for visitors was August. The capacity of the park will increase from 300,000 to 500,000 as a result of this development – an increase of two thirds – and these customers will need to book in advance of being able to visit so that capacity can be controlled. The associated increase in capacity means that total annual vehicular movements have been calculated as 142,897.
- 5.25 During the construction phase, there is likely to be an average of 20 construction vehicles accessing and exiting the site per day between Monday and Friday only. The intention is for construction to take place during quieter periods to avoid congestion on busy days.
- 5.26 At present there are 758 spaces in the main car park and 577 spaces in the overflow car park (1355 in total). As part of the expansion project, it is intended to demarcate the spaces in the existing car park to increase capacity in this area and for the overflow car park to open once this capacity is exceeded. The total car parking provision will be 2196 spaces.
- 5.27 Concerns have been raised over the ability for non-car customers to access the site and the dangers this presents with them walking along Weston Hall

Road from the A1067. There is no footpath provision along this road and this application does not propose to provide one. There is insufficient space within the verge to provide a footpath. Discussions have also been held between the applicant and the Royal Norfolk Golf Club about agreeing a route through the golf club. However, it was not possible to agree a route.

- 5.28 The nearest bus stop is on the A1067 and previously, Roarr paid for a private hire bus service for customer from Norwich bus station with pick up locations along the way. However, this ceased as the operators did not consider that the level of patronage justified the provision.
- 5.29 In commenting on the application in its capacity as Highway Authority, Norfolk County Council registered its disappointment that a route for active travel (pedestrians for example) does not appear to be achievable and encouraged the operators to provide a courtesy bus during peak season. However, it did not ultimately object to the application on these grounds or any other grounds. Instead, it recommended the use of planning conditions relating to the submission of a plan for construction workers' parking, the submission of a construction traffic management plan and access route along with details of wheel cleaning facilities along with a condition that requires that requires that plan to be complied with. These conditions are necessary to achieve compliance with Policy TS3 of the DM DPD.
- 5.30 In respect of parking, the layout shown is indicative and is likely to need adjusting to take account of the veteran tree within the parking area. With that in mind, a condition is proposed to require details of the layout and demarcation of the parking to be submitted for approval, which will contribute towards the application complying with Policy TS4 of the DM DPD.

### **Ecology**

- 5.31 In light of the characteristics of the site and it being close to the River Wensum SSSI and SAC, an Ecological Impact Assessment was submitted with the application. It noted that most of the ecological interest is around the periphery of the site rather than within the grassed area and this assessment considered the potential impact of the development on ecological parameters. Amongst the items considered were a colony of barbastelle bats, water voles, badgers, grass snakes, breeding birds, Herpetofauna, Great Crested Newts and flora/vegetation. A commitment to achieve a minimum of 10% Biodiversity Net Gain (BNEG) was also made.
- 5.32 The barbastelle bats form part of the country's only super-colony for that species. While most roosts are at Weston Park, a maternity roost is present at Roarr. No roost trees are proposed for removal but nevertheless, without mitigation, impacts on these are predicted to moderate. Impacts on badges



were also considered to be moderate while impacts on all other species were considered to be minor.

- 5.33 To address these predicted impacts, a series of mitigation and enhancement measures have been recommended. These include (but are not limited to) measures relating to external lighting, the timing of construction activity, the use of construction equipment, the position of the site compound and site access routes, the storage of material, the creation of a wildflower meadow to support moth, providing a wetland area adjacent to the infiltration pond, tree planting and other landscaping and the installation of bat boxes. BNEG calculations predict a 10.45% gain in habitats and a 75.28% gain in hedgerow units.
- 5.34 Clarification has been sought by the Ecology and Biodiversity Officer on a series of matters as noted in her consultation response. Further information has been submitted by the agent and a response is awaited from Natural England on this in respect of nutrient neutrality and nutrient calculations. A Habitat Regulations Assessment will need to be undertaken prior to the application being determined to ensure that the conservation objectives of Habitats Sites are not negatively impact upon but this has not yet been carried out pending the response from Natural England.
- 5.35 In the main, the Ecology and Biodiversity Officer's more recent comments relate to potential impacts on Habitats Site and other matters relating to mitigations and enhancements can be secured via conditions. However, while the wider ecology issue remains ongoing and some matters may be subject to change, delegated authority is sought from Members to authorise officers to draft these pending further contact with Natural England.

