

Representations to the Gypsy and Travellers Sites
Additional Focussed Consultation

June – July 2023

Statutory Bodies Part 2

Foulsham Parish Council (Continued)

Members of the Public

Mr & Mrs Gouch

Mr & Mrs Sanders

Mr M Procter

Mr & Mrs Levien

Mr. A Seales Cobleacre Park

Mr. Tom Beer – GNLP5026 Guestwick

Ms. Danielle Goldstein – GNLP5025 Foulsham

Mr. Lenny Blackmore – GNLP5027 Hevingham

Greater Norwich Local Plan update

Gypsy and Traveller Sites Additional Focussed Consultation – New Sites June 2023

Consultation on sites for Gypsies and Travellers at Foulsham, Guestwick and Hevingham

Response Form

Introduction and Guidance Notes

The Greater Norwich Development Partnership is undertaking an additional focussed consultation on three new sites put forward during the Gypsy and Traveller Sites Focussed Consultation which was held between 31 January and 20 March 2023. Initial assessments have been undertaken on the sites and have concluded that a proposed extension to an existing site at Brick Kiln Road in Hevingham is a suitable site to recommend for allocation in the GNLP. Sites at Woodyard, Reepham Road, Foulsham and at Peddlars Turnpike, Guestwick are not thought suitable for allocation. These three sites are the subject of this focussed consultation and we are not seeking views on any sites previously consulted on.

The consultation runs from **5 June to midday on 3 July 2023**.

Response forms should be submitted by email to gntp@norfolk.gov.uk or by post to:

Greater Norwich Local Plan Team
City Hall
St Peter's Street
Norwich
NR2 1NH

When commenting on a policy or site please include the site reference(s) in your comments.

You may comment on as many or as few of the sites, policies, paragraphs and maps as you wish to. You only need to include your contact details in question 1 once. If you want to respond about a number of issues, please answer questions 2a, 2b, and 2c for each comment. You can add additional sheets on each issue if necessary.

All comments must be submitted in writing as they will become part of the formal examination process for the GNLP and therefore must be available for the independent Inspectors to consider. We cannot accept representations by telephone.

The Partnership is committed to making sure that everyone who wants to have their say about the site allocations has the opportunity to do so however representations that are deemed to contain offensive comments will not be published.

All comments will be published on our website in due course. The name of the respondent will be published alongside their representation. Contact details will not be published, and we will redact personal data from comments published online in accordance with our privacy notice.

All comments made will be passed on to the independent Inspectors as part of the Local Plan examination process and therefore cannot be anonymous. You may either submit a representation under your own name or write to your district councillor who may submit a representation on your behalf.

See the disclaimer at the end of this form.

[Read the GNLP Privacy Notice](#)

[Access the Planning Inspectorate Privacy Notice](#)

If you have any questions relating to the consultation, or if you need consultation documentation in large print, audio, Braille, an alternative format or a different language, please contact the Greater Norwich Local Plan team on 01603 306603 or email at gnlp@norfolk.gov.uk

**All submissions should be received by the GNLP team no later than midday on
3 July 2023.**

Greater Norwich Local Plan

Gypsy and Traveller Sites Focussed Consultation on newly submitted sites at Hevingham, Foulsham and Guestwick

Response Form

Please complete the following questions

1a. Contact Details

Title	
First Name	
Last Name	
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

1b. I am...

Owner of the site	Parish/Town Council
Developer	Community Group
Land Agent	Local Resident
Planning Consultant	Registered Social Landlord
Other (please specify):	

1c. Client/Landowner Details (if different from question 1a)

Title	
First Name	
Last Name	
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

2a. Which part of the Gypsy and Traveller Additional Focussed consultation documents does this representation relate to?

(Please give the site reference and/or indicate which document you are commenting on)

--

2b. Do you support, object to, or want to comment on this part of the consultation documents?

Support	Object	Comment
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2c. Please use the box below to add your comments. Please add additional sheets if necessary.

Comments:

Disclaimer

Data Protection and Freedom of Information

The Data Controller of this information under the General Data Protection Regulation (GDPR)2018/Data Protection Act 1998 will be Norfolk County Council, which will hold the data on behalf of Broadland District Council, Norwich City Council and South Norfolk Council. The purposes of collecting this data are:

- to assist in the preparation of the Greater Norwich Local Plan
- to contact you, if necessary, regarding the answers given in your form

The responses received as part of the Greater Norwich Local Plan Gypsy and Traveller Sites Additional Focussed Consultation will be made available for public viewing. By submitting this form you are consenting to your comments being stored by Norfolk County Council, and the details being published for examination purposes.

Once comments have been checked and verified they will be available online (with respondents' names) for others to see. Any representations which are deemed to contain offensive comments will not be published. Whilst we will include names on our website, we will remove personal contact details such as addresses, telephone numbers, emails and signatures before publishing.

[See our Privacy Notice](#) for information on how we manage your personal information.

Declaration

I agree that the details within this form can be held by Norfolk County Council and that those details can be made available for public viewing and shared with Broadland District Council, Norwich City Council and South Norfolk Council for the purposes specified in the disclaimer above.

Name

Date

**Greater Norwich Local Plan Gypsy and Traveller Sites Focussed Consultation
Response Form**

FOR OFFICIAL USE ONLY	
Response Number:	
Date Received:	

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Greater Norwich Local Plan update

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3 July 2023.**

Greater Norwich Local Plan

Gypsy and Traveller Sites Focussed Consultation on newly submitted sites at Hevingham, Foulsham and Guestwick

Response Form

Please complete the following questions

1a. Contact Details

Title	Professor and Mr
First Name	Kathleen and Brian
Last Name	Goouch
Job Title (where relevant)	
Organisation (where relevant)	
Address	██████████ ██████████████████ ██████████████████
Post Code	██████████
Telephone Number	██████████████
Email Address	██████████████████████████████

1b. I am...

Owner of the site <input type="checkbox"/>	Parish/Town Council <input type="checkbox"/>
Developer <input type="checkbox"/>	Community Group <input type="checkbox"/>
Land Agent <input type="checkbox"/>	Local Resident <input checked="" type="checkbox"/>
Planning Consultant <input type="checkbox"/>	Registered Social Landlord <input type="checkbox"/>
Other (please specify):	

1c. Client/Landowner Details (if different from question 1a)

Title	
First Name	
Last Name	
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

2a. Which part of the Gypsy and Traveller Additional Focussed consultation documents does this representation relate to?

(Please give the site reference and/or indicate which document you are commenting on)

GNLP5025 and GNLP5026

2b. Do you support, object to, or want to comment on this part of the consultation documents?

Support <input type="checkbox"/>	Object <input checked="" type="checkbox"/>	Comment <input type="checkbox"/>
----------------------------------	--	----------------------------------

2c. Please use the box below to add your comments. Please add additional sheets if necessary.

Comments:

Please see attached letter.

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Name Brian and Kathleen Goouch

Date 30 June 2023

**Greater Norwich Local Plan Gypsy and Traveller Sites Focussed Consultation
Response Form**

FOR OFFICIAL USE ONLY	
Response Number:	
Date Received:	

Your completed form should be returned to the Greater Norwich Local Plan team **no later than midday on 3rd July 2023.**

We believe permission should be **REFUSED** for expansion of Woodyard at Brandhip Corner (GNLP5025) and for the new site at Guestwick Green (GNLP5026) because it would create a situation where :

- a) the traveller sites are disproportionate to the size of the local community and/or will dominate it;
- b) the sites have already been expanded without planning permission beyond the level previously decided, on appeal, as being reasonable with stringent conditions;
- c) road safety risk would be increased beyond that which is reasonable and/or manageable;
- d) the risk of environmental impact is significant to the point that it is unreasonable;
- e) the local infrastructure would not be able to absorb the proposed changes; and
- f) the history of misrepresentation and non-compliance of the applicants demonstrates that the actual impact on the community, if approved, would be far greater than that envisaged by the decision makers and, therefore, must be a consideration.

1. **Context** Along a stretch of one and half miles of one rural road - Reepham Road - there are already 3 separate gypsy and traveller sites, currently accommodating a total of 10 pitches (including the unauthorised additional pitches at The Oaks). The new proposal is to double this number to 20 pitches. Excluding 'windfall sites' the GNLP proposal is to find 45 pitches¹. It is completely disproportionate that more than 22% of these new pitches should be found within one village community along a single countryside road. Furthermore, the non-adherence to planning conditions by the applicants and the apparent unauthorised expansions, evidences a disregard for the planning mechanisms and controls as well as the amenity of the local community that mitigates against entrusting the applicants with an opportunity for further expansion.
2. **Background** It is evident that there has been little or no scrutiny of the existing sites with regard to compliance with planning conditions and the unauthorised expansion of the sites without further permission. The Oaks was granted 2 pitches for related family members - on appeal. This seems to have now expanded to 5 without planning permission. Two fundamental conditions within the appeal document of 2014 have been ignored; that the site 'should be absorbed into the wider landscape' and with regard to screening from the road by appropriate planting. Additionally, a second, new and unauthorised, entrance for vehicles from Reepham Road has been created during recent months, with a new place name sign having been added of 'The Stables'. (See image 1). This gives the impression of a wholly new site rather than an extension of the existing pitch provision. This level of bad faith has already created tension with the settled community and the suggestion of a new site at Guestwick Green, apparently under the same ownership, has understandably caused severe concern, given this history.
3. **Numbers.** There is confusion in GNLP documents about the numbers of pitches presently authorised caused by discrepancies in the documents. The only numbers that should be used, in our submission, are those that have been authorised by planning (including on appeal) as any additional pitches are unauthorised. This is fundamental to understanding the present position and, therefore, the scale of the proposed development and its potential impact on the community, road safety, environment and the amenity of the community. Both the Oaks and Woodyard were originally given permission for 2 pitches. However, in the follow documents there are varying numbers given:

50.The allocation of GNLP5022 will result in its expansion from the existing 2 pitches to 7 pitches in total. ²

Air and Noise Pollution: Site GNLP5022 is proposed for small-scale development (five Gypsy and Traveller pitches) and is situated away from major sources of air and noise pollution. A negligible impact on local air quality and noise would be expected.

¹ Gypsy and Travellers Sites Additional focussed Consultation - New Sites June 2023

² GNLP Gypsy and Traveller Sites Focused Consultation 30 January-13 March 2023 (p5)

			Years 1 to 5
GNLP5004	Land off Buxton Road, Eastgate, Cawston	4	4
GNLP5005	Strayground Lane, Wymondham Recycling Centre	2	0
GNLP5009	Hockering Lane, Bawburgh	6	6
GNLP5014	A47 North Burlingham Junction	15	15
GNLP5019	Woodland Stable, Shortthorn Road, Stratton Strawless	4	4
GNLP5020	Romany Meadow, The Turnpike, Carleton Rode	6	6
GNLP5021	The Old Produce Shop, Holt Road, Horsford	6	6
GNLP5022	The Oaks, Foulsham	5	5

And on p23³: does this mean **10** in total, not **7** as above?

As already mentioned **5** pitches already exist (**3** unauthorised) at the Oaks and **5** additional pitches seem to be expected. A **10** pitch site in this environment is not a 'small-scale development'.

Additionally, with regard to Woodyard, permission was given in 2012 for 2 pitches, on appeal. We understood that 2 further pitches are being proposed, resulting in 4 pitches. However in the following table⁴ it seems there is an understanding that there would on approval be a total of 6 pitches.

Site Reference	Address	No of Pitches	Hectares
GNLP5025	Woodyard, Reepham Road, Foulsham	Proposed for 2 additional pitches to provide a total of 6 pitches	0.47 ha
GNLP5026	Land at Peddlars Turnpike, Guestwick	Proposed new site for 3 pitches	1.17 ha

These are not minor details as each single pitch requires space for 2 cars, 2 mobile caravans and 1 static caravans. Unregulated expansion, of course, results in either overcrowding or further intrusion into the countryside and its resources, as well as the other negative impacts referred to in this document.

4. The Woodyard

We believe this site with provision for 2 pitches is already at full capacity, in the knowledge of the amount of space each pitch requires. The following requirement in the Appeal ruling in 2012 was made to decrease the danger of the corner of the road on which its situated:

I will require space within the site to be provided for parking and turning vehicles, so that they can be kept off-road and exit the site in forward gear.

4.1. Highways Reasons for the original refusal for this site included concerns about Brandhip corner and traffic dangers. Since 2012, when the appeal was granted, traffic along Reepham Road has increased exponentially and, with the speed limit at 60mph up to and including the bend, this corner has become increasingly dangerous. There have been several reported collisions at Brandhip Corner, including with a police vehicle, and many more anecdotal reports of near misses. It has been described as an accident blackspot. Allowing further development here risks causing serious physical harm to people and property.

³ GNLP Gypsy and Traveller Sites Focused Consultation 30 January-13 March

⁴ Greater Norwich Local Plan - New Gypsy and Traveller Sites Addendum June 2023

The Planning Inspectorate meeting (22 February 2012)⁵ imposed conditions on the permission granted. Highways approved the decision ‘provided that the second entrance, at the eastern end of the site, is permanently blocked off’. Consequently, one of the conditions for permission being granted was :

22. To ensure that the eastern entrance is not brought back into use, in the interests of highway safety, I will impose a condition requiring vehicular access to be taken only from the northern entrance.

Despite this planning condition, this eastern entrance has been re-opened - as development has already been taking place within the site (see image 2), and as part of the site has also apparently recently been sold.

4.2. Environmental and Safety concerns Our concerns are in regard to the nature of the new surface introduced onto the site as it is being developed; the run-off into water courses; and the ongoing protection of the Oak tree, in particular, but also other natural features of the site.

4.2.1 Lorry loads of mixed hardcore have been delivered (through the unauthorised gates) and spread over the existing site, resulting in a raised ground level. There is already an issue with run-off at this point in the road which becomes flooded during the winter months and consequently frozen. This is a sloping site and the water run-off contains contaminants from a mixed hardcore base, of unknown materials, which will naturally enter the local water courses. Woodyard is immediately adjacent to Moat Meadow and Bates Moor County Wildlife Site. Run-off from the newly raised ground level of unknown mixed hardcore will impact the stream running through this area.

4.2.2. A condition was made in the 2012 Appeal Decision to protect the Oak tree from any installation of hard standing and impact on tree roots:

26. To ensure that the protected oak tree on the site is not harmed by the installation of the hardstanding for the touring caravans, I shall impose a condition requiring details of this to be submitted for approval and subsequently implemented.

Additionally, in the National Planning Policy Framework (2021) special mention is given to the protection of ‘ancient or veteran trees’⁶, which would apply to this Oak tree.

However, the introduction of mixed hardcore appears to have encroached the space surrounding the tree and caused the ground level near the tree and over its roots to be significantly raised, (see image 3). This change to the surface material and ground level will impact the continuing safety of the Oak tree and places it at risk of disease and death. This is another example of a failure to comply with a necessary planning condition and a disregard for the potential to harm the environment.

4.3. Historic Environment GNLP (June 2023) mentions the Grade 1 Listed Church in proximity to the Woodyard. It also acknowledges the close distance from Old Hall Farm House which is Grade 11* and Old Hall Farm Boundary Wall, Grade 11, both of which are very significant in this part of the Foulsham Village landscape, extending the heritage of the village into Reepham Road. Retaining this link between the village centre and the surrounding historical buildings and land use is important. The existing Woodyard site has already changed this appearance and land use in this section of the road and any extension would further be to the detriment of the area.

4.4 Education. The GNLP SA (June 2023) states that the Woodyard is 600m from the local primary school. It does not acknowledge that there are no pavements for most of this journey and, as already stated, this is a

⁵ The Planning Inspectorate, Appeal decision, Katie Peerless Dip Arch RIBA an Inspector appointed by the Secretary of State for Communities and Local Government Decision date: 22 February 2012

⁶ National Planning Policy for Traveller sites (2021) 180(c)

particularly dangerous section of road and any expansion to the site creates higher levels of risk for children attending school.

4.5 Health. Local health facilities, approximately 6km from the site, are already in a fragile state and are barely managing the present community's needs. The impact of the addition of a number of new families in the area on health provision cannot be overstated.

4.6. Amenities Foulsham has very limited facilities. Bus stops to Norwich on the A1067 are a car journey distance from the site. The nearest post offices are in Reepham or Guist.

5. Guestwick Green

This is a very small and very rural hamlet, with no local public transport, no local amenities and which sits within a network of small lanes. We are concerned that the proposal for 3 pitches will create an imbalance within this small community and permanently alter its character. As this site appears to be owned by the same family as The Oaks, and with the prior experience of the failure to comply with planning conditions and unauthorised expansion of the site, this concern is increased.

National planning documents place great emphasis on the location of sites in relation to the surrounding population's size and density with national planning policies serving 'to assist in safeguarding the countryside from encroachment'⁷. In this case, this site with its 3 pitches would present a disproportionately sized group in relation to the settled community and further encroach on the countryside.

The National Planning Policy for Traveller Sites⁸ requires proposals 'to respect the needs of the settled community'. In this small community there are houses and gardens immediately bordering the proposed new site which is incompatible with this proposal.

5.1 Highways As with the other gypsy and traveller sites in this area, pedestrian access from the site leads directly onto the lane, close to a bend.

There are only narrow lanes surrounding Guestwick Green, making it unsuitable for any increase in traffic. Access to schools, health facilities in Reepham and other amenities can only take place by car.

There are no pavements or verges and a deep ditch on one side of the road. Space for pedestrians or cyclists to escape traffic here is limited, thereby further increasing safety risk if further development is permitted

6. Environment This is a quiet rural hamlet, surrounded by arable farmland.

Guestwick Green is a low-lying area and issues with surface water drainage, site waste and pollution with run-off into local water ways require investigation before the site is developed.

There is an identified risk of surface water flooding.

The trees, hedgerows and ditches in this area have been identified as sites for protected species, including bats, reptiles, breeding birds and great crested newts.

⁷ National Planning Policy Framework, p41, no 138c

⁸ Dept for Communities and Local Government, Planning Policy for Traveller Sites (2015)

7. In Summary

Both sites, GNLP5025 and GNLP5026 have been described as ‘Unreasonable Alternatives’⁹. However, bad faith and poor conduct in relation to non-compliance with conditions set and existing regulations has already been exhibited in two of the three existing sites in Reepham Road. This behaviour has resulted in a lack of trust in the fairness of the process in relation to the settled community within this road and the local area. The apparent lack of scrutiny by the Local Authority has resulted in unauthorised development and expansion, as well as an absence of control with regard to existing planning conditions. This has assisted to create and a tension between both communities, exacerbated by an atmosphere of intimidation and threat.

This is contrary to national proposals which aim to:

promote peaceful and integrated co-existence between the site[s] and the local community;

avoid placing undue pressure on local infrastructure and services; and

when assessing the suitability of sites in rural or semi-rural settings, LPAs should ensure scale does not dominate the local community.¹⁰

The amenities and resources available to the existing communities, both settled and Gypsy and Traveller, are few and fragile, particularly in relation to health facilities, and will not support further increases in numbers.

Three and potentially four, expanding gypsy and Traveller sites within a mile and a half of a rural stretch of road in peaceful countryside surrounded by arable fields is unreasonable. This situation is exacerbated by the existing non-compliance with conditions and regulations and the Local Authority’s lack of consistency in documentation of the intended numbers of pitches and its failure to ensure compliance with planning conditions and regulations.

⁹ Gypsy and Travellers Sites Additional Focussed Consultation - New Sites June 2023

¹⁰ Department of Community and Local Government, Planning Policy for Traveller Sites (2015)



Image 1



Image 2



Image 3

Ms. Saunders

From: [Mandy Saunders](#)
To: [Greater Norwich Local Plan](#)
Subject: Proposed dwellings at Woodyard - Foulsham GNLP5025
Date: 23 June 2023 20:50:06

WARNING: External email, think before you click!

Planning Officer,



This email is in reference to expansion of Woodyard GNLP 5025.

The proposed access point to the new dwellings of Woodyard would be extremely dangerous, as they fall onto a very sharp blind corner of which we have experienced oncoming traffic from Themelthorpe and Foulsham driving across the opposite lane due to the sharpness of the bend. As being a blind corner, you are unable to see oncoming vehicles until you are bumper to bumper.

Therefore, we feel the access unsuitable.