### **Economic benefits**

- 5.36 As previously stated, when complete, the number of full-time equivalent employees will increase from 130 to 180. This figure however does not include those who will be employed during the construction phase of the development and those employed in supply chains during the construction and operational phases, which is admittedly more difficult to quantify. The extension to Roarr will also attract visitors to the area who will help to support the local economy through expenditure at the park and surrounding area. Combined, these economic benefits are considered to be of significant weight in favour of the application.

### **Other matters**

- 5.37 Concerns have been raised about the impact of the development on the Round the Woods glamping site operates from land to the west of the application site. This site includes accommodation within the woodland

adjacent to the application site and provides guests with opportunities to explore, play and learn in the woodland and the watercourse that runs between both sites. The proprietor of Round the Woods and other residents have expressed deep concern that the development and its proximity to her business will change the experience that she wishes to offer her guests and have an adverse impact on her business. While appreciating the concerns that have been raised, on amenity grounds I am unable to recommend the application is refused as guests are present for a relatively short period of time and the glamping units are not dwellings. Neither am I able to intervene in respect of the potential impact on the Round the Woods business. The market place will determine the future of the business and I cannot base my recommendation on the potential future development of that.

- 5.38 As the site area exceeds 1 hectare, a Flood Risk Assessment was submitted with the application. The site is within Flood Zone 1 for fluvial flooding and save for a some small slithers of land adjacent to the water course that runs alongside the western boundary, is at very low risk from surface water drainage too. The site is suitable for infiltration and a 1m deep infiltration basin is proposed to be provided in the western part of the site to deal with run-off from areas of hardstanding. Within the car park, water will infiltrate through the ground. The LLFA commented that it has no comments to make on the application. Subsequent discussions with the LLFA confirmed that this is not an indication that it does not wish to review and comment on the application, more that it has reviewed the Flood Risk Assessment and having done that, has no items or comments to raise. In light of that, the application is deemed to comply with Policy 1 of the JCS and Policy CSU5 of the DM DPD.
- 5.39 The Environmental Statement considered air quality from vehicular emissions and construction phase dust. This recognised the potential for air quality impacts as a result of fugitive dust emissions from the site. Assuming good practice dust control measures are implemented, the residual effect of potential air quality effects from dust generated by earthworks, construction and trackout activities was predicted to be not significant.
- 5.40 Potential impacts during the operational phase may also occur due to road traffic exhaust emissions. These were assessed in accordance with the relevant assessment guidance and methodologies, the outcome of which indicated that impacts on both human and ecological receptors were predicted to be not significant.
- 5.41 An Environmental Statement was submitted under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for this application. I am satisfied that adequate information has been submitted in the Environmental Statement to assess the environmental impact of the proposal, and appropriate consultation and publicity has been undertaken to comply with the above Regulations. Consideration has been given to the relevant matters as part of this report.

- 5.42 Under Section 143 of the Localism Act the Council is required to consider the impact on local finances. This can be a material consideration but in the instance of this application the other material planning considerations detailed above are of greater significance.
- 5.43 This application is liable for the Community Infrastructure Levy as it includes buildings with a floor area of 100sqm or more.

### Planning balance and conclusion

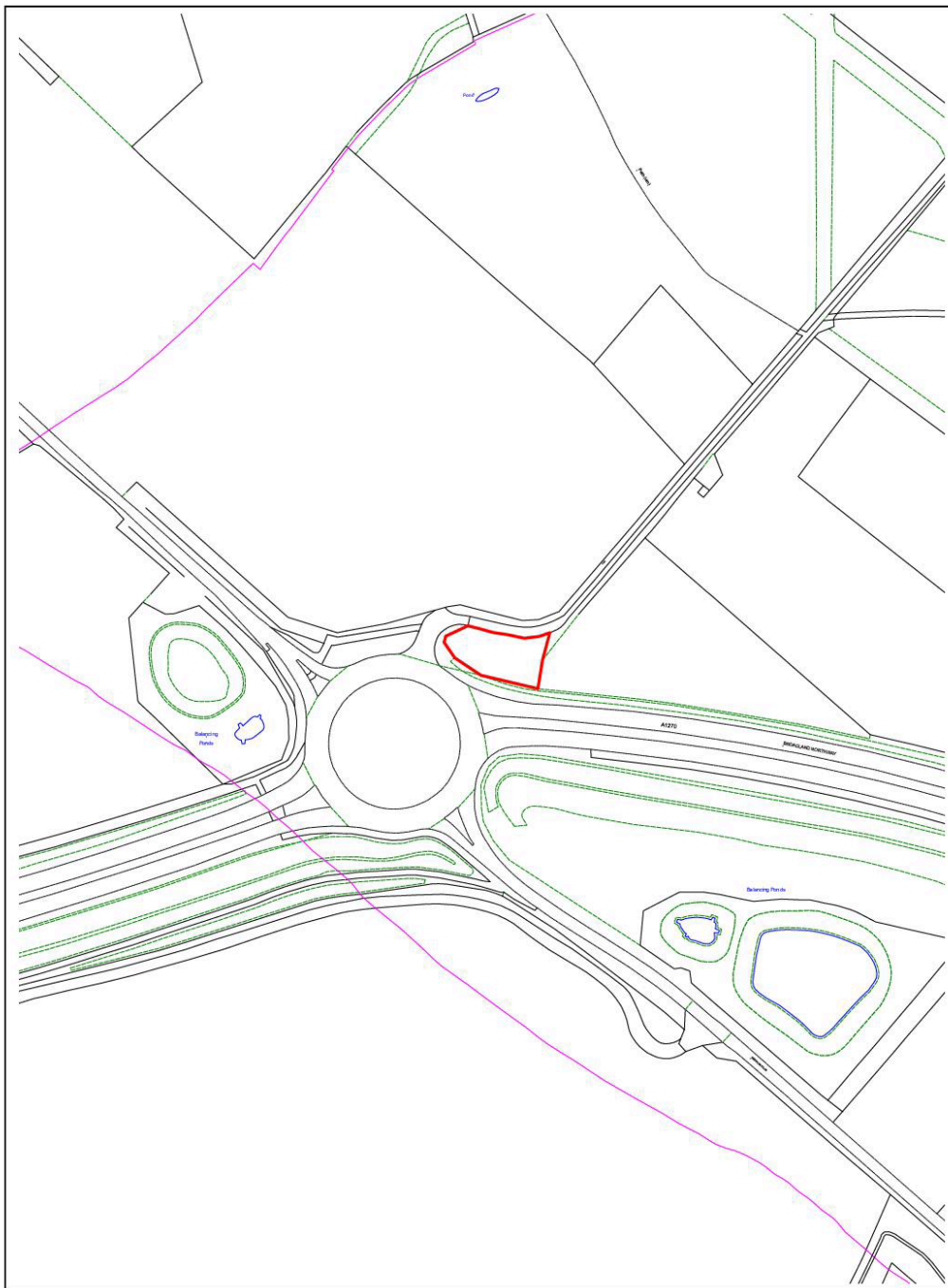
- 5.44 In having regard to those matters that this application raises, the principle of the type of development being proposed is generally acceptable in this location and subject to further consideration being given to the ecology matters raised, I consider that impacts on the appearance of the surrounding area, landscape character, residential amenity, highway safety, heritage assets, air quality and flood risk are either acceptable or can be satisfactorily mitigated. The application complies with the development plan when read as a whole and thus is recommended for approval.