Yours faithfully,
Mr & Mrs Saunders

Sent from [Outlook for iOS](#)


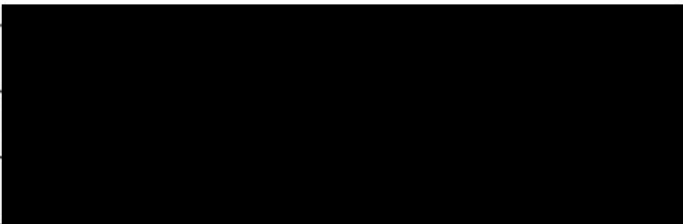
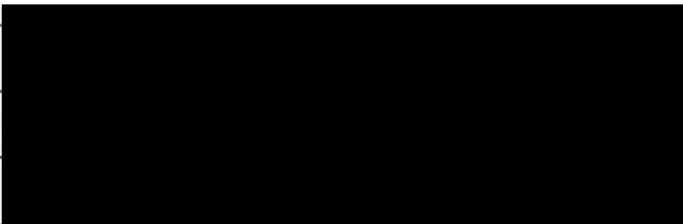
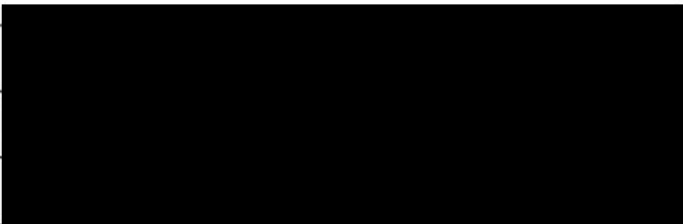
Greater Norwich Local Plan

Gypsy and Traveller Sites Focussed Consultation on newly submitted sites at Hevingham, Foulsham and Guestwick

Response Form

Please complete the following questions

1a. Contact Details

Title	MR
First Name	MARK
Last Name	PROCTER
Job Title (where relevant)	—
Organisation (where relevant)	—
Address	
Post Code	
Telephone Number	
Email Address	

1b. I am...

Owner of the site <input type="checkbox"/>	Parish/Town Council <input type="checkbox"/>
Developer <input type="checkbox"/>	Community Group <input type="checkbox"/>
Land Agent <input type="checkbox"/>	Local Resident <input checked="" type="checkbox"/>
Planning Consultant <input type="checkbox"/>	Registered Social Landlord <input type="checkbox"/>
Other (please specify):	

2c. Please use the box below to add your comments. Please add additional sheets if necessary.

Comments:

- Peddars Turnpike is a single mixed lane along the whole of its length and contains a very sharp almost 90 degree double bend. There is also another 90 degree bend, just beyond the site. Cars travelling in opposite directions can not pass each other except in driveways to private residents (3) and driveways to fields (7), unless they mount the verge.
- only three residential units front onto Peddars Turnpike and a new three pitches would be a 100 percent increase of the number of units using Peddars Turnpike by car, as no public transport available
- There are three existing sites on the Foulsham to Reepham Road; The Woodyard, Oaklands and The Oaks. The Oaks seeks increased capacity and (is only one mile away from GNLP 5026) is on a larger road and a less rural location. Why open up a new green field site at GNLP 5026 - where new build units would not be allowed under planning policy - when existing site, the Oaks, seeks increased number of pitches.
- opening up a new greenfield site on Peddars Turnpike would

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Name



Date

29/6/2023

see continuation sheet

Continuation sheet.

result in (15) pitches (Woodyard (2) Oaklands (3) oaks (7))
within a one mile radius of the oaks. There are not
that many residential units within the same radius.
Balance and distribution should be an allocation consideration.

1c. Client/Landowner Details (if different from question 1a)

Title	
First Name	
Last Name	
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

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(Please give the site reference and/or indicate which document you are commenting on)

<p>GNL P5026 G+T Site Assessment Information New Sites June 2023</p>

2b. Do you support, object to, or want to comment on this part of the consultation documents?

Support <input type="checkbox"/>	Object <input checked="" type="checkbox"/>	Comment <input type="checkbox"/>
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Mr & Mrs Levien

From: [Charles and Judy Levien](#)
To: [Greater Norwich Local Plan](#)
Subject: GNLP Consultation Gypsy and Traveller Sites
Date: 29 June 2023 12:45:21

WARNING: External email, think before you click!

REFERENCE Potential Gypsy and Traveller Sites GNLP 5025 and 5026

Dear Sirs

Before we comment on these sites we would like to raise the point that the GNLP website does not give a clear indication of the number of pitches that are applied for.

Eg. The Oaks

Original permission for 2 pitches. (Unofficially increased to 5(according to number of green bins seen outside on several occasions)

Is the permission for 5 , 7, or 10?

Does each pitch consist of 1 static caravan, 2 transitory pitches, 2 cars?

Woodyard

Is the permission for 2 extra pitches, bringing the total to 4 or for 6 pitches as mentioned at some point in the GNLP website.

There seems to be a flexibility built in to these permissions that allow for unofficial expansion?

Is there a reason for the GNLP's lack of consistency in this matter?

We live on [REDACTED]

Since 2007 we have seen three traveller sites develop in this road.

The original plans showed the pitches as being discreet and sensitive to the high quality countryside in which they are situated.

Over the 16 year period, one of these sites (The Oaks) has developed without permission to a size and dominance that puts it out of balance with the existing countryside.

Now we are asked to consider the expansion of one of the other sites, Woodyard, and the development of a new site, less than a mile away at Guestwick Green.

The application to extend Woodyard (application 5025) to 4 pitches (from the two granted following the Planning Inspectorate meeting of 2014) should be refused because:-

- 1) Lack of space within the site for turning vehicles
- 2) Brandhip is a dangerous corner, where a number of accidents and near misses have taken place. (Especially in Winter when the hill is icy)
- 3) At the Planning Inspectorate meeting it was clearly stated that the second entrance should be blocked (we have noticed this has been opened and recently gated)
- 4) The ancient oak tree on the site is in danger of being permanently damaged.

We are also of the opinion that the Guestwick Green site (5026) should not be permitted for the following reasons

- 1) There is a sharp corner and a deep ditch between the entrance and the junction leading to Foulsham and Guestwick.
- 2) it is on a narrow lane and is surrounded by narrow lanes.
- 3) The field is a valuable habitat, particularly being low lying and damp.

4) It is out of keeping with the existing small community at Guestwick Green.

With both these sites there is a restricted view for traffic.

Yours faithfully
Charles Levien
Judy Levien



Sent from my iPad

Mr. A Seals , Cobleacre Caravan Park

From: [REDACTED]

Sent: 14 June 2023 09:05

To: Greater Norwich Local Plan <GNLP@norfolk.gov.uk>

Cc: hevinghampc@live.co.uk

Subject: Proposed Travellers Site Hevingham.

ARNING: External email, think before you click!

Good morning,

I am writing to express my formal objection to the proposed establishment of a travellers site in close proximity to my residence. I have several concerns regarding this plan, all of which I believe merit significant deliberation.

First and foremost, I am apprehensive about the impact on our local road infrastructure, which is ill-equipped to handle the anticipated increase in traffic that this site would generate. The roads in our area are narrow, lacking officially designated passing places. This deficiency in infrastructure poses potential safety hazards, including an elevated risk of traffic accidents and challenges for emergency vehicles to navigate effectively. Moreover, the augmented traffic flow may result in congestion, inconveniencing residents and potentially impeding the timely operations of local businesses that rely on prompt deliveries and customer access.

Secondly, our community takes pride in the serenity and tranquility for which it is renowned. Unfortunately, the proposed travellers site has the potential to disrupt this peaceful atmosphere considerably. The natural splendor of our surroundings, characterized by verdant fields and a diverse array of local wildlife, is a prominent reason why many of us chose to establish our homes here. Introducing an unsightly travellers site could mar the area's aesthetics, detracting from its inherent charm and conceivably impacting local tourism. Furthermore, the escalated noise levels and heightened activity may disturb the prevailing tranquility that we currently enjoy.

Additionally, I am deeply concerned about the environmental ramifications associated with developing the currently grassed site. Such development could potentially jeopardize local wildlife habitats, disrupt the ecological balance of the area, and contribute to an upsurge in litter and pollution. Therefore, I implore the council to conduct a comprehensive environmental impact assessment before proceeding with any development plans.

While I acknowledge the necessity for travellers sites, I firmly believe that there are more suitable locations available for such endeavors. Disused industrial areas or locations near towns with superior infrastructure and policing would be more appropriate alternatives. These areas, having already experienced the impact of human activity, would be better equipped to accommodate increased traffic and would be less likely to suffer the adverse consequences on the natural environment and local tranquility that our community holds dear.

Moreover, as the proprietor of a local caravan park, I am particularly apprehensive about the potential ramifications of the proposed travellers site on tourism in our area. Our caravan park, like numerous other local businesses, heavily relies on the allure of our surroundings' natural beauty and tranquility to attract visitors. The introduction of an unsightly travellers site may dissuade tourists from visiting, leading to a decline in visitor numbers and a substantial loss in revenue for local enterprises. Such repercussions could have a cascading effect on the local economy, impacting not only my caravan park but also other establishments such as local shops, restaurants, and attractions that depend on tourist expenditure. It is imperative that the council takes into consideration the potential economic impact of this proposal on local businesses and the wider community.

In conclusion, I kindly request that the council reevaluates the proposed site for the travellers site. I firmly believe that, through meticulous planning and exploration of alternative locations, we can identify a solution that accommodates the needs of the travellers community without adversely affecting residents and the environment.

Thank you for your attention to this pressing matter.

Yours sincerely,

Kind Regards

Adam Seales

Manager

Cobbleacre Park, Brick Kiln Road





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To see our email disclaimer click here <http://www.norfolk.gov.uk/emaildisclaimer>

Mr. Tom Beer, MH Planning on behalf of Ms Thomas

From: [Tom Beer](#)
To: [Greater Norwich Local Plan](#); [Michael Hargreaves](#); [Celia Tyler](#)
Subject: Consultation on sites for Gypsies and Travellers at Foulsham, Guestwick and Hevingham Response Form - GNL5026
Date: 03 July 2023 09:44:44
Attachments: [Final GT response form - Additional Focussed Consultation - New Sites June 2023.pdf](#)
[Additional Consultation Response 020723.docx](#)
[Peddlars Turnpike Guestwick Proposed Site.pdf](#)
[Crash Map Incidents 1999 - 2022.png](#)

WARNING: External email, think before you click!

Hello,

Please find attached Response Form to the Consultation on sites for Gypsies and Travellers at Foulsham, Guestwick and Hevingham. Our form relates to the Guestwick site, site reference **GNLP5026**. Please find attached form, additional consultation response supporting statement, proposed site plan and 'CrashMap' screenshot.

Many thanks, please contact me if there is anything you need,

Tom Beer

07597539267

Greater Norwich Local Plan update

Gypsy and Traveller Sites Additional Focussed Consultation – New Sites June 2023

Consultation on sites for Gypsies and Travellers at Foulsham, Guestwick and Hevingham

Response Form

Introduction and Guidance Notes

The Greater Norwich Development Partnership is undertaking an additional focussed consultation on three new sites put forward during the Gypsy and Traveller Sites Focussed Consultation which was held between 31 January and 20 March 2023. Initial assessments have been undertaken on the sites and have concluded that a proposed extension to an existing site at Brick Kiln Road in Hevingham is a suitable site to recommend for allocation in the GNLP. Sites at Woodyard, Reepham Road, Foulsham and at Peddlars Turnpike, Guestwick are not thought suitable for allocation. These three sites are the subject of this focussed consultation and we are not seeking views on any sites previously consulted on.

The consultation runs from **5 June to midday on 3 July 2023**.

Response forms should be submitted by email to gntp@norfolk.gov.uk or by post to:

Greater Norwich Local Plan Team
City Hall
St Peter's Street
Norwich
NR2 1NH

When commenting on a policy or site please include the site reference(s) in your comments.

You may comment on as many or as few of the sites, policies, paragraphs and maps as you wish to. You only need to include your contact details in question 1 once. If you want to respond about a number of issues, please answer questions 2a, 2b, and 2c for each comment. You can add additional sheets on each issue if necessary.

All comments must be submitted in writing as they will become part of the formal examination process for the GNLP and therefore must be available for the independent Inspectors to consider. We cannot accept representations by telephone.

The Partnership is committed to making sure that everyone who wants to have their say about the site allocations has the opportunity to do so however representations that are deemed to contain offensive comments will not be published.

All comments will be published on our website in due course. The name of the respondent will be published alongside their representation. Contact details will not be published, and we will redact personal data from comments published online in accordance with our privacy notice.

All comments made will be passed on to the independent Inspectors as part of the Local Plan examination process and therefore cannot be anonymous. You may either submit a representation under your own name or write to your district councillor who may submit a representation on your behalf.

See the disclaimer at the end of this form.

[Read the GNLP Privacy Notice](#)

[Access the Planning Inspectorate Privacy Notice](#)

If you have any questions relating to the consultation, or if you need consultation documentation in large print, audio, Braille, an alternative format or a different language, please contact the Greater Norwich Local Plan team on 01603 306603 or email at gnlp@norfolk.gov.uk

**All submissions should be received by the GNLP team no later than midday on
3 July 2023.**

Greater Norwich Local Plan

Gypsy and Traveller Sites Focussed Consultation on newly submitted sites at Hevingham, Foulsham and Guestwick

Response Form

Please complete the following questions

1a. Contact Details

Title	Mr
First Name	Tom
Last Name	Beer
Job Title (where relevant)	Planning Consultant
Organisation (where relevant)	MH Planning
Address	5 High Street, Swaffham Prior, Cambridge
Post Code	CB25 0LD
Telephone Number	07597539267 - 07759666991
Email Address	tom@mhplanning.org + michael@mhplanning.org

1b. I am...

Owner of the site <input type="checkbox"/>	Parish/Town Council <input type="checkbox"/>
Developer <input type="checkbox"/>	Community Group <input type="checkbox"/>
Land Agent <input type="checkbox"/>	Local Resident <input type="checkbox"/>
Planning Consultant <input checked="" type="checkbox"/>	Registered Social Landlord <input type="checkbox"/>
Other (please specify):	

1c. Client/Landowner Details (if different from question 1a)

Title	Miss
First Name	Hollie
Last Name	Thomas
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

2a. Which part of the Gypsy and Traveller Additional Focussed consultation documents does this representation relate to?

(Please give the site reference and/or indicate which document you are commenting on)

Site Reference: GNLP5026 Location: Peddlars Turnpike, Guestwick
--

2b. Do you support, object to, or want to comment on this part of the consultation documents?

Support <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Comment <input type="checkbox"/>
---	---------------------------------	----------------------------------

2c. Please use the box below to add your comments. Please add additional sheets if necessary.

Comments:

Please see attached Supporting Statement and Plan: Peddlars Turnpike, Guestwick, Propopsed Site and Crash Map Screenshot

Disclaimer

Data Protection and Freedom of Information

The Data Controller of this information under the General Data Protection Regulation (GDPR)2018/Data Protection Act 1998 will be Norfolk County Council, which will hold the data on behalf of Broadland District Council, Norwich City Council and South Norfolk Council. The purposes of collecting this data are:

- to assist in the preparation of the Greater Norwich Local Plan
- to contact you, if necessary, regarding the answers given in your form

The responses received as part of the Greater Norwich Local Plan Gypsy and Traveller Sites Additional Focussed Consultation will be made available for public viewing. By submitting this form you are consenting to your comments being stored by Norfolk County Council, and the details being published for examination purposes.

Once comments have been checked and verified they will be available online (with respondents' names) for others to see. Any representations which are deemed to contain offensive comments will not be published. Whilst we will include names on our website, we will remove personal contact details such as addresses, telephone numbers, emails and signatures before publishing.

[See our Privacy Notice](#) for information on how we manage your personal information.

Declaration

I agree that the details within this form can be held by Norfolk County Council and that those details can be made available for public viewing and shared with Broadland District Council, Norwich City Council and South Norfolk Council for the purposes specified in the disclaimer above.

Name Tom Beer

Date 03/07/23

**Greater Norwich Local Plan Gypsy and Traveller Sites Focussed Consultation
Response Form**

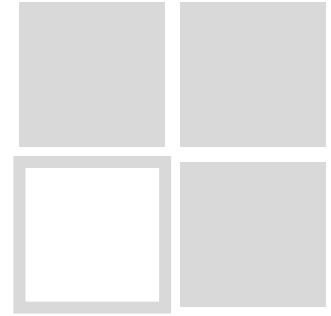
FOR OFFICIAL USE ONLY	
Response Number:	
Date Received:	

Your completed form should be returned to the Greater Norwich Local Plan team **no later than midday on 3rd July 2023.**

MH Planning

5 High Street
Swaffham Prior
Cambridge
CB25 0LD

tom@mhplanning.org
01638 744113
0775 966 6991



**Greater Norwich Local Plan
Additional Consultation on Gypsy and Traveller sites
at Foulsham, Guestwick and Hevingham, June 2023**

Supporting Statement relating to Site GNLP 5026, Peddlars Turnpike, Guestwick

1.0 Introduction

- 1.1 This Supporting Statement is submitted on behalf of our clients, John and Hollie Morgan, who are the owners of Site GNLP 5026 at Peddlars Turnpike, Guestwick.
- 1.2 The Site Assessment published with the Additional Consultation recommends that the site should not be allocated in the Greater Norwich Local Plan because of concerns relating to highway safety and poor access to services.
- 1.3 This Supporting Statement explains why we do not agree with the proposal not to allocate the site. We are asking the Councils to include the Guestwick site as one of the proposed Gypsy and Traveller site allocations, which will be considered at the further Local Plan examination hearing on 25 July.
- 1.4 We make the case for including the site in the allocations under three headings:
 - The Site and the Family;
 - Why the reasons for rejecting the Guestwick site do not stand up to scrutiny; and
 - Why the current proposed allocations are unlikely to be adequate to meet needs and additional allocations are needed

2.0 The Site and the Family

- 2.1 The site owners are a Romany Gypsy family with strong local connections and three children aged 16, 13 and 4, who attend local schools. The family occupy a council house at Guestwick. Prior to occupying council accommodation initially at Dereham, more recently at Guestwick, they were living at the side of the road. Like many Gypsy families, they were forced into housing because of the lack of suitable accommodation for Gypsy people. However, they would much

prefer to live on a traditional Gypsy site in the countryside with their horses. Mr Morgan in particular finds house dwelling stressful and difficult.

- 2.2 The site at Guestwick consists of a series of paddocks where the family keep their four horses. Our clients are seeking to have part of the land identified as a Gypsy and Traveller residential site to provide a home for themselves with the rest of the land retained as paddocks for their horses. They are seeking an allocation for three pitches. They would initially develop the land as a single pitch but with the potential in the medium to longer term to provide an extended family site equivalent to three pitches with accommodation for their children, their children's future partners, and any grandchildren.
- 2.3 As shown on the attached plan, Proposed Gypsy and Traveller Site, they are not proposing that all of the site should be allocated for residential purposes. Rather they are proposing that a triangular shaped area to the south-west of their land together with the track linking the triangular area and the access should be allocated, with the rest of the site retained in equestrian use. The land proposed for allocation has an area of 0.16 hectares.
- 2.4 Allocating the site and granting planning permission will allow the family to move onto the site, which would then free up a Council house for a local family in need.

3.0 Why the reasons for rejecting the Guestwick site do not stand up

- 3.1 The main reasons for rejecting the Guestwick site are concerns relating to highway safety and to poor sustainability reflecting the distance from the site to services and facilities.

Unsustainable Location

- 3.2 With regard to the site being in an unsustainable location, paragraph 105 of the National Planning Policy Framework (NPPF) states: *'opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*
- 3.3 The drawback of being in an unsustainable location was identified in the appraisal of a number of the other sites, but it has not stopped their being proposed for allocation. For instance, para 75 of the Site Appraisal states in regard to the site at Romany Meadow, Carleton Rode: *'The distance to services and facilities is a constraint. The nearest village is New Buckenham, which is 2.5km away to the west along the B1113, with Old Buckenham 5 km. away'*. That site is proposed to be allocated for six additional pitches, which suggest location factors have carried only limited weight in the decisions to allocate sites.
- 3.4 Providing for people's accommodation needs is central to the social objective of sustainability at para 8 of the NPPF, and arguably is more important than locating accommodation close to services. This is particularly true in regard to provision for Gypsy people, who suffer a particularly acute accommodation crisis.
- 3.5 Government policy accepts that Gypsy sites can be located in the countryside and a number of appeal decisions have confirmed that a more flexible approach is appropriate in regard to the location of Gypsy residential sites.

- 3.6 The site owners occupy a Council house in Guestwick. That implies, if they can obtain planning permission to live on their land, that miles driven by them will actually be less. This is because the new site is no worse in accessibility terms than where they are living, but they will no longer need to drive twice a day to the site to look after the horses.

Highway Safety

- 3.7 Not allocating the site is not justified by the evidence on highway safety and would be contrary to para 11 of the NPPF, which advises: *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.
- 3.8 Peddlars Turnpike is a narrow single track road with a number of bends and some rutting. Reflecting its rural location, its single track nature, and that it links very small settlements, traffic levels are very low and, in the vicinity of the site access, speeds low. Looking out from the access into the site, sight lines to the south are considerably in excess of standards. It is only looking to the north in the direction of Guestwick Green that it can be claimed that sight lines are below standard. However, precisely because the access comes after two tight bends and the road is single track, most people would struggle to drive at more than 25 mph. On that basis, the Y distance towards the north, which we measured at 52m. is in excess of the required standard which is 45m. for traffic driving at 25 mph.
- 3.9 The attached screenshot, which comes from the Crash Map website, shows all slight, serious and fatal collisions in the vicinity of the site and the surrounding area since 1999. It shows that accidents are heavily concentrated on the busiest roads and that for the last 23 years there have been no incidents of any sort on Peddlars Turnpike or in the vicinity of the site. This confirms that the road's substandard quality naturally constrains traffic flows and vehicle speeds and that the road is relatively safe.
- 3.10 The family already visits the site twice a day to feed and look after their horses, which means, at least initially, that traffic in the area will be reduced as a consequence of development of the site. This is because vehicle movements between their home and surrounding areas are likely to remain at about the same level, but the family will no longer have to drive to the site to look after the horses.