Recommendation:	To authorise the Assistant Direct of Planning to approve subject to ecological matters being resolved and subject to conditions.
	<p><b>Full permission</b></p> <ol style="list-style-type: none"> <li>1 Time limit – full permission</li> <li>2 In accordance with submitted drawings</li> <li>3 On-site parking for construction workers</li> <li>4 Construction traffic management plan and access route with details of wheel cleaning facilities</li> <li>5 Compliance with construction traffic management plan and access route</li> <li>6 Details of layout and demarcation of parking to be submitted for approval</li> <li>7 Tree protection</li> <li>8 Archaeology</li> <li>9 Customers to visit with electronic tickets only</li> <li>10 Lighting</li> <li>11 Hours of operation</li> <li>12 Adhere to noise management plan</li> <li>13 Submission of construction management plan</li> <li>14 Landscaping scheme</li> <li>15 Surface water drainage</li> <li>16 Foul water to package treatment plant</li> <li>17 Any appropriate conditions relating to ecology</li> </ol>

	<p style="text-align: center;"><b>Outline permission</b></p> <ol style="list-style-type: none"> <li>1 Time limit – outline</li> <li>2 Submission of reserved matters</li> <li>3 In accordance with submitted drawings</li> <li>4 On-site parking for construction workers</li> <li>5 Construction traffic management plan and access route with details of wheel cleaning facilities</li> <li>6 Compliance with construction traffic management plan and access route</li> <li>7 Submission of updated ecological surveys</li> <li>8 Archaeology</li> <li>9 Customers to visit with electronic tickets only</li> <li>10 Lighting</li> <li>11 Hours of operation</li> <li>12 Adhere to noise management plan</li> <li>13 Landscaping scheme</li> <li>14 Surface water drainage</li> <li>15 Details of foul water drainage</li> <li>16 Any appropriate conditions relating to ecology</li> </ol>
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Contact Officer,	Glen Beaumont
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## Application 2



**Application No: 20221273**

**Drayton Drewary, Reephams Road, Drayton, NR8 6QS**

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Scale:  
1:2500  
Date:  
23-Sep-22



- 2. Application No: 20221273**  
**Parish: DRAYTON**

Applicant's Name: Broadland District Council  
Site Address: Drayton Drewary, Reepham Road, Drayton, NR8 6QS  
Proposal: Create car park, form earth bund and installation of a height barrier.

Reason for reporting to committee

The application is being made by Broadland District Council.

Recommendation summary:

Approve

**1 Proposal and site context**

- 1.1 The application is seeking planning permission for the creation of a car park on land to the north east of Reepham Road roundabout on the Broadland Northway (A1270).
- 1.2 The land was formerly used as a compound in association with the construction of the northern distributor road, has an existing established access to and from the Reepham Road roundabout and is already being used informally as a parking area by the public and trading point for mobile hot food sales. Formalising the car park will create spaces for 25 cars, 6 motorbikes and 10 cycle spaces.
- 1.3 The proposal includes levelling the surface of the site and access track, and the formation of an earth bund approximately 1m in height and 2m in width around the perimeter of the car park using the excavated material.
- 1.4 The car park will be surfaced using a crushed concrete sub-base and finished with compressed aggregate. The access track to the northern side of the car park will be formed using a crushed concrete sub-base and will be finished using compacted granite dust. The works will include a stone filled soakaway. A 6m wide gap will be left from the access track into the car park and a height barrier installed over the entrance to the car park to restrict the type of vehicle able to access the area.
- 1.5 The car park currently provides public parking for direct access into Drayton Drewary, a registered County Wildlife Site. From here there are public footpaths and restricted byways that allow access to woodland in Horsford and Felthorpe and a footpath connection to Broadland Country Park.

2     Relevant planning history

- 2.1    The site is a piece of left over land following construction of the Broadland Northway and previously used as a construction compound.

3     Planning Policies

- 3.1    National Planning Policy Framework (NPPF)  
NPPF 12 : Achieving well-designed places
- 3.2    Joint Core Strategy (JCS)  
Policy 2 : Promoting good design  
Policy 7 : Supporting communities  
Policy 8 : Culture, leisure and entertainment
- 3.3    Development Management Development Plan Document (DM DPD) 2015
- 3.4    Drayton Neighbourhood Plan  
  
No relevant policies
- 3.5    Supplementary Planning Documents (SPD)  
  
Parking Standards SPD

4     Consultations

- 4.1    Drayton Parish Council  
  
No comments received
- 4.2    District Councillor  
  
No comments received
- 4.3    NCC Highways  
  
No objection to the proposal to formalise and improve the public parking area. The area has been used as a car park for some time and has a dedicated access arm provided from the roundabout of the A1270.
- 4.4    Other Representations  
  
None received.

5 Assessment

**Key Considerations**

5.1 The key considerations for the determination of this application are:

- Principle of formalising use of the car park
- Impact upon the appearance of the site
- Impact upon highway safety

**Principle**

5.2 Policy 7 of the JCS states that healthier lifestyles will be promoted by providing greater access to green space and the countryside. Policy 8 of the JCS goes on to state that existing leisure facilities will be maintained and enhanced.

5.3 The application site by virtue of having direct and unrestricted access from the roundabout at Reepham Road/A1270 has already become established as a car parking area used by local people to access the footpaths into Drayton Drewary and woodlands of Felthorpe and Horsford, which would otherwise be difficult to access. The current use of the site and upgrading to safeguard the future of the site as a car park thereby contributes to supporting communities to healthier lifestyles and providing easy access to outdoor amenities.

**Impact upon the appearance of the site**

5.4 Policy 2 of the JCS and Policy GC4 of the DMDPD require new development to pay adequate regard to the appearance and character of the area.

5.5 Works to upgrade the car park will include the formation of a bund, installation of hard surfacing and a height restricting barrier. The car park and access to the car park are currently compacted soil and in poor potholed condition. There is already a bund along the southern edge of the area adjacent to the road and roundabout and the addition of a bund along the northern edge of the car park will not be significantly visible outside the site. The car park and access surfacing materials will improve the appearance and durability of the site. A height barrier will not look out of place in this location where it will be viewed in the context of highway signs on the roundabout and the car park. The application therefore meets the aims of Policy 2 of the JCS and Policy GC4 of the DMDPD.



### **Impact upon highway safety**

- 5.6 Policy TS3 of the DMDPD states that development will not be permitted where it would result in any significant adverse impact upon the satisfactory functioning or safety of the highway network.
- 5.7 The car park has a dedicated access arm from the existing roundabout constructed as part of the A1270. On this basis, the Highway Authority has advised that there are no objections to formalising use of the car park subject to a condition requiring works to be carried out in accordance with the submitted drawings. The application therefore complies with Policy TS3 of the DMDPD.

### **Other Issues**

#### **Nutrient Neutrality**

- 5.8 This application has been assessed against the conservation objectives for the protected habitats of the River Wensum Special Area of Conservation and the Broads Special Area of Conservation and Ramsar site concerning nutrient pollution in accordance with the Conservation of Species and Habitats Regulations 2017 (as amended) (Habitats Regulations). The Habitat Regulations require Local Planning Authorities to ensure that new development does not cause adverse impacts to the integrity of protected habitats such as the River Wensum or the Broads prior to granting planning permission. This site is located within the catchment area of one or more of these sites as identified by Natural England and as such the impact of the of the development must be assessed. The development proposed does not involve the creation of additional overnight accommodation and as such it is not likely to lead to a significant effect as it would not involve a net increase in population in the catchment and is not considered a high water use development. This application has been screened, using a precautionary approach, as is not likely to have a significant effect on the conservation objectives either alone or in combination with other projects and there is no requirement for additional information to be submitted to further assess the effects. The application can, with regards nutrient neutrality, be safely determined with regards the Conservation of Species Habitats Regulations 2017 (as amended).
- 5.9 Under Section 143 of the Localism Act the Council is required to consider the impact on local finances. This can be a material consideration but in the instance of this application the other material planning considerations detailed above are of greater significance.
- 5.10 This application is not liable for Community Infrastructure Levy (CIL).

- 5.11 This application is not liable for Green Infrastructure Recreational Avoidance Mitigation Strategy (GIRAMS)

Conclusion

- 5.12 In summary, upgrading the informal car parking area as proposed will have a positive impact for the appearance of the area, provide an improved parking provision for access to nearby amenity woodland and footpaths, and will have no impact for highway safety for the reasons set out above. The application is recommended for approval.