4.0 Why the current proposed allocations are unlikely to be adequate to meet needs and additional allocations are needed

- 4.1 The existing Local Plan proposed allocations are unlikely to be adequate to meet Gypsy and Traveller needs, and for the following reasons additional allocations will be needed for the plan's proposals for Gypsies and Travellers to be found sound:
- The June 2022 Greater Norwich Gypsy and Traveller Accommodation Needs Assessment is likely to underestimate needs;

- In regard to two sites, the proposed allocations assume unrealistically small pitch sizes which means the allocations are likely to result in four or five fewer pitches than the proposed allocations envisage;
- The plan makes optimistic assumptions about how quickly certain sites will be delivered;
- The plan is dependent on windfall sites coming forward to meet needs in the later years. This may or may not happen to the extent anticipated;
- The majority of the allocations are on land owned by Gypsies and Travellers. It is likely that many of them would have come forward at some point as windfall applications. Allocating them at this stage means the future level of windfalls will consequently be reduced.

4.2 Taken together these factors mean there is a significant risk the plan will not meet needs, that it will fail to provide the five years' supply of deliverable sites required by Government policy, and that it will not be found sound.

5.0 Conclusions

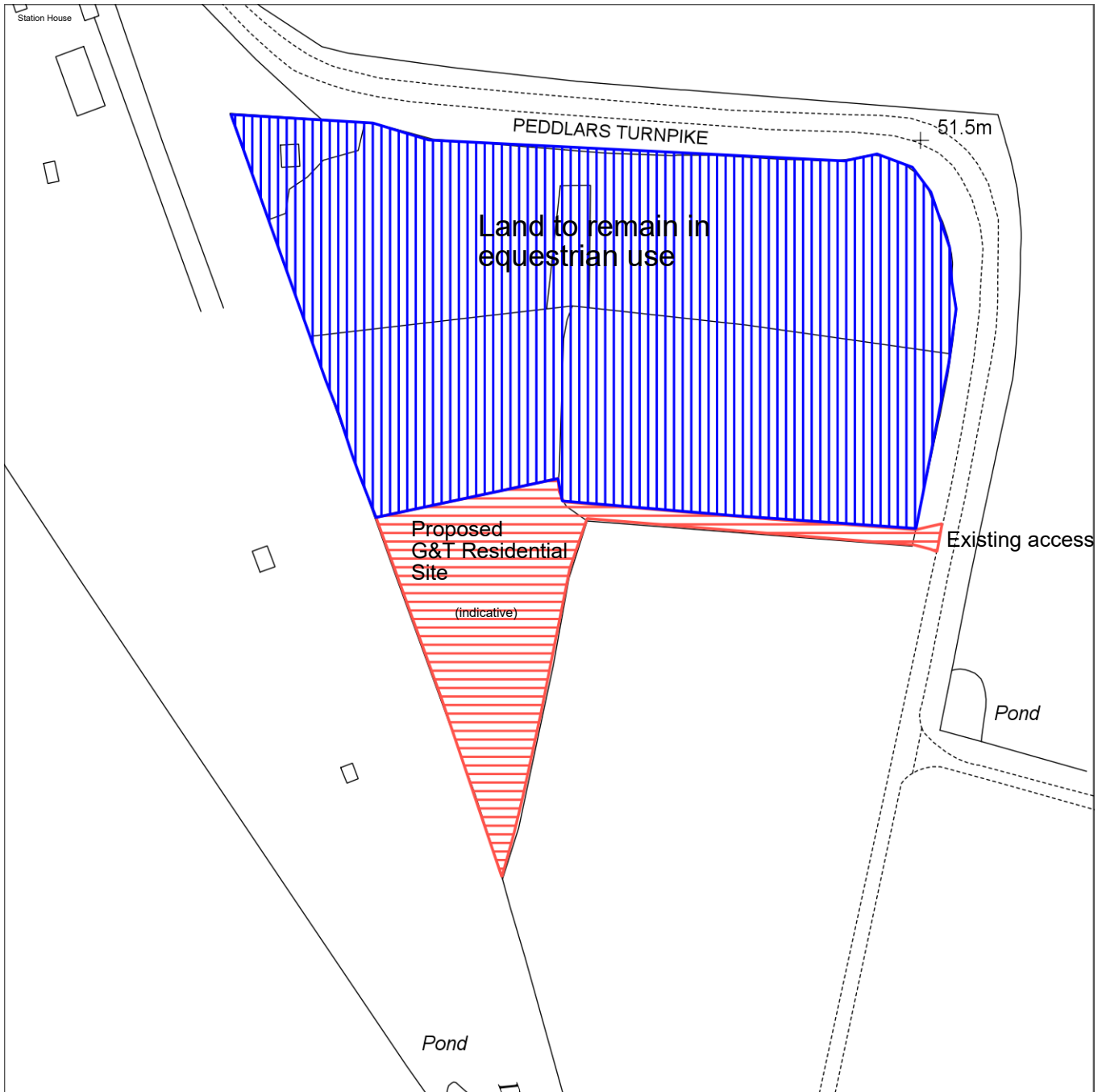
5.1 We strongly support the allocation of the three pitch site at Guestwick.

5.2 While further allocations may also be needed, allocating the Guestwick site together with the additional five pitches at Hevingham, will reduce the risk that the plan will not meet needs and will not be found sound.

5.2 We will expand on these points in our evidence to the Local Plan Examination. Thank you.

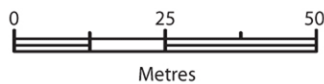
MH Planning

July 2023



Peddars Turnpike, Guestwick, Dereham

Scale 1:1250



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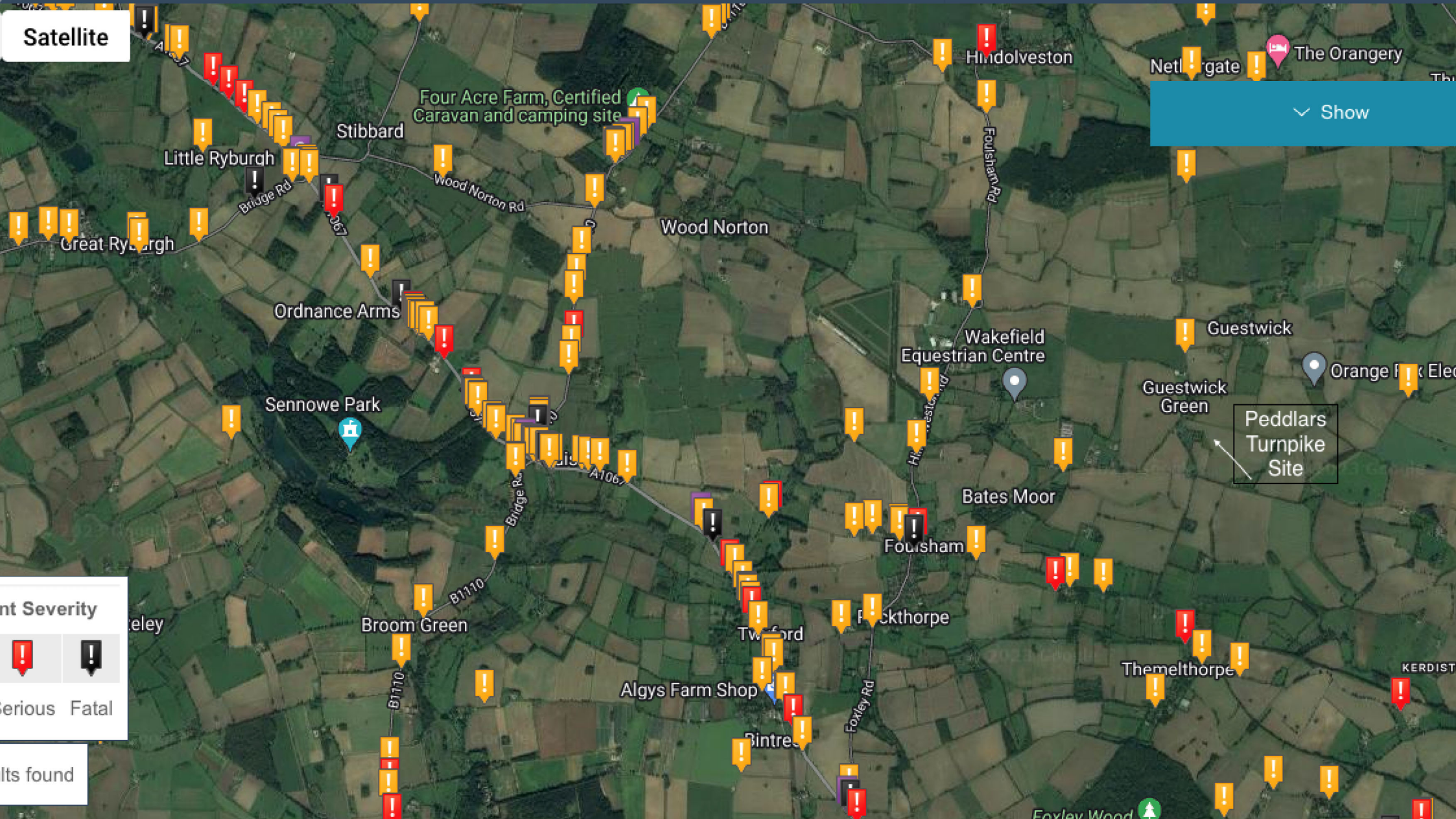
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The representation of a road, track or path is no evidence of a right of way.

The representation of features as lines is no evidence of a property boundary.

Date Of Issue: 28 June 2023
 Supplied By: Getmapping
 Supplier Plan Id: 308091_1250
 OS License Number: 100030848
 Applicant: MHPlanning
 Application Reference: Peddlars Turnpike

Satellite



Crash Severity



Serious Fatal

Results found

All comments will be published on our website in due course. The name of the respondent will be published alongside their representation. Contact details will not be published, and we will redact personal data from comments published online in accordance with our privacy notice.

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3 July 2023.**

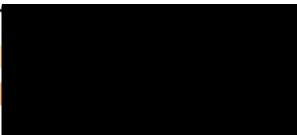


Greater Norwich Local Plan

Gypsy and Traveller Sites Focussed Consultation on newly submitted sites at Hevingham, Foulsham and Guestwick

Response Form

Please complete the following questions

1a. Contact Details

Title	Mrs.
First Name	Danielle
Last Name	Goldstein
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	N 
Telephone Number	0 
Email Address	

1b. I am...

Owner of the site <input checked="" type="checkbox"/>	Parish/Town Council <input type="checkbox"/>
Developer <input type="checkbox"/>	Community Group <input type="checkbox"/>
Land Agent <input type="checkbox"/>	Local Resident <input type="checkbox"/>
Planning Consultant <input type="checkbox"/>	Registered Social Landlord <input type="checkbox"/>
Other (please specify):	

1c. Client/Landowner Details (if different from question 1a)

Title	
First Name	
Last Name	
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

2a. Which part of the Gypsy and Traveller Additional Focussed consultation documents does this representation relate to?

(Please give the site reference and/or indicate which document you are commenting on)

GNLP5025

2b. Do you support, object to, or want to comment on this part of the consultation documents?

Support <input type="checkbox"/>	Object <input type="checkbox"/>	Comment <input checked="" type="checkbox"/>
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2c. Please use the box below to add your comments. Please add additional sheets if necessary.

Comments:

Please see attached comments sheet overleaf

Disclaimer

Data Protection and Freedom of Information

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- to assist in the preparation of the Greater Norwich Local Plan
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Once comments have been checked and verified they will be available online (with respondents' names) for others to see. Any representations which are deemed to contain offensive comments will not be published. Whilst we will include names on our website, we will remove personal contact details such as addresses, telephone numbers, emails and signatures before publishing.

[See our Privacy Notice](#) for information on how we manage your personal information.

Declaration

I agree that the details within this form can be held by Norfolk County Council and that those details can be made available for public viewing and shared with Broadland District Council, Norwich City Council and South Norfolk Council for the purposes specified in the disclaimer above.

Name **Danielle Goldstein**

Date **16/06/23**

In response to the concerns surround access and vehicle access to the land via the northerly entrance. It was noted that upon the initial application for planning permission from the previous land owner 6 cars would be making use of the land as well as 1 light goods vehicle to which previously no objection had been made with regards to safety.

During the appeals process previously there were again no objections to the vehicles making use of the northerly entrance to the land from the Highway Authority providing that the easterly entrance was to remain closed permanently as per **(SHC 15, 2009/1517)**
The easterly entrance was closed and has remained closed since.

Please note as with our application we would be seeking to permit the use of 4 personal vehicles as opposed to the 7 previously approved.

Please see Appeal Ref: APP/K2610/A/11/2161423

With regards to the safety concerns around access, it was previously determined by the highways authority that the northerly access point did not prove to be of any significant risk.

“19. Concern has also been raised about the possible impact on highway safety, but the Highway Authority raises no objections on these grounds, provided that the second entrance, at the eastern end of the site, is permanently blocked off.

This entrance had, as previously noted, already been closed at the time of the site visit.”

Please see Appeal Ref: APP/K2610/A/11/2161423

“On the basis that traffic speeds in the vicinity of the existing site access are in the region of

30 Mph it is acceptable, on this section of this lightly trafficked rural road, to use visibility guidance contained within Manual for Streets (CLG & DoT 2007) which is applicable where 85th%tile speeds are restricted to below 37 Mph. Accordingly the visibility available at the existing site access is deemed acceptable, however, the proposed southerly access does not comply fully with requirements and should be removed from the application.”

“Taking into account the above comments regarding access to the ODPM Circular I would not wish to raise objection based upon highway, safety or sustainability”
(2009/1517)

Despite there having been previously no objections on the basis of vehicle access from the northerly entrance to the site, we are more than happy to fund and install small elements of street furniture such as reflective bollards on our land surrounding the bend in order to increase visibility for passing motorists on “this lightly trafficked section of rural road”**(2009/1517)**

**Greater Norwich Local Plan Gypsy and Traveller Sites Focussed Consultation
Response Form**

FOR OFFICIAL USE ONLY	
Response Number:	
Date Received:	

Your completed form should be returned to the Greater Norwich Local Plan team **no later than midday on 3rd July 2023.**



www.broadland.gov.uk

20091517

Development Management and Conservation Department
Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU
Tel: (01603) 431133 Fax: (01603) 430591
E-mail: planning.administration@broadland.gov.uk

Application for Planning Permission.
Town and Country Planning Act 1990

Publication of applications on planning authority websites

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

Please complete using block capitals and black ink.

It is important that you read the accompanying guidance notes as incorrect completion will delay the processing of your application.

1. Applicant Name and Address

Form fields for Applicant Name and Address: Title (MRS), First name (LAURA), Last name (GRAM), Company (optional), Unit, House number, House suffix, House name (WOODYARD), Address 1 (REEPHAM RD), Address 2 (FOULSHAM), Address 3 (DEREHAM), Town (NORWICH), County (NORFOLK), Country (UK), Postcode (NR20 5PP)

2. Agent Name and Address

Form fields for Agent Name and Address, mostly blank, with a stamp: BROADLAND COUNCIL, 17 DEC 2009, PLANNING CONTROL

3. Description of the Proposal

Please describe the proposed development, including any change of use:

Change of use from a former woodyard to residential travellers site to include 2 static and 2 touring caravans and a day/washroom

Has the building, work or change of use already started?

[X] Yes [] No

If Yes, please state the date when building, work or use were started (DD/MM/YYYY):

07/05/2009

(date must be pre-application submission)

Has the building, work or change of use been completed?

[] Yes [X] No

If Yes, please state the date when the building, work or change of use was completed: (DD/MM/YYYY):

(date must be pre-application submission)

4. Site Address Details

Please provide the full postal address of the application site.

Unit: House number: House suffix:

House name:

Address 1:

Address 2:

Address 3:

Town:

County:

Postcode (optional):

Description of location or a grid reference. (must be completed if postcode is not known):

Easting: Northing:

Description:

5. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application? Yes No

If Yes, please complete the following information about the advice you were given. (This will help the authority to deal with this application more efficiently).

Please tick if the full contact details are not known, and then complete as much as possible:

Officer name:

Reference:

Date (DD/MM/YYYY):
(must be pre-application submission)

Details of pre-application advice received?

general advice on submission of application

6. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicle access proposed to or from the public highway? Yes No

Is a new or altered pedestrian access proposed to or from the public highway? Yes No

Are there any new public roads to be provided within the site? Yes No

Are there any new public rights of way to be provided within or adjacent to the site? Yes No

Do the proposals require any diversions /extinguishments and/or creation of rights of way? Yes No

If you answered Yes to any of the above questions, please show details on your plans/drawings and state the reference of the plan (s)/drawings(s)

7. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste? Yes No

If Yes, please provide details:

See plan

Have arrangements been made for the separate storage and collection of recyclable waste? Yes No

If Yes, please provide details:

Wheeler bins applied for

8. Neighbour and Community Consultation

Have you consulted your neighbours or the local community about the proposal? Yes No

If Yes, please provide details:

9. Authority Employee / Member

With respect to the Authority, I am:

- (a) a member of staff Do any of these statements apply to you?
(b) an elected member
(c) related to a member of staff Yes No
(d) related to an elected member

If yes please provide details of the name, relationship and role

10. Materials

If applicable, please state what materials are to be used externally. Include type, colour and name for each material:

	Existing (where applicable)	Proposed	Not applicable	Don't Know
Walls		WASH / OPM ROOM BLOCKED + RENDER	<input type="checkbox"/>	<input type="checkbox"/>
Roof		TILES	<input type="checkbox"/>	<input type="checkbox"/>
Windows		UPVC	<input type="checkbox"/>	<input type="checkbox"/>
Doors		UPVC	<input type="checkbox"/>	<input type="checkbox"/>
Boundary treatments (e.g. fences, walls)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vehicle access and hard-standing	HARD CORE		<input type="checkbox"/>	<input type="checkbox"/>
Lighting		TO BE AGREED WITH LPA + HIGHWAY AUTHORITY	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify)			<input checked="" type="checkbox"/>	<input type="checkbox"/>

Are you supplying additional information on submitted plan(s)/drawing(s)/~~design and access statement?~~ Yes No

If Yes, please state references for the plan(s)/drawing(s)/~~design and access statement:~~

SEE ATTACHED PLAN

11. Vehicle Parking

Please provide information on the existing and proposed number of on-site parking spaces:

Type of Vehicle	Total Existing	Total proposed (including spaces retained)	Difference in spaces
Cars	6	6	0
Light goods vehicles/ public carrier vehicles			0
Motorcycles			
Disability spaces			
Cycle spaces			
Other (e.g. Bus)			
Other (e.g. Bus)			

12. Foul Sewage

Please state how foul sewage is to be disposed of:

- Mains sewer Cess pit
 Septic tank Other
 Package treatment plant

Are you proposing to connect to the existing drainage system? Yes No

If Yes, please include the details of the existing system on the application drawings and state references for the plan(s)/drawing(s):

SEE PLAN

13. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Refer to the Environment Agency's Flood Map showing flood zones 2 and 3 and consult Environment Agency standing advice and your local planning authority requirements for information as necessary.)

Yes No

If Yes, you will need to submit a Flood Risk Assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)? Yes No

Will the proposal increase the flood risk elsewhere? Yes No

How will surface water be disposed of?

- Sustainable drainage system Existing watercourse
 Soakaway Pond/lake
 Main sewer

14. Biodiversity and Geological Conservation

To assist in answering the following questions refer to the guidance notes for further information on when there is a reasonable likelihood that any important biodiversity or geological conservation features may be present or nearby and whether they are likely to be affected by your proposals.

Having referred to the guidance notes, is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, or on land adjacent to or near the application site?

a) Protected and priority species:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

b) Designated sites, important habitats or other biodiversity features:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

c) Features of geological conservation importance:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

15. Existing Use

Please describe the current use of the site:

WOODYARD/AGRICULTURAL/
RESIDENTIAL TRAVELLERS

Is the site currently vacant? Yes No

If Yes, please describe the last use of the site:

WOODYARD

When did this use end (if known)?
DD/MM/YYYY
(date where known may be approximate)

APPROX
2002

Does the proposal involve any of the following:

Land which is known to be contaminated? Yes No

Land where contamination is suspected for all or part of the site? Yes No

A proposed use that would be particularly vulnerable to the presence of contamination? Yes No

If you have answered Yes to any of the above, you will need to submit an appropriate contamination assessment.

16. Trees and Hedges

Are there trees or hedges on the proposed development site? Yes No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character? Yes No

If Yes to either or both of the above, you will need to provide a full Tree Survey, with accompanying plan before your application can be determined. Your Local Planning Authority should make clear on its website what the survey should contain, in accordance with the current 'B55837: Trees in relation to construction - Recommendations'.

17. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or waste? Yes No

If Yes, please describe the nature, volume and means of disposal of trade effluents or waste

18. Residential Units (Including Conversion)

Does your proposal include the gain, loss or change of use of residential units?
 If Yes, please complete details of the changes in the tables below:

Yes

No

Proposed Housing

Market Housing	Not known	Number of Bedrooms					Total
		1	2	3	4+	Unknown	
Houses	<input type="checkbox"/>						a
Flats and maisonettes	<input type="checkbox"/>						b
Live-work units	<input type="checkbox"/>						c
Cluster flats	<input type="checkbox"/>						d
Sheltered housing	<input type="checkbox"/>						e
Bedsit/studios	<input type="checkbox"/>						f
Unknown type	<input type="checkbox"/>						g
Totals (a+b+c+d+e+f+g)=							A

Social Rented	Not known	Number of Bedrooms					Total
		1	2	3	4+	Unknown	
Houses	<input type="checkbox"/>						a
Flats and maisonettes	<input type="checkbox"/>						b
Live-work units	<input type="checkbox"/>						c
Cluster flats	<input type="checkbox"/>						d
Sheltered housing	<input type="checkbox"/>						e
Bedsit/studios	<input type="checkbox"/>						f
Unknown type	<input type="checkbox"/>						g
Totals (a+b+c+d+e+f+g)=							B

Intermediate	Not known	Number of Bedrooms					Total
		1	2	3	4+	Unknown	
Houses	<input type="checkbox"/>						a
Flats and maisonettes	<input type="checkbox"/>						b
Live-work units	<input type="checkbox"/>						c
Cluster flats	<input type="checkbox"/>						d
Sheltered housing	<input type="checkbox"/>						e
Bedsit/studios	<input type="checkbox"/>						f
Unknown type	<input type="checkbox"/>						g
Totals (a+b+c+d+e+f+g)=							C

Key worker	Not known	Number of Bedrooms					Total
		1	2	3	4+	Unknown	
Houses	<input type="checkbox"/>						a
Flats and maisonettes	<input type="checkbox"/>						b
Live-work units	<input type="checkbox"/>						c
Cluster flats	<input type="checkbox"/>						d
Sheltered housing	<input type="checkbox"/>						e
Bedsit/studios	<input type="checkbox"/>						f
Unknown type	<input type="checkbox"/>						g
Totals (a+b+c+d+e+f+g)=							D

Total proposed residential units (A+B+C+D)=

Existing Housing

Market Housing	Not known	Number of Bedrooms					Total
		1	2	3	4+	Unknown	
Houses	<input type="checkbox"/>						a
Flats and maisonettes	<input type="checkbox"/>						b
Live-work units	<input type="checkbox"/>						c
Cluster flats	<input type="checkbox"/>						d
Sheltered housing	<input type="checkbox"/>						e
Bedsit/studios	<input type="checkbox"/>						f
Unknown type	<input type="checkbox"/>						g
Totals (a+b+c+d+e+f+g)=							E

Social Rented	Not known	Number of Bedrooms					Total
		1	2	3	4+	Unknown	
Houses	<input type="checkbox"/>						a
Flats and maisonettes	<input type="checkbox"/>						b
Live-work units	<input type="checkbox"/>						c
Cluster flats	<input type="checkbox"/>						d
Sheltered housing	<input type="checkbox"/>						e
Bedsit/studios	<input type="checkbox"/>						f
Unknown type	<input type="checkbox"/>						g
Totals (a+b+c+d+e+f+g)=							F

Intermediate	Not known	Number of Bedrooms					Total
		1	2	3	4+	Unknown	
Houses	<input type="checkbox"/>						a
Flats and maisonettes	<input type="checkbox"/>						b
Live-work units	<input type="checkbox"/>						c
Cluster flats	<input type="checkbox"/>						d
Sheltered housing	<input type="checkbox"/>						e
Bedsit/studios	<input type="checkbox"/>						f
Unknown type	<input type="checkbox"/>						g
Totals (a+b+c+d+e+f+g)=							G

Key worker	Not known	Number of Bedrooms					Total
		1	2	3	4+	Unknown	
Houses	<input type="checkbox"/>						a
Flats and maisonettes	<input type="checkbox"/>						b
Live-work units	<input type="checkbox"/>						c
Cluster flats	<input type="checkbox"/>						d
Sheltered housing	<input type="checkbox"/>						e
Bedsit/studios	<input type="checkbox"/>						f
Unknown type	<input type="checkbox"/>						g
Totals (a+b+c+d+e+f+g)=							H

Total existing residential units (E+F+G+H)=

TOTAL NET GAIN or LOSS of RESIDENTIAL UNITS (Proposed Housing Grand Total - Existing Housing Grand Total):

19. All Types of Development: Non-residential Floorspace

Does your proposal involve the loss, gain or change of use of non-residential floorspace? Yes No

If you have answered Yes to the question above please add details in the following table:

Use class/type of use	Not applicable	Existing gross internal floorspace (square metres)	Gross internal floorspace to be lost by change of use or demolition (square metres)	Total gross internal floorspace proposed (including change of use)(square metres)	Net additional gross internal floorspace following development (square metres)
A1	<input type="checkbox"/>				
Shops	<input type="checkbox"/>				
Net tradable area:	<input type="checkbox"/>				
A2	<input type="checkbox"/>				
Financial and professional services	<input type="checkbox"/>				
A3	<input type="checkbox"/>				
Restaurants and cafes	<input type="checkbox"/>				
A4	<input type="checkbox"/>				
Drinking establishments	<input type="checkbox"/>				
A5	<input type="checkbox"/>				
Hot food takeaways	<input type="checkbox"/>				
B1 (a)	<input type="checkbox"/>				
Office (other than A2)	<input type="checkbox"/>				
B1 (b)	<input type="checkbox"/>				
Research and development	<input type="checkbox"/>				
B1 (c)	<input type="checkbox"/>				
Light industrial	<input type="checkbox"/>				
B2	<input type="checkbox"/>				
General industrial	<input type="checkbox"/>				
B8	<input type="checkbox"/>				
Storage or distribution	<input type="checkbox"/>				
C1	<input type="checkbox"/>				
Hotels and halls of residence	<input type="checkbox"/>				
C2	<input type="checkbox"/>				
Residential institutions	<input type="checkbox"/>				
D1	<input type="checkbox"/>				
Non-residential institutions	<input type="checkbox"/>				
D2	<input type="checkbox"/>				
Assembly and leisure	<input type="checkbox"/>				
OTHER	<input type="checkbox"/>				
Please Specify	<input type="checkbox"/>				
Total					

In addition, for hotels, residential institutions and hostels, please additionally indicate the loss or gain of rooms

Use class	Type of use	Not applicable	Existing rooms to be lost by change of use or demolition	Total rooms proposed (including changes of use)	Net additional rooms
C1	Hotels	<input type="checkbox"/>			
C2	Residential Institutions	<input type="checkbox"/>			
OTHER		<input type="checkbox"/>			
Please Specify		<input type="checkbox"/>			

20. Employment

Please complete the following information regarding employees:

	Full-time	Part-time	Total full-time equivalent
Existing employees			
Proposed employees			

21. Hours of Opening

Please state the hours of opening for each non-residential use proposed:

Use	Monday to Friday	Saturday	Sunday and Bank Holidays	Not known

22. Site Area

Please state the site area in hectares (ha) **0.75 HECTARES**

23. Industrial or Commercial Processes and Machinery

Please describe the activities and processes which would be carried out on the site and the end products including plant, ventilation or air conditioning. Please include the type of machinery which may be installed on site:

Is the proposal a waste management development? Yes No

If the answer is Yes, please complete the following table:

	Not applicable	The total capacity of the void in cubic metres, including engineering surcharge and making no allowance for cover or restoration material (or tonnes if solid waste or litres if liquid waste)	Maximum annual operational throughput in tonnes (or litres if liquid waste)
Inert landfill	<input type="checkbox"/>		
Non-hazardous landfill	<input type="checkbox"/>		
Hazardous landfill	<input type="checkbox"/>		
Energy from waste incineration	<input type="checkbox"/>		
Other incineration	<input type="checkbox"/>		
Landfill gas generation plant	<input type="checkbox"/>		
Pyrolysis/gasification	<input type="checkbox"/>		
Metal recycling site	<input type="checkbox"/>		
Transfer stations	<input type="checkbox"/>		
Material recovery/recycling facilities (MRFs)	<input type="checkbox"/>		
Household civic amenity sites	<input type="checkbox"/>		
Open windrow composting	<input type="checkbox"/>		
In-vessel composting	<input type="checkbox"/>		
Anaerobic digestion	<input type="checkbox"/>		
Any combined mechanical, biological and/or thermal treatment (MBT)	<input type="checkbox"/>		
Sewage treatment works	<input type="checkbox"/>		
Other treatment	<input type="checkbox"/>		
Recycling facilities construction, demolition and excavation waste	<input type="checkbox"/>		
Storage of waste	<input type="checkbox"/>		
Other waste management	<input type="checkbox"/>		
Other developments	<input type="checkbox"/>		

Please provide the maximum annual operational throughput of the following waste streams:

Municipal	
Construction, demolition and excavation	
Commercial and industrial	
Hazardous	

If this is a landfill application you will need to provide further information before your application can be determined. Your waste planning authority should make clear what information it requires on its website.

24. Hazardous Substances

Does the proposal involve the use or storage of any of the following materials in the quantities stated below? Yes No Not applicable

If Yes, please provide the amount of each substance that is involved:


Acrylonitrile (tonnes)	<input type="text"/>	Ethylene oxide (tonnes)	<input type="text"/>	Phosgene (tonnes)	<input type="text"/>
Ammonia (tonnes)	<input type="text"/>	Hydrogen cyanide (tonnes)	<input type="text"/>	Sulphur dioxide (tonnes)	<input type="text"/>
Bromine (tonnes)	<input type="text"/>	Liquid oxygen (tonnes)	<input type="text"/>	Flour (tonnes)	<input type="text"/>
Chlorine (tonnes)	<input type="text"/>	Liquid petroleum gas (tonnes)	<input type="text"/>	Refined white sugar (tonnes)	<input type="text"/>

Other: Other:

Amount (tonnes): Amount (tonnes):

Director: Mike Jackson

Tel: 0844 800 8020
Fax: 01603 223219
Textphone: 0844 8008011
Email: stephen.coleman@norfolk.gov.uk
www.norfolk.gov.uk

A  star council

Please ask for: Stephen Coleman
Contact Number: 01603 430596

Your Ref: 2009/1517
My Ref: SP.9./05/2009/1517/SCC

23 March 2010

Dear Mr Rooke

Foulsham: Change of Use of Land to Private Site to Traveller Site Comprising 2 No Static and 2 No Touring Caravans, Day/Washroom Building and Additional Vehicular Access (Retrospective): Woodyard Reepham Road

With reference to the consultation received on the 15 March 2010 to the above development proposal.

This site is located on Reepham Road (C199) some half a mile to the east from the centre of the village of Foulsham. Reepham Road, between the village and the application site, is poorly aligned and, in places, of restricted width thereby making it difficult for two vehicles to pass each other in safety. Reepham Road is not provided with footway facilities other than a section to the west which serves the existing built-up area of Reepham Road.

The proposal site as I understand it (enforcement inquiry re app 2008/0267) has no lawful previous use other than as agricultural land.

The site is located on a 'Z' bend with this section of Reepham Road subject to a 60 mph speed limit. There is one existing vehicular access to the land to the north with a further access being suggested as part of this application to the south-east.

Visibility requirements for roads subject to a 60 Mph speed limit are provided in the DoT publication Design Manual for Roads and Bridges with the required sightlines being 215m from a 2m setback.

Continued....

Mr M Rooke
Broadland District Council
Thorpe Lodge
Yarmouth Road
NORWICH
NR7 0DU

www.norfolk.gov.uk



INVESTOR IN PEOPLE



Appeal Decision

Hearing held on 25 January 2012

Site visit made on 25 January 2012

by Katie Peerless Dip Arch RIBA

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 22 February 2012

Appeal Ref: APP/K2610/A/11/2161423

Woodyard, Reepham Road, Foulsham, Dereham, Norfolk NR20 5PP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mrs Laura Gray against the decision of Broadland District Council.
 - The application Ref 20091517, dated 24 November 2009, was refused by notice dated 26 August 2011.
 - The development proposed is a change of use from a former woodyard to residential travellers' site to include 2 static and 2 touring caravans and a day/washroom.
-

Decision

1. The appeal is allowed and planning permission is granted for a change of use from a former woodyard to residential travellers' site to include 2 static and 2 touring caravans and a day/washroom at the Woodyard, Reepham Road, Foulsham, Dereham, Norfolk NR20 5PP in accordance with the terms of the application, Ref 20091517, dated 24 November 2009, subject to the conditions attached as Appendix 1 to this Decision.

Procedural matter

2. The original application was made by Mrs Laura Gray and it is her name that was used on the appeal form. However, it has been confirmed by the agent who submitted the appeal that Mrs Gray is now estranged from her husband, Mr Jamie Gray. I am told that it was Mr Gray who purchased the site in 2007 and it is he who is presently living on the site. It was therefore confirmed at the Hearing that he should now be treated as the appellant in this case. Mrs Gray did not attend the Hearing and it was Mr Gray who gave evidence to support the appeal.

Application for costs

3. At the Hearing an application for costs was made by the Mr Gray against Broadland District Council. This application is the subject of a separate Decision.

Main Issue

4. I consider that the main issue in this case is the effect of the proposed change of use on the character and appearance of the surrounding area.

Site and surroundings

5. The appeal site is a triangular parcel of land in countryside outside the development boundary, about 1km to the east of the village of Foulsham. It was previously used as a woodyard although no planning permission was granted for this use and an application¹ for a lawful development certificate was refused on the grounds that there was insufficient evidence to show that the use had continuously existed for at least 10 years. An application for a static caravan for use as an office and an on-site toilet, workshop and container² was refused in 2008 as there was no consent for the use of the site that the structures were intended to serve.
6. The site has a boundary adjacent to the road, which is set at a lower level and separated from it by a mature hedge. The other 2 boundaries are also clearly demarcated from the adjacent County Wildlife Site and fields by trees and hedging, although there are some gaps in the planting. The land rises away from the village, meaning that the appeal site is in an elevated position in relation to it.
7. The items presently on site include a static caravan, sheds, a chicken run, a horse trailer and a storage container. Part of the land was in use as a pony paddock and a gravelled driveway leads from the road in the northern corner. Another entrance, at the eastern tip of the site, has now been closed off.

Reasons

8. Government guidance on providing accommodation for gypsies and travellers is given in ODPM Circular 01/2006 – Planning for Gypsy and Traveller Caravan Sites. There is no dispute between the parties that the Circular and the July 2009 Revision to the East of England Plan Regional Spatial Strategy (RSS) have identified a shortage of gypsy and traveller accommodation. Policy H3 of the RSS identified a minimum requirement for 15 permanent residential pitches in Broadland up to 2011.
9. In an attempt to address the shortfall, policy 4 of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 (CS) set a minimum target for the provision of 58 permanent residential pitches in the combined area between 2006 and 2011. Between 2012 and 2026, an additional minimum of 78 permanent pitches will be needed.
10. At present, there is a total of 11 pitches in Broadland District and the appeal proposal, if successful, would provide 2 more. Since the Hearing date, an appeal³ against the refusal of an application for 1 further pitch has been dismissed on the grounds that the applicants, who sought a personal permission, did not have gypsy status. There is, therefore, an ongoing need for additional sites in the District to meet even the minimum target.
11. Although there is a stated intention by the Government to revoke both the Circular and RSS and provide new guidance, this had not occurred at the time of the Hearing. RSS policy H3 and CS policy 4 are therefore the adopted Development Plan policies relevant to gypsy sites in the District and the advice in the Circular is still extant.

¹ Ref: 20051531

² Ref: 20080267

³ Ref: APP/K2610/A/11/2159874

12. The Circular makes clear that some provision of gypsy sites in rural areas will be acceptable in principle, subject to size limitations and the sustainability of the particular location. It was not suggested by the Council that the location is unacceptably unsustainable and planning permission for a traveller's site containing 3 permanent residential pitches and 1 transit pitch has been granted outside Foulsham, about 300m further along the road from the appeal site.
13. However, the saved policies from the Broadland District Local Plan (Replacement) 2006 (LP) include ENV8 which seeks to protect areas of landscape value from development that would be harmful to its character and ENV2 which calls for a high standard of layout and design. It is with reference to these 2 policies that the Council has refused the application, considering that the caravans and the associated residential paraphernalia would be visible within the countryside, of a poor standard of design and detrimental to the landscape character.
14. A considerable part of the District, including the appeal site, falls within an Area of Landscape Value designation. This means that many of the sites coming forward for possible gypsy and traveller use in Broadland will necessarily be located within this Area. However, the Circular makes clear, in paragraph 53, that local landscape designations should not, in themselves, be used as a reason to refuse planning permission for such sites.
15. At present, the site can be seen from a number of viewpoints, including the road along the driveway and in longer views from permissive and public footpaths in the vicinity. The most noticeable item is a red container, which stands out considerably more than the paler painted static caravan, the brown sheds and blue/green horse box that are currently stationed on the site. However, the container would be removed if the application was granted and I consider that this would consequently make the site significantly less prominent, even with the inclusion of another static unit, the day/washroom and the 2 touring caravans.
16. The site visit took place during the winter, when there were no leaves on the surrounding trees and hedges to help screen the structures, which meant that I saw the site at the time of year when it is most conspicuous. Even so, although the site could be identified from some distance away, it was not, in my opinion, so prominent that it detracted from the wider character of the landscape. There is also scope for supplementary planting to reinforce the hedging around the site and this would ensure that very little of the structures would be visible from either close or long range at all times of the year. The view from the road at the point where the driveway enters is very limited and would, consequently, not be harmful to the appearance of the wider area.
17. It is also the case that the appeal site can be seen in conjunction with the other established traveller's site, even though this is set some distance away on the opposite side of the road. Nevertheless this is, again, only from a limited number of viewpoints and additional planting would reduce the visibility so that any link between the 2 sites would be much less obvious. It will not always be possible to completely screen gypsy sites in rural areas and there is no policy requirement to do so. Provided the impact of the development would not cause unacceptable harm to the surroundings, there is no reason to refuse an application because it can be seen from public viewpoints. The layout of the site and the amount of development on the land can be controlled by conditions attached to any planning permission and this would ensure that the design standard and visual impact of the development is acceptable.

18. Local objections have referred to the other nearby gypsy site, stating that it seems unfair that Foulsham should be expected to provide the location for over 30% of the District's permanent sites. However, if the appeal were to be allowed, there would be only 5 permanent pitches in proximity to each other, and these would not be on the same parcel of land. This concentration is not normally considered to be large enough to have a detrimental impact on local services or amenities and I do not consider it to be so in this case.
19. Concern has also been raised about the possible impact on highway safety, but the Highway Authority raises no objections on these grounds, provided that the second entrance, at the eastern end of the site, is permanently blocked off. This entrance had, as previously noted, already been closed at the time of the site visit.
20. Mention had also been made of the noise made by the generator that has been installed to serve the existing caravan. However, although it is audible in the environs of the appeal site, the Council's Environmental Health Officer has visited the site and confirmed that the generator is far enough from any residential properties to prevent it from being a nuisance.
21. In conclusion, I consider that the minimal impact of this small self-contained plot on the character and appearance of the surrounding area is outweighed by the benefits of providing 2 additional gypsy and traveller pitches in an area where there is an identified shortage. Provided the use of the site is controlled by planning conditions that limit the occupants to those having gypsy or traveller status and which specify the number and layout of the caravans and require the provision and implementation of a landscaping scheme, I consider that the appeal proposal would comply with development plan policies in respect of landscape protection and national guidance on gypsy sites.

Conditions

22. In addition to the conditions noted above, I have considered those suggested by the Council, should the appeal succeed, in accordance with the advice in Circular 11/95. I shall impose a condition requiring the development to be carried out in accordance with the submitted plans and documents for the avoidance of doubt and in the interests of proper planning. For example, this would ensure that the container would be removed as it is not shown on the submitted drawings.
23. I shall impose a condition to ensure that the entrance driveway is constructed to a suitable standard and, to prevent run off of water into the road, I shall require the submission and implementation of a scheme for dealing with surface water disposal. To ensure that the eastern entrance is not brought back into use, in the interests of highway safety, I will impose a condition requiring vehicular access to be taken only from the northern entrance. For the same reason, I will require space within the site to be provided for parking and turning vehicles, so that they can be kept off-road and exit the site in forward gear.
24. The appellant considers that normal permitted development rights should not be withdrawn from the development. There are no such rights in respect of those set out in Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (GPDO); this category does not apply to caravans or the proposed day/washroom as these structures are not classified as dwellinghouses for the purposes of the GPDO.

25. The site would, however, have permitted development rights in respect of fences and walls. I consider that restricting these are necessary, given that the sensitive nature of the countryside surroundings could be damaged by the erection of such structures. To limit light pollution caused by the development, I shall require the installation of any external lighting to first be approved by the local planning authority.
26. To ensure that the protected oak tree on the site is not harmed by the installation of the hardstanding for the touring caravans, I shall impose a condition requiring details of this to be submitted for approval and subsequently implemented.
27. The appellant's agent indicated that it would be possible to control the colour of the additional static caravan and day/washroom, to ensure that these do not appear more prominent than the existing caravan and I consider that this, together with the landscaping condition, is necessary to ensure that the development would not be visually over-prominent.