Recommendation:	Approve subject to Conditions
	<ol style="list-style-type: none"><li>1. Time limit (TL01)</li><li>2. In accordance with submitted details (AD01)</li><li>3. Provision of parking (HC21)</li></ol>

Contact Officer, Julie Fox  
Telephone Number 01603 430631  
E-mail Julie.fox@southnorfolkandbroadland.gov.uk

## Planning Committee

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**Planning Appeals: 30 August 2022 to 26 September 2022**

**Appeal decisions received: None**

Ref	Site	Proposal	Decision maker	Officer recommendation	Appeal decision
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### Appeals Lodged -

Ref	Site	Proposal	Decision Maker	Officer Recommendation
20211768	The Hawthorns, Hindolveston Road, Foulsham, NR20 5SQ	Three detached, three-bedroomed dwellings with garages and gardens, a new highway access, ecological enhancements, and the retention of the existing woodland	Planning Committee	Full Refusal
20220170	Land Adjacent Brooklyn House, Broad Lane, Great Plumstead, NR13 5DA	Proposed 1 no. new dwelling and new access	Delegated	Full Refusal

## **PLANNING COMMITTEE**

**5 October 2022**

### **Final Papers**

	<b>Page No</b>
<b>Supplementary Schedule</b>	<b>53</b>

Attached is the Supplementary Schedule showing those representations received since the Agenda was published and other relevant information.

#### **DEMOCRATIC SERVICES**

##### **Broadland District Council**

Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU

Tel: 01603 430404

Email: [committee.services@southnorfolkand](mailto:committee.services@southnorfolkandbroadland.gov.uk)

[broadland.gov.uk](http://broadland.gov.uk)



**SUPPLEMENTARY SCHEDULE OF APPLICATIONS TO BE CONSIDERED**

Plan No	Application No	Location	Update	Page Nos
1	20220034	Roarr, Morton Lane, Weston Longville	<p>Comments received from Royal Norwich Golf Club:</p> <p><i>I am writing further to the recent Committee meeting to discuss the expansion of Roarr Dinosaur Adventure. I have reviewed the recording of this meeting and I would like to correct the inaccurate comment that I would support the provision of a footpath across my land to the bus stops on the A1067 Fakenham Road.</i></p> <p><i>Whilst such a route may be desirable, I have had to weigh this up against the issues associated with the provision of this route. These are the loss of protected trees, which also include a significant number of bat roosts, risk of walkers being struck by balls, the visual impact of the protective fencing to protect against ball strikes and the insurance and maintenance liabilities associated with this route. I also have security concerns in providing open access across my golf course.</i></p> <p><i>If it can be demonstrated that all of the above adverse impacts can be addressed and I have confirmation that the Local Highway Authority will build, maintain and be liable for the safety of the users of the path I may be able to provide the land for a path.</i></p> <p><i>In view of the above I regret to confirm that I cannot support a footpath due to the concerns detailed above.</i></p> <p>Response received to the above from the Highway Authority:</p>	13

			<p><i>As previously stated, the Highway Authority (HA) would support the concept of a pedestrian route to Roarr, it would not however accept a detached footpath to be dedicated as highway. The HA might be able to consider construction and maintenance of a private, detached route through the golf club land subject to funding by the applicant, but I don't feel it could accept liability associated with the use of the route.</i></p> <p><i>Mr Kerr's response seems to relate only to a route passing through the golf club, I wonder if the view might be different if the route was at the edge of the site, adjacent to the B1535. I should add that the land would need to be dedicated by the golf club and assume they would seek boundary fencing to prevent users straying from the highway. A footway/cycleway would be paid for by the applicant and constructed by others under a S278 agreement. The agreement would include a contribution towards future maintenance. Once the scheme had been satisfactorily built and a defect period completed, the Highway Authority would accept responsibility for the footway/cycleway including ongoing maintenance.</i></p> <p>Officer comment:</p> <p>The provision of a footpath is considered within the addendum report. Members are referred to sections 3.7 and 3.8 in relation to the provision of a footpath along Weston Hall Road (the B1535) and the general provision of a footpath to Roarr.</p>	
2	20221273	Drayton Drewary, Drayton	<p>Comments received from Drayton Parish Council: The Council support the car park having a barrier but does not support charging users to park there in the future.</p>	46