Conclusions

28. For the reasons given above I conclude that the appeal should be allowed.

Katie Peerless

Inspector

APPEARANCES

FOR THE APPELLANT:

Michael Hargreaves BA MRTPI
Candy Sheridan
Mr Jamie Gray

Michael Hargreaves Planning
Vice Chair, The Gypsy Council
Husband of original appellant

FOR THE LOCAL PLANNING AUTHORITY:

Ben Burgess BA(Hons) Dip TP Dip
Urban Design & Placemaking

Planning Officer

INTERESTED PERSONS:

Janet Clement -Shipley
Charles Levien
Judith Levien
Cllr James Joyce

Clerk to Foulsham Parish Council
Local resident
Local resident
Broadland District Council (site visit only)

DOCUMENTS

- 1 Letter of notification
- 2 Notes of Mrs Clement –Shipley’s statement
- 3 Details of Wood Dalling traveller site appeal reference

APPENDIX 1

CONDITIONS ATTACHED TO PLANNING PERMISSION 20091517

- 1) The development hereby permitted shall be carried out in accordance with the submitted plans and documents, except insofar as these are modified by the following conditions.
- 2) The site shall not be occupied by any persons other than gypsies and travellers as defined in paragraph 15 of ODPM Circular 01/2006.
- 3) No more than 4 caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (of which no more than 2 shall be static caravans) shall be stationed on the site at any time.
- 4) The use hereby permitted shall cease and all caravans, structures, equipment and materials brought onto the land for the purposes of such use shall be removed within 28 days of the date of failure to meet any one of the requirements set out in (i) to (iv) below:
 - i) within 6 months of the date of this decision the existing (northerly) access point onto Reephams Road shall be bound surfaced to the Norfolk County Council residential access construction specification for the first 5 metres into the site measured back from the near channel edge of the adjacent carriageway.
 - ii) within 6 months of the date of this decision a scheme for the method by which the surface water from the site is to be intercepted and disposed of separately so that it does not discharge onto the highway shall have been submitted for the written approval of the local planning authority. The said scheme shall include a timetable for its implementation and shall then be carried out in accordance with the approved details.
 - iii) within 6 months of the date of this decision sufficient space shall be provided within the site to provide vehicular parking and manoeuvring facilities for the development to the requirements of Broadland District Council adopted parking standards. The area shall be levelled, surfaced and drained in accordance with a detailed scheme to be submitted to and approved in writing by the local planning authority in consultation with the Highway Authority. The said scheme shall include a timetable for its implementation and shall then be carried out in accordance with the approved details and thereafter be retained for that specific use.
 - iv) within 4 months of the date of this decision, precise details of the hedges to be planted along the site boundaries, including details of any infill planting and species, sizes, spacing or density, shall be submitted for the written approval of the local planning authority. The hedges shall be planted in the next available planting season in accordance with the approved details. Any plants which die, are diseased or otherwise fail within the first 5 years following planting shall be replaced with the same species and size of plant unless otherwise agreed in writing by the local planning authority.

- v) within 4 months of the date of this decision, precise detail of the works required for the standing of the 2 touring caravans in terms of the base construction and any associated drainage proposals with regard to the tree identified in the tree survey as G6 shall be submitted for the written approval of the local planning authority. The said scheme shall include a timetable for its implementation and shall then be carried out in accordance with the approved details.
 - vi) within 11 months of the date of this decision the schemes submitted under items (ii) – (v) above shall have been approved by the local planning authority or, if the local planning authority refuse to approve the scheme, or fail to give a decision within the prescribed period, an appeal shall have been made to, and accepted as validly made by, the Secretary of State.
 - vii) if an appeal is made in pursuance of (vi) above, that appeal shall have been finally determined and the submitted site development scheme shall have been approved by the Secretary of State.
- 5) Means of vehicular access to, and egress from, the development hereby permitted shall be taken only from the existing northerly access point of the site onto Reephram Road.
 - 6) Prior to the installation of the second static caravan and the construction of the day/washroom hereby permitted, details of the external materials and colours of the structures shall be submitted for the written approval of the local planning authority and the details shall be implemented as approved before the caravan and building are first occupied.
 - 7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that Order), no fences or walls shall be erected within the site without the prior written consent of the local planning authority.
 - 8) No external lighting associated with the development hereby permitted shall be erected on the site unless full details have previously been submitted to and approved in writing by the local planning authority. No works shall be undertaken other than those in accordance with the approved details.

Director: Mike Jackson


A 4 star council

Tel: 0844 800 8020

Fax: 01603 223219

Textphone: 0844 8008011

Email: stephen.coleman@norfolk.gov.uk

www.norfolk.gov.uk

Please ask for: Stephen Coleman
Contact Number: 01603 430596

Your Ref: 2009/1517
My Ref: SP.9./05/2009/1517/SCC

23 March 2010

Dear Mr Rooke

Foulsham: Change of Use of Land to Private Site to Traveller Site Comprising 2 No Static and 2 No Touring Caravans, Day/Washroom Building and Additional Vehicular Access (Retrospective): Woodyard Reepham Road

With reference to the consultation received on the 15 March 2010 to the above development proposal.

This site is located on Reepham Road (C199) some half a mile to the east from the centre of the village of Foulsham. Reepham Road, between the village and the application site, is poorly aligned and, in places, of restricted width thereby making it difficult for two vehicles to pass each other in safety. Reepham Road is not provided with footway facilities other than a section to the west which serves the existing built-up area of Reepham Road.

The proposal site as I understand it (enforcement inquiry re app 2008/0267) has no lawful previous use other than as agricultural land.

The site is located on a 'Z' bend with this section of Reepham Road subject to a 60 mph speed limit. There is one existing vehicular access to the land to the north with a further access being suggested as part of this application to the south-east.

Visibility requirements for roads subject to a 60 Mph speed limit are provided in the DoT publication Design Manual for Roads and Bridges with the required sightlines being 215m from a 2m setback.

Continued....

Mr M Rooke
Broadland District Council
Thorpe Lodge
Yarmouth Road
NORWICH
NR7 0DU

It is accepted that 85th percentile vehicular speeds on Reepham Road are not in the region of the speed limit and the fact that the sites accesses are on bends further reduces the expected speeds. From observation and utilising the moving observer method (where vehicle speeds are assessed by following other drivers through a given route) it is predicted that 85th percentile vehicle speeds on Reepham Road in the vicinity of the proposal site are likely to be in the region of 30-40Mph. The existing northerly access is sited close to a sharp bend to the north further restricting approaching traffic speeds to below 30mph.

The actual visibility from the access points at a 2m setback are as detailed below:-

	Traffic Direction (to South-East)	Non-Traffic Direction (to North-West)
Existing North Access	60m	41m
Proposed South Access	38m	Acceptable

On the basis that traffic speeds in the vicinity of the existing site access are in the region of 30 Mph it is acceptable, on this section of this lightly trafficked rural road, to use visibility guidance contained within Manual for Streets (CLG & DoT 2007) which is applicable where 85th percentile speeds are restricted to below 37 Mph. Accordingly the visibility available at the existing site access is deemed acceptable, however, the proposed southerly access does not comply fully with requirements and should be removed from the application.

As detailed above (paragraph 2) the location of this site is one that necessitates the use of the private motor car to provide safe transportation and there are no realistic expectations of introducing a modal shift away from the private car towards a more sustainable means of travel. However, the ODPM Circular 01/2006 Planning for Gypsy and Traveller Caravan Sites (February 2006) whilst identifying that proposed gypsy and traveller sites need to meet a number of criteria, this including the site being in an appropriate location with access to education, health and welfare provision acknowledges that such sites are not generally acceptable within an existing settlement.

Taking into account the above comments regarding access and the ODPM Circular I would not wish to raise objection based upon either highway safety or sustainability concerns in this particular case.

Should your Authority be minded to approve the application I would be grateful for the inclusion of the following conditions and note on any consent notice issued:-

- SHC 10 (Amended)** Prior to the first occupation of the development hereby permitted the existing (northerly) access point to Reepham Road (C199) shall be bound surfaced to the Norfolk County Council residential access construction specification for the first 5metres into the site as measured back from the near channel edge of the adjacent carriageway. Arrangement shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In the interest of highway safety and traffic movement.

Continued....

2. **SHC 15** Means of access to and egress from the development hereby permitted shall be derived from the sites existing northerly access point to Reepham Road (C199) only.

Reason: In the interest of highway safety and traffic movement.

3. **SHC 25 (Amended)** Prior to the first occupation of the development hereby permitted sufficient space shall be provided within the site to provide vehicular parking and manoeuvring facilities for the development to the requirements of Broadland District Councils adopted parking standards. This area shall be levelled, surfaced and drained in accordance with a detailed scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, and thereafter available for that specific use.

Reason: In the interests of satisfactory development and highway safety.

Inf.2 This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing. It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Control Group. Please contact Stephen Coleman on 01603 430596.

If required, street furniture will need to be repositioned at the applicants own expense. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

Yours sincerely



Highways Development Control Officer (Broadland)
for Director of Planning & Transportation



creating a better place



F.A.O. Mr M Rooke
Broadland District Council
Development Control
Thorpe Lodge (1) Yarmouth Road
Norwich
Norfolk
NR7 0DU

Our ref: AE/2010/110269/01-L01
Your ref: 20091517
Date: 07 April 2010

Dear Sir

CHANGE OF USE OF LAND TO TRAVELLER SITE COMPRISING 2 NO. STATIC AND 2 NO. TOURING CARAVANS, DAY/WASHROOM BUILDING AND ADDITIONAL VEHICULAR ACCESS (RETROSPECTIVE) WOODYARD, REEPHAM ROAD, FOULSHAM.

Thank you for consulting the Environment Agency regarding the above planning application, which we received on 18th March 2010. The Agency has no objection to the proposal, however, the following comments will be of use to the applicant.

Septic Tank

The applicant should ensure that the existing septic tank is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of this proposal.

Pollution Prevention

Please see the following supplementary information regarding pollution prevention measures taken from Agency standing advice.

- 1) Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hard standings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor. All washdown and disinfectant waters shall be discharged to the foul sewer. Any detergents entering oil separators may render them ineffective.
- 2) All cleaning and washing operations should be carried out in designated areas isolated from the surface water system and draining to the foul sewer (with the approval of the sewerage undertaker). The area should be clearly marked and a kerb surround is recommended.

Environment Agency
Iceni House Cobham Road, Ipswich, IP3 9JD.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk
Cont/d..



INVESTOR IN PEOPLE

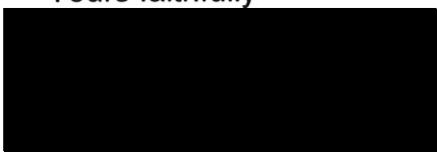
- 3) Vehicles' loading or unloading bays and storage areas involving chemicals, refuse or other polluting matter shall not be connected to the surface water drainage system.
- 4) No foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam-cleaning effluent, shall be discharged to the surface water drainage system.
- 5) Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.
- 6) Any facilities, above ground, for the storage of oils, fuels or chemicals shall be provided with adequate, durable secondary containment to prevent the escape of pollutants. The bunded area shall be designed, constructed and maintained in order that it can contain a capacity not less than 110% of the total volume of all tanks or drums contained therein. All filling points, vents, gauges and sight glasses should be bunded. Any tank overflow pipe outlets shall be directed into the bund. Associated pipework should be located above ground and protected from accidental damage. There shall be no gravity or automatic discharge arrangement for bund contents. Contaminated bund contents shall not be discharged to any watercourse, land or soakaway. The installation must, where relevant, comply with the Control of Pollution (Oil Storage) (England) Regulations 2001 and the Control of Pollution (Silage, Slurry and Agricultural Fuel Oil) Regulations 1991 and as amended 1997.
- 7) All drums and small containers used for oil and other chemicals shall be stored in bunded areas that do not drain to any watercourse, surface water sewer or soakaway.
- 8) Facilities should be provided to ensure that waste oil is stored and disposed of in a manner that will not lead to pollution. Site occupiers intending to purchase or install pollutant secondary containment (bunding) should ensure that the materials are not vulnerable to premature structural failure in the event of a fire in the vicinity.

Waste Management

If any material is excavated during construction it must be checked for potential residual contamination from any preservatives, if any were used when the site was a wood yard. Any materials moved off site must be disposed of correctly. The Duty of Care regulations for dealing with waste materials are applicable for any off-site movements of wastes. The developer as waste producer therefore has a duty of care to ensure all materials removed go to an appropriate licensed disposal site and all relevant documentation is completed and kept in line with regulations.

Should you wish to discuss our comments further, please do not hesitate in contacting me.

Yours faithfully


Miss Jessica Bowden
Planning Liaison Officer
Direct dial 01473 706008 Direct fax 01473 271320
Direct e-mail jessica.bowden@environment-agency.gov.uk

cc Woodyard

End

AREA West

PARISH Foulsham

3

APPLICATION NO: 20091517 **TG REF:** 603752/324763

LOCATION OF SITE Woodyard, Reepham Road, Foulsham NR20 5PP

DESCRIPTION OF DEVELOPMENT Change of use of land to a traveller site comprising 2 no. static and 2 no. touring caravans and day/washroom building (retrospective).

APPLICANT Mrs Laura Gray, Woodyard, Reepham Road, Foulsham, Norfolk NR20 5PP

AGENT N/A

Date Valid: 8 March 2010
8 Week Expiry Date: 3 May 2010

1 THE PROPOSAL

- 1.1 The application seeks full planning permission for 2 traveller residential pitches each comprising a static and a touring plot. In addition, a detached pitched roof washroom building measuring 6m x 5m is proposed to be erected in the south western corner of the site. One of the static caravans is being occupied on the southern boundary of the site by the applicant and Mr Gray.
- 1.2 It is proposed to utilise the existing gated vehicular access which connects to Reepham Road in the northern part of the site. A septic tank has been installed and a generator provides electricity and gas bottles are also connected; water supply is from the mains. This generator is capable of providing electricity to both static caravans.
- 1.3 The submitted supporting statement identifies that the second static caravan is intended for Mr Gray's eldest daughter to occupy the site on a permanent basis with her child. Mr Gray's three other daughters will be able to visit and stay with the family from time to time. The touring caravans will be used for travelling purposes.
- 1.4 Part of the site will be used for as a grazing paddock for Mr Gray's horses and ponies.
- 1.5 The application is in its revised form as the secondary (southern) access onto Reepham Road has been omitted from the planning application and will be stopped up.

2 KEY CONSIDERATIONS

- The impact of the proposal on the character and appearance of the area including the Area of Landscape Value designation.
- The requirement to identify permanent residential traveller pitches.
- The highways issue.
- The planning history.
- The existence of another approved traveller site nearby.

3 CONSULTATIONS

3.1 Foulsham Parish Council:

Objects to the proposal on the following grounds:

- There are widespread objections from villagers, which have been made worse by the applicant's unauthorised residential use of the site.
- There is already an approved travellers site of 4 pitches on Reepham Road (ref. 20080818). The East of England Regional Spatial Strategy states that Broadland should make provision for 15 pitches between 2006 – 2011. It follows that Foulsham has already had to provide over a quarter of Broadland's allocation and the Parish Council considers that it would be disproportionate and unfair for Foulsham to take more pitches.
- The site is outside of the village development envelope (settlement limit).
- Its landscape and character are protected under Policy ENV1.
- Its adjacent to countryside protected under Policy ENV8 where development will only be permitted where the particular landscape qualities of the area would not be harmed.
- The proposal is contrary to the recommendations in the BDC commissioned report 'Broadland District Landscape Character Assessments' which advances the following guidelines for Foulsham: i) conserve features of historic landscape; ii) resist new development that would result in any diminution of the sparsely settled nature of the area or in any reduction in the sense of peace and isolation within the area; iii) conserve the mature landscape structure, especially near Foulsham which strongly contributes to a sense of time-depth within the landscape; iv) conserve open view across the farmland; v) conserve the landscape setting of manors, halls and churches; vi) conserve the landscape setting of existing villages.

- Reepham Road between Foulsham and Themelthorpe is rural in character, but there is some existing development. We believe additional development would begin to erode the rural character of the route and should be resisted.
- Reepham Road is part of the National Cycle network. We think it is essential to maintain the road as free of traffic as possible. Traveller traffic sometimes involves large vehicles and trailers, which mix badly with cyclists.
- Access to the site is on a section of road with poor visibility. The national speed limit applies, so that for passing traffic to meet turning traffic at this point could be dangerous.
- ODPM Circular 01/2006 considers how sites may enable travellers to have access to schools and healthcare. Foulsham has no doctors' surgery and no secondary school. It has a primary school but the applicant, who states that the site is for his family's use, has no children of primary school age. It appears that Foulsham does not particularly offer the facilities that the applicant seeks.
- The applicant's statement of support misrepresents some facts, namely :
 - a. That the site had a septic tank, the applicant installed it.
 - b. There are 2 existing road accesses. Actually the eastern access was constructed by the applicant.
 - c. The statement of support is about Mr Gray, but the applicant is Mrs Gray, who it is acknowledged is not from a traveller background.
 - d. The statement that Mr Gray has been keen to cooperate with the planning authority at all times is not agreed as he has occupied the site residentially without seeking or gaining planning permission and has carried out development (a and b) without planning permission.

3.2 Conservation Manager (Arboriculture & Landscape):

Request details with regard to the position of the touring caravan in proximity to the mature Oak (G6) with regard to base construction and the position of any drainage proposals. Object to an access being formed at the southern part of the site given the detrimental effect that this would have on the trees and hedging in this part of the site. Request that a condition is imposed which requires a detailed landscaping scheme to increase/enhance the existing boundary planting.

3.3 Highway Authority:

The site is located on a 'Z' bend within this section of Reepham Road being subject to a 60 mph speed limit. There is an existing vehicular access to the

land to the north with a further access being proposed to the south east. Visibility requirements for roads subject to a 60 mph speed limit are 215m from a 2m setback. It is estimated that the 85th percentile vehicle speeds on this part of Reepham Road are likely to be in the region of 30 – 40 mph. The existing northerly access is sited close to a sharp bend to the north restricting approaching traffic speeds to below 30mph. Accordingly the visibility available at the existing access is deemed acceptable; however, the proposed southerly access does not comply with these requirements and should be removed from the application.

Conditions in respect of the following should be imposed:

- formation of the existing northerly access to County Council standards,
- means of access to and egress from the site shall be from the northerly access only and
- sufficient space shall be provided within the site to provide vehicular parking and manoeuvring space.

3.4 Environment Agency:

No objection. Advisory comments made in respect of septic tank, pollution prevention and waste management.

3.5 Natural England:

No comments to make.

3.6 Pollution Control Officer:

In view of the past use of the site there may be a risk of contamination. I note the nature of the proposals and suggest that it would be appropriate to add a suitable informative concerning the potential risks posed by the past use of the site.

3.5 Environmental Services (Protection):

No objection, having visited the site the applicant has a new generator which is fairly quiet which he is only using between 6pm – 11pm most days. The only noise complainant received lives some distance away and I cannot see that noise is going to cause a significant problem, in fact it should be barely audible.

3.7 Norfolk County Council's Traveller Liaison Officer:

No comment received.

4 PUBLICITY

4.1 Site Notice: 18 March 2010.

Expired: 8 April 2010

4.2 Press Notice: 23 March 2010.

Expired: 13 April 2010.

4.3 Neighbour Notification:

Manor Cottage, Foulsham Barn, Manor House Farm, Beech House, Old Hall Farm House (12), Old Hall Farm (8), Winsdale (9), Bush Farm Barn, Little Barn, Manor House Barn and Manor Farm (3) Reepham Road, Foulsham.

Foundry Cottage, Vine Cottage, Moon Cottage, Long Ground Cottage, Cobwebs and Keeling Hall, Keeling Hall Road, Foulsham.

The Hollys, Mill Farm and Rose View, Guestwick Road, Foulsham.

Last expiry date 21 April 2010.

5 REPRESENTATIONS

5.1 Cllr J Joyce:

Requests that the application be reported to Planning Committee for determination if officers are minded to recommend approval. Some of the reasons/concerns being the site's history, the unsuitability for the purposes being proposed, its visibility, its closeness to the road, its access and bad neighbourliness and the problems there have been over the years on enforcement.

5.2 Neighbouring properties:

30 letters of objection from Old Hall (12), Winsdale, Beech House, Manor Cottage, Manor House Farm, Manor House Barn, 3 Manor Farm Barns, Woodrow Farm, Foundry Cottage, Little Barn and Pillar Box Cottage, Reepham Road; Moon Cottage, Foundry Cottage and Long Ground Cottage, Keeling Hall Road; Mill Farm, Primrose Farm and Batesmoor Lodge, Guestwick Road; Ivy House, 1, 2 and Roslyn, Market Hill; Lizard Farm Cottage, Gunn Street; Harmony House and 34 High Street; 15 Claypit Road; The Old Rectory, London House and The Old Mill all Foulsham

on the following grounds:

- There is already a traveller site at Oaklands which is close to this site and it would be unfair for Foulsham to be allocated further traveller pitches when these are intended to be allocated across the district.
- The site is outside of the settlement area for Foulsham and therefore should be protected as countryside and not permitted for residential use. The proposal is not in-keeping with the rural surroundings and does not enhance the area. Foulsham is a Conservation Area.
- The site is located on a dangerous bend, where the road is narrow with no footpath. The introduction of an access for caravans etc will make this extremely hazardous for other motorists and users of the road.
- The site has a generator which runs for long periods and causes considerable noise disturbance to the village. Any additional use of the site will increase this noise impact.
- The site is a mess with sheds, containers and various structures which is detrimental to the rural surroundings of the area.
- The proposal results in light pollution and there are dogs on site which bark a lot.
- The septic tank has been installed by the applicant and may be polluting the adjacent County Wildlife Site.
- A new (southern) access to the site has been opened out which required the removal of hedges and trees which has poor visibility and is dangerous.
- Reepham Road is part of the national cycle route and the proposal would increase the danger for cyclists.
- Approval will encourage more illegal residential pitches.
- The application is retrospective, if people occupy land without planning permission they should not then be seen to benefit from such occupation by being given planning permission.

1 letter of support received from 9 Claypit Road, Foulsham for the following reasons:

- There are too few traveller sites and they have a right to follow a nomadic lifestyle and travellers must be allowed places to park.

2 letters of no objection received from 56 Guist Road and 53 Reepham Road, Foulsham stating the following:

- Travellers need somewhere to live. Broadland Council has passed one traveller site and they should pass another.
- Traveller families should be able to live a life traditional to them, the site is private and is at their expense not the tax payer.

6 RELEVANT POLICY GUIDANCE

6.1 ODPM Circular 01/2006 Planning for Gypsy and Traveller Sites:

Provides guidance on the planning aspects of finding sites for gypsies and travellers and how local authorities and gypsies and travellers can work together to achieve that aim.

East of England Plan

6.2 Policy ENV2:

Aims to protect and enhance the diversity and local distinctiveness of the countryside character.

6.3 Policy ENV7:

New development should be of a high quality which complements the distinctive character and best qualities of the local area.

6.4 Policy H3:

Local Authorities should make provision for sites/pitches to meet the identified needs of Gypsies and Travellers living within or resorting to their area.

The single issue review published in December 2008 states that 15 permanent residential pitches are required in Broadland for the period 2006-2011.

Joint Core Strategy for Broadland, Norwich and South Norfolk

6.5 Policy 1:

To address climate change and promote sustainability, all development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather.

The environmental assets of the area will also be protected, maintained, restored and enhanced.

6.6 Policy 2:

All development will be designed to the highest possible standards.

6.7 Policy 4:

Identifies the requirements for providing permanent residential pitches for gypsies and travellers between 2006 and 2011 to ensure compliance with Policy H3 of the East of England Plan.

In the case of Broadland 15 pitches are required.

Broadland District Local Plan (Replacement)

The site is located outside the settlement limit

6.8 Policy GS1:

New development will normally be accommodated within the settlement limits. Outside these boundaries, development proposals will not be permitted unless they comply with a specific allocation and/or policy of the Plan.

6.9 Policy GS3:

Sets out general considerations to be taken into account in all new development proposals including access, residential amenity, the character and appearance of the surrounding area, nature conservation, agricultural land, building conservation and utilities and services.

6.10 Policy ENV2:

For all development proposals a high standard of layout and design will be required with regard given to scale, form, height, mass, density, layout, energy efficiency, landscape, access and use of appropriate materials. This will include the consideration of the appearance and treatment of spaces between and around buildings and the wider setting of the development taking into account the existing character of the surroundings.

6.11 Policy ENV5:

Requires, where appropriate the protection and promotion of natural or semi-natural features such as trees and hedges. Where possible, compensating features will be required where development is allowed which would result in the loss of important features.

6.12 Policy ENV7:

Development which would significantly adversely affect areas of local nature conservation importance, county wildlife sites, ancient woodlands, regionally important geological/geomorphological sites will not be permitted.

6.13 Policy ENV8:

Protects the inherent visual qualities of Areas of Landscape Value and may permit development appropriate to the general location where it is not detrimental to the character, scenic quality or visual benefit of the area.

6.14 Policy TRA8:

In new developments parking and manoeuvring space will be provided in accordance with the Council's parking guidelines, which augment the nationally applicable advice in the Planning Policy Guidance.

6.15 Policy TRA14:

Development will not be permitted where it would endanger highway safety or the satisfactory functioning of the local highway network.

7 LOCATION AND DESCRIPTION OF SITE

7.1 The application site is located to the east of the built up area of Foulsham to the south of the Reepham Road where the road is configured in a 'Z' bend. The site is triangular and is surrounded by agricultural land. The site has operated in the past as a timber yard and sawmill, the buildings associated with this use have been removed and no planning permission or Lawful Development Certificate were issued for it.

7.2 A static caravan exists on the southern boundary of the site together with two wooden outbuildings and a container on the western boundary. The access to the north onto Reepham Road is in use, the secondary access to the south that was originally created is not now in use. The second static caravan, the two touring caravans and the washroom that this application seeks consent for have not been installed.

7.3 The site is outside of the defined settlement limit and the entire wider area has been defined as an Area of Landscape Value where the requirements of Policy ENV8 of the Local Plan apply. The land to the west which is at a lower level by some 3-4 metres has been identified as a County Wildlife Site where the requirements of Policy ENV7 of the Local Plan apply.

- 7.4 The boundaries to the site are marked with hedgerows to each boundary interspersed on the southern and western boundaries with semi mature and mature trees comprising Oak, Ash, Hazel, Elm and Elder.

8 PLANNING HISTORY

- 8.1 2004ENF651 – Erection of metal gates. No breach of planning control. December 2004.
- 8.2 20051531: Sawmill and storage - Certificate of Lawful Use or Development. Refused 10 March 2006.
- 8.3 2007ENF493 – Change of use of land, stationing of relocatable building, caravans and installation of septic tank. Ongoing.
- 8.4 20080267: Static caravan for use as office and on-site toilet, workshop and container (Retrospective). Refused 2 September 2008.

9 APPRAISAL

- 9.1 The principal issues in relation to this application are an assessment of the proposal against the policies of the Development Plan, including the requirement for the provision of permanent residential pitches, its effect on the character of the area including the Area of Landscape Value designation, the adjacent County Wildlife site, residential amenities and the impact on highway safety. The planning history of the site is also a material consideration.
- 9.2 The site lies outside of any of the settlement limits that have been defined by the Local Plan. Policy GS1 states that the principle of new development is generally resisted unless another policy or allocation of the Plan permits it.
- 9.3 Policies GS3 and ENV2 of the Local Plan and ENV2 and ENV7 of the East of England Plan require that there is no unacceptable impacts on residential amenity or the character and appearance of the surrounding area and that the distinctive characteristics of the area are protected. In this case, the hedgerow along the Reepham Road frontage is well established and screens views of the caravan from the road. It is noted that views of the site are possible through the gated access but these are fleeting views and not considered to be detrimental to the character and appearance of the area.
- 9.4 In addition, it is considered that the use of the site will not have an unacceptable effect on the residential amenities of the neighbouring properties given that the closest property is located some 300m to the west at Old Hall Farm House, 12 Reepham Road. Objections have been received on grounds that the generator on-site causes noise disturbance. The District Council's Environmental Health Officer has visited the site recently and heard the generator running. He has commented that the generator is fairly quiet and is not considered to cause a

significant noise problem, further the noise should be barely audible. The applicant has confirmed that this generator is an encased model which was purchased 2 months ago. Based on this and the remote location of the site, it is not considered that the proposal will have an unacceptable effect on the residential amenities of residential properties.

- 9.5 The site forms part of the wider Area of Landscape Value designation where the requirements of Policy ENV8 apply. The designation covers most of the countryside in the area. The site itself is well screened from the road by a mature hedgerow along the Reepham Road site frontage and views into the site are only possible at the vehicular access to the site. The frontage of the site is clear and the proposed static and touring caravans are restricted to the far southern and western boundaries of the site. The remains of the former woodyard buildings have now been removed and it is considered that the inherent visual qualities of the area would not be adversely affected.
- 9.6 Policy ENV7 of the Local Plan states that development which would significantly adversely affect areas of local nature conservation importance, county wildlife sites, ancient woodlands, regionally important geological/geomorphological sites will not be permitted. In this case a protected species survey was submitted and no evidence of protected species was discovered. However, it was noted that the hedgerow to the County Wildlife Site to the west is outgrown Hazel and rather gappy and would therefore respond to a programme of coppicing and replanting. It also recommends that a Barn Owl box be erected in the mature Oak tree on the western boundary. It therefore considered that the proposal does not have a significant adverse effect on the adjacent County Wildlife site.
- 9.7 Policy ENV5 of the Local Plan requires that trees and hedges are to be protected as a result of development. In this respect, the District Council's Conservation Officer (Arboriculture & Landscape) has objected to the formation of the southern access due to the detrimental effect this may have on the existing trees/hedging in the area. This access has subsequently been removed from the proposal. He has also requested that additional boundary planting be undertaken and details submitted in respect of the works required for the formation of the touring caravans in proximity to the mature tree on the western boundary of the site. Conditions are suggested to meet these requirements.
- 9.8 The Government Circular 01/2006 and the East of England Plan identify an acute shortfall in provision of traveller's sites and it is for this reason that Policy H3 of the East of England Plan and Policy 4 of the Joint Core Strategy identify the requirements to urgently provide permanent residential pitches within the district. Policy H3 of the East of England Plan and Policy 4 of the JCS seek to provide 15 permanent residential traveller pitches within the district between 2006-2011. The District Council has granted planning permission for 11 permanent residential traveller pitches between 2006-2011 (8 at Stratton Strawless and 3 at Foulsham). Therefore, the District Council still needs to identify at least 4 traveller sites across the district to meet the target and this proposal therefore requires assessment against that target. The supporting text to Policy H3 states that there is an urgent need to address the shortage of sites

for gypsies and travellers and the problems that flow from gypsy and traveller families not being able to gain access to housing, educational, health, employment and other opportunities. It is a national issue but is most intense in the East of England which has the largest number of caravans and, by implication, gypsy and traveller population. It is therefore considered that the requirements of Policy H3 of the East of England Plan and Policy 4 of the JCS should be afforded significant weight and represent adequate justification for an exception to Policy GS1 of the Local Plan.

- 9.9 A further issue in this case is the existence of a nearby traveller site at Oaklands for 3 pitches, each comprising a static and a touring plot. This was given planning permission under ref. 20080818 and is located approximately 350m to the east along Reepham Road. Objections have been received on the basis that the current proposal, if permitted, would result in 5 traveller pitches being sited in close proximity to each other within Foulsham and would represent a third of the Council's requirement under Policies H3 of the East of England Plan and Policy 4 of the JCS. The District Council has decided to consider the traveller provision on a need basis ie those sites that have been identified by the travelling community as meeting their needs, rather than allocating sites under the Development Plan. As the applicant has occupied this site for some time, it indicates that it meets the family requirements and therefore cannot be discounted automatically as another site exists in the locality.
- 9.10 The site has operated in the past as a timber yard and sawmill. An application for a Certificate of Lawful Use was submitted in October 2005, but it was considered that insufficient information was submitted to demonstrate that the sawmill use operated continuously for 10 years before the date of the application and therefore the Certificate was refused in March 2006. A subsequent application (ref. 20080267) for a caravan to be used as an office, a toilet and workshop associated with the operation of a timber yard supplying sheds, fences and firewood was refused in September 2008. Therefore the site has no planning permission or Lawful Development Certificate for anything other than an agricultural use of the land.
- 9.11 In respect of the highways issue, it is noted that the Highway Authority has raised no objection to the proposal as the visibility available at the existing (northern) access is deemed acceptable given the reduced speed that vehicles are travelling in proximity to the site. In accordance with the Highway Authority advice the southern access will be stopped up. Conditions are suggested to be imposed to require the submission of details of the formation of the existing northerly access to County Council standards, that the means of access to and egress from the site shall be from the northerly access only and sufficient space shall be provided within the site to provide vehicular parking and manoeuvring space as recommended by the Highway Authority.
- 9.12 Foulsham Parish Council and local residents have referred to a number of reasons for objecting to the application and these points have been addressed in this appraisal. It is noted that letters of no objection and support for the proposals have also been received.

- 9.13 In assessing this application, regard has been given to its impact on the character and appearance of the surrounding area including the Area of Landscape Value and County Wildlife site designations, highway safety and the planning history of the site. Regard has also been given to the comments received from the consultation but for the reasons set out in this section, it is considered that the application represents an acceptable form of development.
- 9.14 This application is reported to Committee at the request of Cllr Joyce for the reasons set out in paragraph 5.1.
-

RECOMMENDATION: APPROVE subject to the following conditions:

- (1) The development hereby permitted shall not be carried out otherwise than in accordance with the plans and documents listed below. (E3)
- (2) Within a period of 6 months from the date of this decision the existing (northerly) access point onto Reepham Road shall be bound surfaced to the Norfolk County Council residential access construction specification for the first 5 metres into the site measured back from the near channel edge of the adjacent carriageway. Arrangement shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge onto the highway. (SHC 10 amended)
- (3) Means of access to and egress from the development hereby permitted shall be derived from the sites existing northerly access point to Reepham Road only. (SHC15)
- (4) Sufficient space shall be provided within the site to provide vehicular parking and manoeuvring facilities for the development to the requirements of Broadland District Council's adopted parking standards. The area shall be levelled surfaced and drained in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and thereafter retained available for that specific uses. (SHC25 amended)
- (5) Within 4 months from the date of this decision precise details of the hedges to be planted, including species, sizes, spaces or density and siting, along the site boundaries, shall be submitted to and agreed in writing with the Local Planning Authority. The hedges shall be planted in the next available planting season in accordance with the details as approved. Any plants which die, are diseased, are removed or otherwise fail within the first five years following planting shall be replaced with the same species and size of plant unless otherwise agreed in writing with the Local Planning Authority. (T16 amended)
- (6) Within 4 months from the date of this decision precise details of the works required for the standing of the two touring caravans in terms of a base

construction and any associated drainage proposals with regard to the tree identified in the tree survey as G6 shall be submitted to and approved by the Local Planning Authority. The works shall then be carried out in accordance with the approved details. (NS)

- (7) Notwithstanding the provisions of Schedule 2 Part 1 and Part 2 of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that Order with or without modification, no buildings, walls, fences or other structures shall be erected within the site, nor alterations or extensions be made without the prior consent of the Local Planning Authority. (D2 amended)
- (8) No external lighting associated with the development hereby permitted shall be erected on the site unless full details are submitted to and approved in writing by the Local Planning Authority. No works shall be undertaken other than those in accordance with the approved details.

Reasons:

- (1) For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents. (R15)
- (2) In the interest of highway safety and traffic movement in accordance with policies GS3 and TRA14 of the Broadland District Local Plan (Replacement) 2006.
- (3) In the interest of highway safety and traffic movement in accordance with policies GS3 and TRA14 of the Broadland District Local Plan (Replacement) 2006.
- (4) In the interests of satisfactory development and highway safety in accordance with policies GS3 and TRA14 of the Broadland District Local Plan (Replacement) 2006.
- (5) In the interest of maintaining the amenity value of the area in accordance with Policies GS3 and ENV5 of the Broadland District Local Plan (Replacement) 2006. (R49)
- (6) To ensure the protection of trees and hedgerows to be retained and in particular to avoid unnecessary damage to their root systems in accordance with Policies GS3 and ENV5 of the Broadland District Local Plan (Replacement) 2006. (R47)
- (7) In accordance with Article 4(1) of The Town & Country Planning (General Permitted Development) Order 1995, the condition is imposed to enable the Local Planning Authority to retain control over the siting and external appearance of the buildings in the interests of amenity, in accordance with Policy GS3 of the Broadland District Local Plan (Replacement) 2006. (R9 amended)

- (8) To ensure the proper development of the site without prejudice to the amenities of the area, and in accordance with Policy GS3 of the Broadland District Local Plan (Replacement) 2006.

Plans and documents:

Location Plan received 17 December 2009

Elevations and floor plans of washroom received 17 December 2009

Protected Species Survey received 8 March 2010

Tree survey received 25 January 2010

Statement of support received 25 November 2010

Informatives:

It is advised that the definition of gypsies and travellers provided in ODPM Circular 01/2006 states:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.

The applicant is advised that the previous use of the building and associated land may have involved potentially contaminated activities which have given rise to the presence of contamination. In view of this you are advised to consider commissioning a suitably qualified independent and experienced professional or company to undertake a site investigation and risk assessment to determine whether any remedial work is required to ensure that the site is suitable for the intended use. The responsibility for the safe development of the site, the disposal of any contaminated materials from the development of the site and ensuring that the site is suitable, or can be made suitable for the intended development, through the implementation of an appropriate remediation strategy, is the responsibility of the developer.

A leaflet explaining in more details what the council would expect to comply with this advice is available either from the Broadland District Council office or via the Broadland District Council website (www.broadland.gov.uk) (INF32)

This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. Please note that it

is the applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Control Group. Please contact Stephen Coleman on 01603 430596. If required, street furniture will need to be repositioned at the applicants own expense. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer. (Highways INF2)

Reasons for decision:

This application has been considered against the Development Plan for the area, this being the East of England Plan, the Joint Core Strategy for Broadland, Norwich and South Norfolk and the Broadland District Local Plan (Replacement). The policies particularly relevant to the determination of this application are ENV2 & ENV7 of the East of England Plan, Policies 1, 2 and 4 of the Joint Core Strategy and GS1, GS3, ENV2, ENV5, ENV7, ENV8, TRA8 and TRA14 of the Broadland District Local Plan (Replacement). In addition regard must be given to whether the proposal accords with ODPM Circular 01/2006.

Policies ENV2 & ENV7 of the East of England Plan states the new development should of a high quality which complements the distinctive character and best qualities of the area and protect and enhance the diversity and local distinctiveness of the countryside character.

Policy 1 of the Joint Core Strategy states that in order to address climate change and promote sustainability, all development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather. It also required environmental assets to be protected, maintained, restored and enhanced.

Policy 2 requires all development to be designed to the highest possible standards.

Policy 4 identifies the requirements for providing permanent residential pitches for travellers and gypsies.

Policy GS1 of the Broadland District Local Plan (Replacement) seeks to restrict development outside of defined settlement limits.

Policies GS3 and ENV2 only permit development where there would be no unacceptable effects upon the character and appearance of the surrounding area and where consideration has been given to the layout and design of any development proposal. These policies also require that the privacy and amenities of neighbours are adequately safeguarded.

Policy ENV5 requires, where appropriate, the protection and promotion of natural or semi-natural features such as trees and hedges. Where possible, compensating

features will be required where development is allowed which would result in the loss of important features.

Policy ENV7 states that development which would significantly adversely affect areas of local nature conservation importance, county wildlife sites, ancient woodlands, regionally important geological/geomorphological sites will not be permitted.

Policy ENV8 protects the inherent qualities of Areas of Landscape Value and may permit development appropriate to the general location where it is not detrimental to the character, scenic quality or visual benefit of the area.

Policy TRA8 explains that parking and manoeuvring space in new developments will be provided in accordance with the Council's parking guidelines, which augment the nationally applicable advice in the Planning Policy Guidance.

Policy TRA14 does not permit development where it would endanger highway safety or the satisfactory functioning of the local highway network.

The site lies outside of a defined settlement limit of the Local Plan where development is generally resisted unless in accordance with another policy or allocation of the Plan. In this respect Policies H3 of the East of England Plan and 4 of the Joint Core Strategy identify an acute shortfall in provision of travellers' sites and is therefore afforded significant weight as the District Council seeks to meet its requirement to provide the required number of permanent residential pitches.

It is not considered that the proposal will have an unacceptable effect on the character and appearance of the surrounding area or residential amenities given the position of the site relative to the nearest residential property. The comments from the Highway Authority and the District's Conservation Officer (Landscape) are noted and their recommended conditions are imposed.

The proposal therefore represents an acceptable form of development which is in accordance with the policies of the Development Plan and ODPM Circular 01/2006.

on the necessary alterations, which have to be carried out at the expense of the developer.

4. If required, street furniture will need to be repositioned at the applicants own expense.
5. The applicant is advised that the design of any areas of lagoons or ponds must be notified to NIA prior to grant of subjective planning permission and agreement reached with NIA regarding the design, size and location of such lagoons and ponds as may be necessary.
6. This development involves a Travel Plan to be implemented within the scope of a legal Agreement between the applicant and the County Council. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Town and Country Planning Act 1990 or Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Control Group based at County Hall in Norwich. Please contact David Higgins at david.higgins@norfolk.gov.uk

Commuted Sum for Travel Plans

The Highways Authority levies a charge to cover the on-going costs of reviewing and monitoring a Travel Plan annually. The Highways Authority also requires a Bond to ensure that the Travel plan targets are met. Both the Bond and the monitoring charge are secured by a Section 106 Legal Agreement. This is in addition to the sum payable for Planning Obligations covering infrastructure, services and amenities requirements.

An online survey tool is available to assist with annual monitoring. For further information on the survey tool, please contact David Higgins at david.higgins@norfolk.gov.uk

For residential development, Norfolk County Council offers a fully inclusive package covering the writing, implementation, on-going management and annual monitoring of a Travel Plan for 5 years. Up to date costs can be obtained by contacting David Higgins at david.higgins@norfolk.gov.uk.

Developers are expected to enter into a Section 106 Agreement to secure the necessary funding before planning permission is granted.

53 APPLICATION NO 20091517 – WOODYARD, REEPHAM ROAD, FOULSHAM

The Committee considered a retrospective application for the change of use of land to a traveller site comprising 2 no: static and 2 no: touring caravans and day / washroom building at the woodyard, Reepham Road, Foulsham.

The Area Planning Manager drew Members' attention to a slight amendment to one of the drawing nos: as reported in the Supplementary Schedule.

It was noted that the application was brought to Committee at the request of Mr Joyce due to the site's history, the unsuitability for the purposes being proposed, its visibility, closeness to the road, access and bad neighbourliness and the problems there had been over the years on enforcement.

The Committee noted the receipt of three further letters of representation, as reported at the meeting. In addition, the Committee received the verbal views of Mrs Clement-Shiple, Clerk to Foulsham Parish Council and Mr Levien of Manor House Farm, both objecting to the application, at the meeting. Mr Joyce expressed his concerns on the suitability of the site.

The site was located outside of the settlement limit where development proposals would not normally be permitted unless they complied with a specific allocation and / or policy in the Local Plan. Members' attention was drawn to Government Circular 01/2006, Policy H3 of the East of England Plan and Policy 4 of the Joint Core Strategy which identified a shortfall in the provision of travellers' sites and the urgent requirement to provide permanent residential pitches within the district. Currently, 11 of the required 15 permanent residential traveller pitches across the district had been provided, resulting in a shortfall of 4 sites and therefore, this proposal required assessment against that target. However, some Members considered that this was outweighed by the fact that the proposal was in an Area of Landscape Value and accordingly, it would have an unacceptable detrimental effect on the character, scenic quality and visual benefit of the area, contrary to Policy ENV8. In addition, they considered that the proposal was not of a high standard of design and layout and therefore, was also contrary to Policy ENV2.

Therefore, notwithstanding the officer recommendation and advice, it was

RESOLVED:

To refuse application number 20091517, for the following reasons:

This application has been considered against the Development Plan for the area, this being the East of England Plan, the Joint Core Strategy for Broadland, Norwich and South Norfolk and the Broadland District Local Plan (Replacement). The policies particularly relevant to the determination of this application are H3, ENV2 & ENV7 of the East of England Plan; Policies 1, 2 and 4 of the Joint Core Strategy and GS1, GS3, ENV2, ENV5, ENV7, ENV8, TRA8 and TRA14 of the Broadland District Local Plan (Replacement). In addition regard must be given to whether the proposal accords with ODPM Circular 01/2006.

The site is located outside of the settlement limit as defined by the Broadland District Local Plan, therefore being within the countryside. In addition the site and its surroundings have been designated as an Area of Landscape Value where the requirements of Policy ENV8 apply.

Policy ENV2 requires all development proposals to have a high standard of layout and design, with regard given to the scale, form, height, mass, density, layout, water, energy efficiency, storage of waste, landscape, access, crime prevention and the use of appropriate materials. This will include the consideration of the appearance and treatment of spaces between and around buildings and the wider setting of the development taking into account the existing character of the surroundings.

Policy ENV8 requires that the inherent visual qualities of Areas of Landscape Value are protected and that only development appropriate to the general location where it is not detrimental to the character, scenic quality or visual benefit of the area may be permitted.

It is considered that the proposed two traveller pitches, each comprising a static caravan and a touring caravan with the general paraphernalia which relates to living accommodation, together with the proposed detached washroom building and the associated standing of vehicles will be detrimental to the character and appearance of the surrounding rural landscape.

Furthermore the proposals are not considered to protect the inherent visual qualities of the defined Area of Landscape Value due to the visual harm caused together with the impact on the character of the designated area.

The proposal has been assessed against the need to provide gypsy and traveller pitches within Broadland District Council's jurisdiction but this need is not considered to outweigh the significant issue above, therefore the proposal is considered to be contrary to Policies ENV2 and ENV8 of the Broadland District Local Plan (Replacement).

54 APPLICATION NO 20111001 – AUTUMN RISE, 3 CROMER ROAD, HEVINGHAM

The Committee considered a retrospective application for the erection of a boundary wall across the roadside frontage of the property at Autumn Rise, 3 Cromer Road, Hevingham. The height of the wall, which it was proposed be reduced, varied due to changing ground levels, from 1m to 1.5m and included three brick piers which varied from 1.25m to 1.75m in height from ground

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Ask for : Mr M. Rooke
Direct dial : 01603 430571
Fax : 01603 430591
Email : matthew.rooke@broadland.gov.uk
Our ref : MR/20091517
Your ref :
Date : 3 October 2011

Mrs J. Clement-Shiple
Harmony House
High Street
Foulsham
Norfolk
NR20 5RT

Dear Mrs Clement-Shiple

Application no. 20091517 – Change of use of land to traveller site comprising 2 no. static and 2 no. touring caravans and day/washroom building. Woodyard, Reepham Road, Foulsham.

I write with reference to your letter dated 26 September 2011, received 27 September 2011 in which you enquired about the above matter.

I can confirm that in addition to issuing a refusal notice for the planning application on 26 August 2011, the District Council also issued an Enforcement Notice on the same day which states that the Enforcement notice takes effect on 26 September 2011 and requires that within 8 months of the notice taking effect (i) the use of the land for residential purposes is ceased and (ii) remove from the land all caravans, structures, materials and all other paraphernalia associated with the unauthorised use of the land, unless an appeal is submitted within the prescribed timescales.

Both of these notices have an appeal process associated with them, should the applicant decide to appeal these decisions and submit an appeal, the Parish Council will be notified in writing. It is usual practice for the District Council to hold enforcement action in abeyance until the appeal has been decided.

I trust that this response satisfactorily answers your enquiry, but if you require any further information please do not hesitate to contact me.

Yours sincerely


Mr M Rooke
West Area Planning Manager

**Foulsham Parish Council
Clerk: Mrs J Clement-Shipley
Harmony House, High Street
Foulsham Norfolk NR20 5RT**

01362 683233

foulshampc@tiscali.co.uk

M. Rooke, Esq.
Planning Department
Broadland District Council
Thorpe Lodge
1 Yarmouth Road
Norwich NR7 0DU

26 September 2011



Dear Mr. Rooke,

**Application no. 20091517 Change of use of land to traveller site comprising 2 no. static and 2 no. touring caravans and day/wash/room building.
Woodyard, Reepham Road, Foulsham NR20 5PP**

Thank you for your letter advising that the above development before the planning committee has been refused.

Please be kind enough to advise what steps will now be taken as to the clearance of this site. As you have been made aware the site has been occupied for some years and this state of affairs still exists.

Yours sincerely,



Janet Clement-Shipley
Parish Clerk
Foulsham Parish Council

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RECEIVED
27 SEP 2011
BROADLAND COUNCIL

PLANNING CONTROL
27 SEP 2011
BROADLAND COUNCIL

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This application has been considered against the Development Plan for the area, this being the East of England Plan, the Joint Core Strategy for Broadland, Norwich and South Norfolk and the Broadland District Local Plan (Replacement). The policies particularly relevant to the determination of this application are H3, ENV2 & ENV7 of the East of England Plan; Policies 1, 2 and 4 of the Joint Core Strategy and GS1, GS3, ENV2, ENV5, ENV7, ENV8, TRA8 and TRA14 of the Broadland District Local Plan (Replacement). In addition regard must be given to whether the proposal accords with ODPM Circular 01/2006.

The site is located outside of the settlement limit as defined by the Broadland District Local Plan, therefore being within the countryside. In addition the site and its surroundings have been designated as an Area of Landscape Value where the requirements of Policy ENV8 apply.

Policy ENV2 requires all development proposals to have a high standard of layout and design, with regard given to the scale, form, height, mass, density, layout, water, energy efficiency, storage of waste, landscape, access, crime prevention and the use of appropriate materials. This will include the consideration of the appearance and treatment of spaces between and around buildings and the wider setting of the development taking into account the existing character of the surroundings.

Policy ENV8 requires that the inherent visual qualities of Areas of Landscape Value are protected and that only development appropriate to the general location where it is not detrimental to the character, scenic quality or visual benefit of the area may be permitted.

It is considered that the proposed two traveller pitches, each comprising a static caravan and a touring caravan with the general paraphernalia which relates to living accommodation, together with the proposed detached washroom building and the associated standing of vehicles will be detrimental to the character and appearance of the surrounding rural landscape.

Furthermore the proposals are not considered to protect the inherent visual qualities of the defined Area of Landscape Value due to the visual harm caused together with the impact on the character of the designated area.

The proposal has been assessed against the need to provide gypsy and traveller pitches within Broadland District Council's jurisdiction but this need is not considered to outweigh the significant issue above, therefore the proposal is considered to be contrary to Policies ENV2 and ENV8 of the Broadland District Local Plan (Replacement).

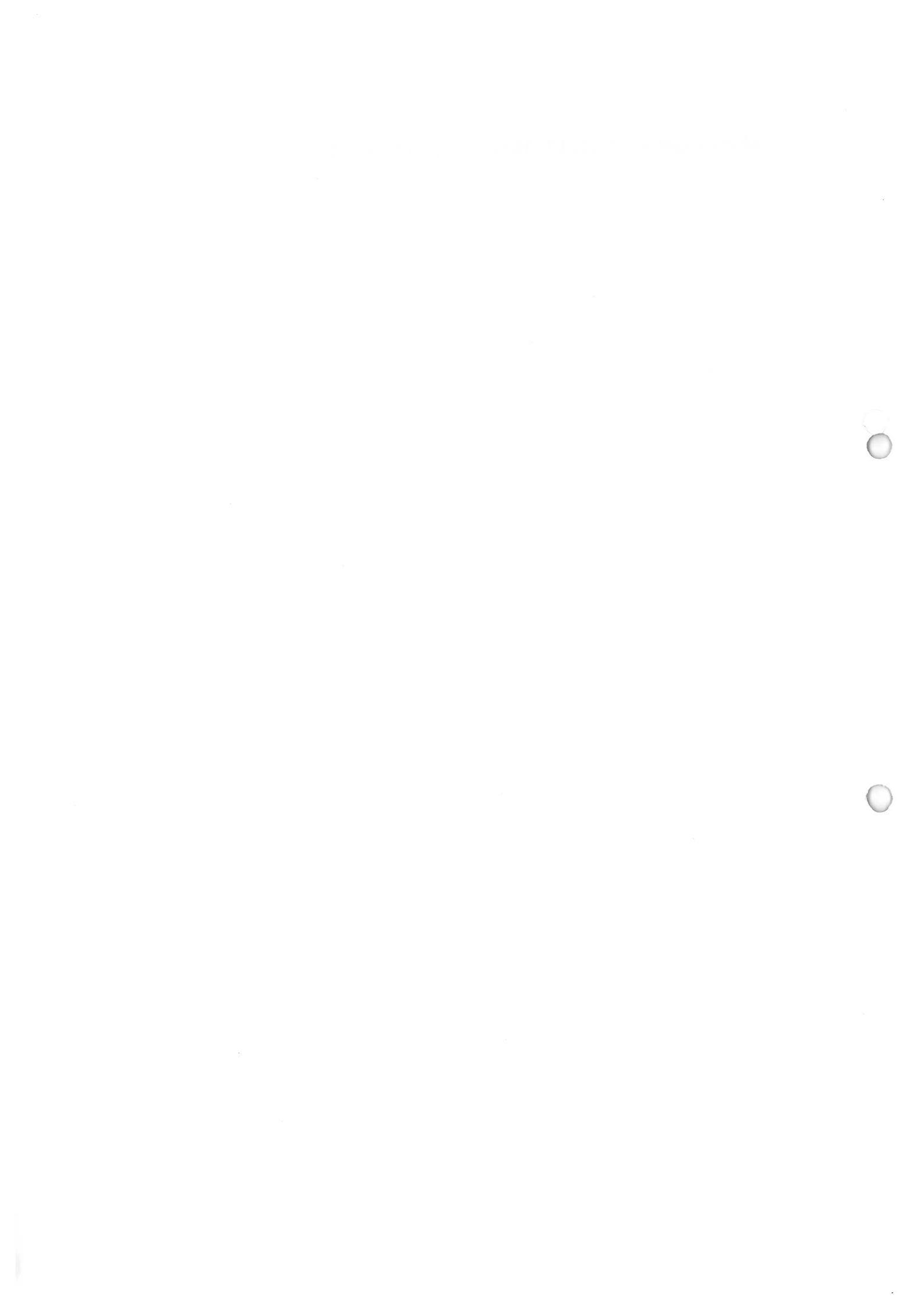


DECISIONS ON APPLICATIONS – 17 AUGUST 2011

App'n No	Location	Decision
20081773	Broadland Gate, Thorpe St Andrew	APPROVED as per recommendation.
20090886	Brook Farm, Thorpe St Andrew	APPROVED as per recommendation subject to S106 agreement being taken back before Members for final ratification
20091517	Woodyard, Reepham Road, Foulsham	REFUSED contrary to officer recommendation on grounds of detrimental affect on ALV (Policy ENV8) and contrary to Policy ENV2 of Local Plan.
20111001	3 Cromer Road, Hevingham	APPROVED as per recommendation.
20111019	76 Reepham Road, Hellesdon	APPROVED as per recommendation with additional condition in respect of fitting obscure glass in side kitchen window.
20110833	Low Barn Farm, Lingwood Road, Blofield	APPROVED as per recommendation
20110934	Adj Heath Cottage, Coltishall Road, Buxton	APPROVED as per recommendation plus additional condition as reported in supplementary schedule

* Head of Development Management & Conservation

Former David Rice Hospital site, Drayton High Road, Drayton. – Agreed to **APPROVE** as per recommendation.



dwelling were to be applied then a further significant undersupply of affordable dwellings would result. Consequently, in order to make realistic inroads into the identified need and provide affordable housing across a wide range of sites a proportion of affordable housing will be sought on all sites of 5 units or more."

Reason for FC3

To take account of the Government's revocation of the Regional Spatial Strategy (East of England Plan) and to introduce a plan wide target for the provision of affordable housing into the plan which meets the requirements of PPS3 that the provision of affordable housing should meet the needs of current and future occupiers taking into account the Strategic Housing Market Assessment. The requirement that account should be taken of viability and likely levels of finance available is recognised in FC1 and FC2, but in a volatile market, such factors are hard to quantify in the long term. To take account of the findings of the affordable housing viability study undertaken by Drivers Jonas Deloitte

FC4

At end of paragraph 5.30 add

"On the evidence of recent achievements and the programmed schemes in mid 2010, this is likely to produce about 1170 affordable homes between 2008 and 2026, though this is subject to the availability of funding."

Reason for FC4

To give an indication of the potential contribution of Exceptions sites to meeting local housing need.

FC5

In Policy 4, delete

Gypsies and Travellers

Provision will be made for a minimum of 58 permanent residential pitches for Gypsies and Travellers between 2006 and 2011 to ensure full conformity with Regional Spatial Strategy Policy H3. These will be provided on the following basis: Broadland 15, Norwich 15, and South Norfolk 28.

Between 2012 and 2026, an additional minimum 78 permanent residential pitches will be provided to ensure full conformity with Regional Spatial Strategy Policy H3. These will be distributed on the following basis: Broadland 20, Norwich 20, and South Norfolk 38.

These will be provided on a number of sites. Generally sites will not have more than 10 to 12 pitches, but may be varied to suit the circumstances of a particular site. The sites will be provided in locations which have good access to services and in locations where local research demonstrates they would meet the needs of the

Gypsy and Traveller communities. Some of the allowance to be provided after 2011 is expected to be provided in association with large-scale strategic housing growth.

In addition, 17 transit pitches will be provided, with the expectation that these will be provided by 2011. These will generally be in locations providing good access to the main routes used by Gypsies and Travellers, such as the A11, A47, A140 and A143/A1066. Again, sites would not normally be expected to accommodate more than 10 to 12 pitches.

Research also shows the need for additional plots for Travelling Show People. The expectation is that 15 additional plots will be provided by 2011 and a further 12 between 2012 and 2026. These will be located on sites within the Norwich urban area, or if sites within the urban area cannot be identified, close to it."

Note The text in italics was proposed in the submitted schedule of minor changes.

Replace with

Gypsies and Travellers

Provision will be made for a minimum of 58 permanent residential pitches to meet the need arising between 2006 and 2011, provided on the following basis: Broadland 15, Norwich 15 and South Norfolk 28. The level of provision beyond that date will be based on updated local evidence of need.

Residential pitches will be provided on a number of sites. Generally sites will not have more than 10 to 12 pitches, but may be varied to suit the circumstances of the particular site. The sites will be provided in locations which have good access to services and in locations where local research demonstrates they would meet the needs of the Gypsy and Traveller communities. Some of the pitches provided after 2011 are expected to be provided in association with large scale strategic housing growth.

In addition, transit pitches will be provided based on local evidence of need. These will generally be in locations providing good access to the main routes used by Gypsies and Travellers such as the A11, A47, A140 and A143/A1066. Again sites would not normally be expected to accommodate more than 10 to 12 pitches.

Research also shows the need for additional plots for Travelling Show People. The expectation is that approximately a further 27 plots will be provided by 2026, on sites within the Norwich urban area, or if sites within the urban area cannot be identified, with easy access to it."

Reason for FC5

To take into account the Government's intention to abolish the Regional Spatial Strategy (the East of England Plan) to substitute an appropriate locally supported target, and to indicate a mechanism for updating the target.

www.communities.gov.uk

Eric Pickles: Time for a fair deal for the travelling and settled community

Published 29 August 2010

Travellers who play by the rules will get the same rights as other mobile home residents and could benefit from more authorised sites under plans announced today by Communities and Local Government Secretary Eric Pickles. At the same time, top-down Whitehall planning rules on travellers which Ministers believe has undermined community cohesion and harmed the countryside will be scrapped.

Stronger tenancy rights on authorised council sites

Travellers on official local authority sites will benefit from changes to legislation that will give them the same rights and responsibilities as residents on other mobile home sites. Travellers who abide by the terms of their pitch agreement will have greater protection against eviction, and have the same rights and responsibilities as other social tenants.

New incentives to build authorised sites

The Government has announced that councils will be given incentives through the New Homes Bonus scheme to deliver new housing. Ministers are announcing today that this will include authorised traveller sites. This means that councils will get financial benefits for building authorised sites where they are needed. This will ensure that all types of authorised residential developments are treated equally.

Abolition of Whitehall guidance

The Government has already freed councils from the top-down Regional Strategies and the associated building targets; this now allows councils to decide for themselves how many traveller pitches are necessary in their area according to local need and historic demand.

Following through on this policy, Ministers are today announcing their intention to revoke what they regard as flawed Whitehall Planning Circulars on travellers. The planning rules have been criticised by many local councils, some of whom have said this has compelled them to build on the countryside and compulsorily purchase land.

Such rules have, Ministers believe, undermined community cohesion by creating a perception amongst many people of 'different' planning rules for the travelling community and for the settled community. Planning rules should be the same for all.

Stronger powers for councils to tackle unauthorised development

The Government is concerned about the growing number of unauthorised developments and encampments and the problems they cause within communities. Mr Pickles is looking at ways to strengthen the powers available to councils to more effectively tackle unauthorised development. This will include action against speculative, unscrupulous private developers.

Secretary of State for Communities and Local Government, Eric Pickles, said:

"Unauthorised developments have created tensions between travellers and the settled population. We want to redress the balance and put fairness back into communities.

"Like the rest of the population, the majority of travellers are law-abiding citizens and they should have the same chance of having a safe place to live and bring up their children. These changes will put travellers who play by the rules on an equal footing.

"But at the same time, we will not sit back and allow people to bypass the planning rules that everyone else has to abide by. That's why we will strengthen the powers that councils have to enforce against breaches of planning rules and tackle the abuse of the planning system."

Notes to editors

1. The Government is announcing its intention to commence Section 318 of the Housing and Regeneration Act 2008, designed to extend tenancy rights for travellers in authorised local authority traveller sites.
2. The details of New Homes Bonus scheme will be set out in a public consultation later in the year.
3. The Government intends to revoke Planning Circular 01/06 and Circular 04/07, subject to necessary impact assessments, to be replaced with a light-touch guidance outlining councils' statutory obligations.
www.publications.parliament.uk/pa/cm201011/cmhansrd/cm100726/text/100726w0002.htm#10072632000565 (external link).
4. Further announcements will be made in due course on plans to increase planning enforcement powers; measures will be included in the Localism Bill this autumn.

Twitter

Keep up to date with the Department by following us on [Twitter](#) (external link).

Media enquiries

Visit our [newsroom contacts page](#) for media enquiry contact details.

13. Do we still have to provide a 5 year land supply?

Yes. Although the overall ambition for housing growth may change, authorities should continue to identify enough viable land in their DPDs to meet that growth. Strategic Housing Market Assessments and Strategic Housing Land Availability Assessments can help with this. Local planning authorities should continue to use their plans to identify sufficient sites and broad areas for development to deliver their housing ambitions for at least 15 years from the date the plan is adopted. Authorities should also have a five year land supply of deliverable sites. This too will need to reflect any changes to the overall local housing ambition.

14. How do we determine the level of provision for travellers' sites?

Local councils are best placed to assess the needs of travellers. The abolition of Regional Strategies means that local authorities will be responsible for determining the right level of site provision, reflecting local need and historic demand, and for bringing forward land in DPDs. They should continue to do this in line with current policy. *Gypsy and Traveller Accommodation Assessments (GTAAAs)* have been undertaken by all local authorities and if local authorities decide to review the levels of provision these assessments will form a good starting point. However, local authorities are not bound by them. We will review relevant regulations and guidance on this matter in due course.

15. How do we establish the need for minerals and aggregates supply without Regional Strategy targets?

Minerals planning authorities will have responsibility for continuing to plan for a steady and adequate supply of aggregate minerals to support economic growth. They should do this within the longstanding arrangements for minerals planning. Technical advice provided by the Aggregate Working Parties, including their current work in sub-apportioning the CLG guidelines for 2005-2020 to planning authority level will assist with this.

Planning authorities in the South East should work from the apportionment set out in the "Proposed Changes" to the revision of Policy M3, published on 19 March 2010.

Planning authorities can choose to use alternative figures for their planning purposes if they have new or different information and a robust evidence base. We will work with the minerals industry and local government to agree how minerals planning arrangements should operate in the longer term.

16. How do we establish the need for waste management without Regional Strategy targets?

Planning Authorities should continue to press ahead with their waste plans, and provide enough land for waste management facilities to support the sustainable management of waste (including the move away from disposal of waste by landfill). Data and information prepared by partners will continue to assist in this process. For the transitional period this will continue to be the data and information which has been collated by the local authority and industry and other public bodies who

currently form the Regional Waste Technical Advisory Bodies. We intend for this function to be transferred to local authorities in due course.

17. Does the abolition of the hierarchy of strategic centres mean the end of policies on town centres?

No. Local authorities must continue to have regard to PPS 4: *Planning for Sustainable Economic Growth* in preparing LDFs and, where relevant, take it into account in determining planning applications for retail, leisure and other main town centre uses.

In assessing any planning applications proposing unplanned growth in out of town shopping centres, particularly those over 50,000 sqm gross retail floor area, local authorities should take account of the potential impacts of the development on centres in the catchment area of the proposal.

18. What about regional policies on the natural environment?

Local authorities should continue to work together, and with communities, on conservation, restoration and enhancement of the natural environment – including biodiversity, geo-diversity and landscape interests. Authorities should continue to draw on available information, including data from partners, to address cross boundary issues such as the provision of green infrastructure and wildlife corridors.

19. What about regional policies on Flooding and Coastal Change?

Local authorities should continue to work together across administrative boundaries to plan development that addresses flooding and coastal change. For flooding matters local authorities already have a duty to co-operate under the Floods and Water Management Act. The Environment Agency will continue to work with local authorities individually and/or jointly to provide technical support on these matters. The Coalition agreement is clear that we should prevent unnecessary building in areas of high flood risk.

20. What about regional policies on Renewable and Low Carbon Energy?

Through their local plans, authorities should contribute to the move to a low carbon economy, cut greenhouse gas emissions, help secure more renewable and low carbon energy to meet national targets, and to adapt to the impacts arising from climate change. In doing so, planning authorities may find it useful to draw on data that was collected by the Regional Local Authority Leaders' Boards (which will be made available) and more recent work, including assessments of the potential for renewable and low carbon energy.

21. What about regional policies on Transport?

Local authorities should continue to ensure their land use and local transport plans are mutually consistent, and deliver the most effective and sustainable development for their area. Local authorities should work with each other and with businesses and communities to consider strategic transport priorities and cross boundary issues.

Matthew Rooke

From: Matthew Rooke
Sent: 08 July 2011 17:23
To: Tony Garland
Subject: Pl app. 20091517 - Woodyard, Reepham Rd. Foulsham

Tony

I've got a current application at the above site for two traveller pitches. The locals are telling me that there is problem with noise from a generator that is running on-site especially in the evenings.

Can you please take a look and let me know:

- i) whether the generator is causing a noise nuisance
- ii) whether the noise can be mitigated somehow, if so how
- iii) the proposal is to add a further pitch to the site will the noise problem therefore increase as there was only one van on site when I was there last?

I did you a consult on this back in April 2010 but didn't get any comments so didn't think it was an issue, seems to have got worse more recently.

I'd like to report to Committee in August and need to have the noise issue covered.

Thanks

Matt

Matthew Rooke
West Area Planning Manager
Broadland District Council

Tel: 01603 430571
Fax: 01603 430591
www.broadland.gov.uk
matthew.rooke@broadland.gov.uk

Broadland District Council – Ranked 3rd overall in The Times Best Councils To Work For in 2008

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Matthew Rooke

From: Matthew Rooke
Sent: 27 May 2010 16:21
To: 'jon.blunkell@norfolk.gov.uk'
Subject: Planning application 20091517 - Woodyard, Reepham Road, Foulsham.

Jon

You were consulted on 22 March 2010 on the above planning application for a traveller's site comprising 2 no. static and 2 no. touring caravans at the above site. I don't appear to have received a response. I'd be grateful to receive your comments on the application.

If you wish to discuss the matter don't hesitate to contact me.

Regards

Matthew

Matthew Rooke
West Area Planning Manager
Broadland District Council

Tel: 01603 430571
Fax: 01603 430591
www.broadland.gov.uk
matthew.rooke@broadland.gov.uk

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Matthew Rooke

From: Stephen Chesney-Beales
Sent: 07 April 2010 10:46
To: Matthew Rooke
Cc: Victoria Davies
Subject: Pl. Appl. No. 20091517 Woodyard Reephams Road Foulsham Ref: 23/T MR 06.04.10

Matthew

Further to our brief discussion last week, on reflection please request or condition that the applicant submit further details with regard to the mature Oak tree G6 on the western boundary and the siting of the touring caravans, and whether any bases will be constructed at these locations with any drainage facilities etc?

I object to the vehicle access currently being constructed adjacent to the southern boundary and the detrimental affect this may have on the existing trees/hedging in this area.

Please request/condition that details are submitted for all drainage facilities etc on site.

Please request/condition that a detailed landscaping scheme is submitted to increase/add additional planting to the boundaries to both screen and enhance the existing planting/boundaries on site, this includes all boundaries where necessary and the new access point formed on the southern boundary, with both suitable tree and hedge planting, with mulching to aid establishment, replacement planting when required within ten years and maintenance etc.

If you wish to discuss any of the above points, please do not hesitate to contact me.

Many thanks

Steve

Stephen Chesney-Beales
Conservation Officer (Arboriculture and Landscape)
Broadland District Council

Tel: 01603 430568
Fax: 01603 430591
www.broadland.gov.uk
stephen.chesney-beales@broadland.gov.uk

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Matthew Rooke

From: Stuart Moore
Sent: 30 March 2010 15:38
To: Matthew Rooke
Subject: 20091517

Matthew

In view of the past use of the site I think that there maybe a risk of contamination. However, I note your comments that you feel a condition would be too onerous. In view of this I would suggest that you add a suitable informative concerning the potential risks posed by the past use of the site.

Thanks
Stuart

Stuart Moore
Pollution Control Officer
Broadland District Council

Tel: 01603 430511
Fax: 01603 430616
www.broadland.gov.uk
stuart.moore@broadland.gov.uk

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Matthew Rooke

From: Wallace, Hannah (NE) [Hannah.Wallace@naturalengland.org.uk]
Sent: 29 March 2010 16:40
To: Matthew Rooke
Subject: Application Number 200991517 Change of Use of Land to Traveller Site

Dear Matthew,

Thank you for consulting Natural England on the above proposal. Your letter dated 12/02/2010 was received by this office on 28/03/2010

In this particular case, we have no comments to make. We would like to stress that the absence of comments or direct involvement on individual plans or proposals is simply an expression of our priorities. It should not be taken as implying a lack of interest or indicating either support for, or objection to, any proposal.

If you have any further questions, please do not hesitate to contact me

Kind Regards

Hannah Wallace

Planning and Conservation Adviser

Norfolk and Suffolk Government Team

Dragonfly House

2 Gilders Way

Norwich

Norfolk

NR3 1UB

0300 060 4662

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30/03/2010



Matthew Rooke

From: Phil Courtier
Sent: 26 March 2010 08:39
To: Petra Whitton; Matthew Rooke
Subject: The Woodyard

Petra/Matt

I am sure that you have already noted the changes to the timescale for a planning appeal for a proposal which is subject to an enforcement notice. This will obviously have implications for Mr Gray if his application at The Woodyard is refused and we should advise him of this fact when appropriate.

Cheers

Phil

Phil Courtier

Head Development Management and Conservation
Broadland District Council

Tel: 01603 430549
Fax: 01603 430591
www.broadland.gov.uk
phil.courtier@broadland.gov.uk

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1997-1998

1997-1998

Foulsham Parish Council
Clerk: Mrs J Clement-Shipley
Harmony House, High Street
Foulsham Norfolk NR20 5RT

BROADLAND DISTRICT COUNCIL
26 MAR 2010
RECEIVED

01362 683233

foulshampc@tiscali.co.uk

M. Rooke Esq.
Broadland District Council
Thorpe Lodge
1 Yarmouth Road
Norwich NR7 0DU

25 March 2010

BROADLAND COUNCIL
26 MAR 2010
PLANNING CONTROL

Dear Mr. Rooke,

Planning application no. 20091517 Mrs. L.Gray, Woodyard, Reepham Road
Change of use of land to traveller site

Foulsham Parish Council objects to this proposal on the following grounds.

1. There are widespread objections from villagers, which have been made worse by the applicant's current unauthorised residential use of the site.
2. There is already an approved travellers' site of 4 pitches on Reepham Road, Foulsham, about 100 m away. (Planning application 20080818). The East of England Regional Spatial Strategy Revision (July 2009) says Broadland District Council should make provision for 15 pitches between 2006 and 2011. It follows that Foulsham has already had to provide over a quarter of Broadland's assessed provision for 2006 – 2011. Foulsham Parish Council considers it would be disproportionate and unfair for Foulsham to take more pitches.
3. The site is outside the village development envelope.
4. Its landscape and character are protected under policy ENV1
5. It is adjacent to countryside protected under policy ENV8. We believe ENV8 requires that development adjacent to an area of Landscape Value is only permitted where the particular landscape qualities of the area would not be harmed.
6. The proposal is contrary to the recommendations in the BDC commissioned report *Broadland District Landscape Character Assessment* (Draft Report: Feb 2008) which advances the following guidelines for Foulsham:
 - a. Conserve features of the historic landscape ...

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the document outlines the various methods and techniques used to collect and analyze data. It includes a detailed description of the experimental procedures and the tools used for data collection.

3. The third part of the document presents the results of the study. It includes a series of tables and graphs that illustrate the findings of the research. The data shows a clear trend in the relationship between the variables being studied.

4. The fourth part of the document discusses the implications of the findings. It highlights the potential applications of the research in various fields and the need for further investigation in this area.

5. The fifth part of the document concludes the study. It summarizes the key findings and provides a final statement on the overall significance of the research. The authors express their gratitude to the funding agencies and the participants who made the study possible.

6. The sixth part of the document includes a list of references and a list of figures. The references cite the works of other researchers in the field, and the figures provide a visual representation of the data presented in the text.

7. The seventh part of the document is a list of appendices. These appendices provide additional information and data that are not included in the main body of the document. They are intended to provide a more complete picture of the study and its findings.

8. The eighth part of the document is a list of abbreviations and a list of symbols. These lists provide a key to the symbols and abbreviations used throughout the document, ensuring that the reader can understand the meaning of the terms used.

9. The ninth part of the document is a list of acknowledgments. The authors thank the individuals and organizations that provided support and assistance during the course of the study. This section is a way for the authors to express their appreciation and gratitude.

10. The tenth part of the document is a list of footnotes. These footnotes provide additional information and references that are not included in the main body of the document. They are used to provide more detail and context for the reader.

11. The eleventh part of the document is a list of tables. These tables provide a structured and organized way to present data. They are used to display the results of the study in a clear and concise manner.

12. The twelfth part of the document is a list of figures. These figures provide a visual representation of the data. They are used to illustrate the findings of the study and to make the data more accessible and understandable.

13. The thirteenth part of the document is a list of references. These references cite the works of other researchers in the field. They are used to provide a context for the study and to show the relationship between the current study and the existing literature.

14. The fourteenth part of the document is a list of appendices. These appendices provide additional information and data that are not included in the main body of the document. They are intended to provide a more complete picture of the study and its findings.

- b. Resist new development that would result in any diminution of the sparsely settled nature of the area or in any reduction in the sense of peace and isolation within the area...
 - c. ... conserve ... the mature landscape structure, especially near Foulsham, which strongly contributes to a sense of time-depth within the landscape.
 - d. ... conserve open views across the farmland.
 - e. ... conserve the landscape setting of manors, halls and churches.
 - f. ... conserve the landscape setting of existing villages.
7. Reepham Road between Foulsham and Themelthorpe is rural in character, but there is some existing development. We believe additional development would begin to erode the rural character of the route and should be resisted.
8. Reepham Road is the route of the National Cycle network. We think it is essential to maintain the road as free of traffic as possible. Traveller traffic sometimes involves large vehicles and trailers, which mix badly with cyclists.
9. Access to the site is on a section of road with poor visibility. The national speed limit applies, so that for passing traffic to meet turning traffic at this point could be dangerous.
10. ODPM Circular 01/2006 considers how sites may enable travellers to have access to schools and healthcare. Foulsham has no doctors' surgery and no secondary school. It has a primary school, but Mr Gray, who states that the site is for his family's use, has no children of primary school age. It appears that Foulsham does not particularly offer the facilities that the applicant seeks.
11. The Applicant's statement of support misrepresents some facts, namely:
 - a. That the site had a septic tank in place. Actually, the applicant installed it.
 - b. That there are two existing road accesses. Actually the eastern access was constructed by the applicant.
 - c. The statement of support is about Mr Gray, but the applicant is Mrs Gray, who, it acknowledges, is not from a traveller background.
 - d. The statement that Mr Gray has been keen to cooperate with the planning authority at all times, could hardly be further from the truth. He has occupied the site residentially without seeking or gaining planning permission and has carried out development (a and b above) without planning permission.



The Parish Council is able to provide conclusive evidence of a) and b) above, if required.

Yours faithfully



Janet Clement-Shiple (Mrs)
Parish Clerk
Foulsham Parish Council



**TOWN & COUNTRY PLANNING
(GENERAL DEVELOPMENT PROCEDURE) ORDER 1995:
NOTICE UNDER ARTICLE 8 AND
THE PLANNING (LISTED BUILDING & CONSERVATION AREAS) ACT 1990**

PLANNING NOTICE

APPLICATION NUMBER : 20091517

DESCRIPTION OF DEVELOPMENT : Change of Use of Land to Traveller Site Comprising 2 No. Static and 2 No. Touring Caravans, Day/Washroom Building and Additional Vehicular Access (Retrospective)

LOCATION OF DEVELOPMENT : Woodyard, Reepham Road, Foulsham, NR20 5PP

APPLICANT : Mrs L Gray

Reasons for advertisement are as follows:-

a) Is contrary to the provisions of the development plan;

The application and accompanying plans can be inspected at Thorpe Lodge, Yarmouth Road, Thorpe St Andrew, Norwich, NR7 0DU during normal office hours on Monday to Friday, excluding Bank Holidays or on the Council's website at www.broadland.gov.uk.

Anyone who wishes to make representations about this application should write to the Head Of Development Management & Conservation at Thorpe Lodge, Yarmouth Road, Thorpe St Andrew, Norwich, NR7 0DU quoting the application number identified above **within twenty one days from the date of this Notice.**

Date:

18/3/10

Mr P Courtier
Head Of Development Management & Conservation

**THIS NOTICE CAN BE REMOVED 21 DAYS
AFTER THE SPECIFIED DATE**

If this application relates to a proposal for a development relating to a single dwelling (a householder application) AND in the event that an appeal is made against a decision of the Council to refuse to grant planning permission for the proposed development, and that appeal then proceeds by way of the expedited procedure under the written representation procedure, any representations made by the owner or tenant to the Council about this application will be passed to the Secretary of State and there will be no opportunity to make further representations. Any owner or tenant wishing to make representations should do so at the earliest opportunity.

Fixed to fence at OR

THE BOARD OF
DIRECTORS

THE BOARD OF DIRECTORS OF THE COMPANY HAS APPROVED THE
PROPOSAL FOR THE PAYMENT OF A DIVIDEND OF \$1.00 PER
SHARE TO BE PAID TO THE SHAREHOLDERS OF RECORD ON
MAY 15, 1954.

PAYABLE NOTICE

THE BOARD OF DIRECTORS OF THE COMPANY HAS APPROVED THE
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PLANNING NOTICE

**TOWN AND COUNTRY PLANNING
(GENERAL DEVELOPMENT PROCEDURE) ORDER 1995
NOTICE UNDER ARTICLE 8**

PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT 1990

I give notice that the following applications have been submitted to Broadland District Council:

- i. Mrs L Gray for Change of Use of Land to Traveller Site Comprising 2 No. Static & 2 No. Touring Caravans, Day/Washroom Building and Additional Vehicular Access (Retrospective) at Woodyard, Reepham Road, Foulsham, NR20 5PP (Application 20091517) (Reason a)**
- ii. Mr & Mrs Owen for Erection of Extension and Wall at The Old Post Office, The Street, Halvergate, NR13 3AJ (Application 20100294) (Reasons c & d)**
- iii. Mr & Mrs Owen for Demolition of Outbuilding and Erection of Extension and Wall at The Old Post Office, The Street, Halvergate, NR13 3AJ (Application 20100295) (Reasons d & e)**
- iv. Co Operative Stores for Amendment to Store Entrance. Installation of 2 No. New Items of Plant, Retention of 3 No. Items and 1.5m High Screen Fence to Flat Roof (Revised Proposal) at Co Operative Stores, 21 Market Place, Aylsham, NR11 6EL (Application 20100351) (Reasons c & d) (Application 20100352) (Reasons d & e)**
- v. Barclays Bank PLC for 1. 3 No. Non - Illuminated Fascia Signs 2. 1 No. Non - Illuminated Projecting Sign at Market Place, Aylsham, NR11 6EW (Application 20100372) (Reasons c & d)**
- vi. Telefonica O2 (UK) Ltd for Installation of 3 No. Additional Antennae on existing Monopole at Peter Colby Commercials Ltd, School Lane, Sprowston, NR7 8TL (Application 20100363) (Reason h)**
- vii. Barclays Bank PLC for 3 No. Non-Illuminated Fascia Signs, 1 No. Non-Illuminated Projecting Sign & Internal Alterations at Barclays Bank, Market Place, Aylsham, NR11 6EP (Application 20100385) (Reasons d & e)**
- viii. The Hamper People for Part Re-development of Commercial Site for 10 Dwellings (Outline) at 31 Norwich Road, Strumpshaw, NR13 4BH (Application 20100386) (Reasons a, b & c)**
- ix. Mr Paul Davis for Change of Use from Holiday Accommodation to Residential Dwelling at Church Farm Stables, The Street, Swannington, NR9 5NW (Application 20100392) (Reasons a & c)**

Reasons for advertisement are as follows:

- (a) is contrary to the provisions of the development plan;
- (b) is a major development;
- (c) affects the setting of a Listed Building;
- (d) affects the character and appearance of a Conservation Area;



- (e) is for Listed Building Consent;
- (f) is for Conservation Area Consent;
- (g) affects a Public Footpath/Right of Way/Bridleway;
- (h) is of Local Interest

The applications and accompanying plans can be inspected at Thorpe Lodge, Yarmouth Road, Thorpe St Andrew, Norwich NR7 0DU during normal office hours Monday to Friday excluding Bank Holidays.

Anyone who wishes to make representations about these applications should write to the Head of Development Management & Conservation at Thorpe Lodge, Yarmouth Road, Thorpe St Andrew, Norwich NR7 0DU quoting the Application Number identified above **within twenty-one days from the date of this Notice.**

Mr P Courtier
Head of Development Management & Conservation
23 March 2010



Application Number: 20091517
Development Address: Woodyard,Reepham Road,Foulsham,NR20 5PP
Application Type: Full Planning
Date Received: 25/11/2009
Statutory Return (Code) 17 - Gypsy & Traveller Pitches (Minor Developments)
Date Valid: 08/03/2010
Section 66: A
Target Date: 19/04/2010
Parish: Foulsham
Expiry Date: 03/05/2010
Ward: Eynesford
Team: West Area Team (Planning)
Grid Reference: 603752/ 324763

Agent Details

Applicant Details

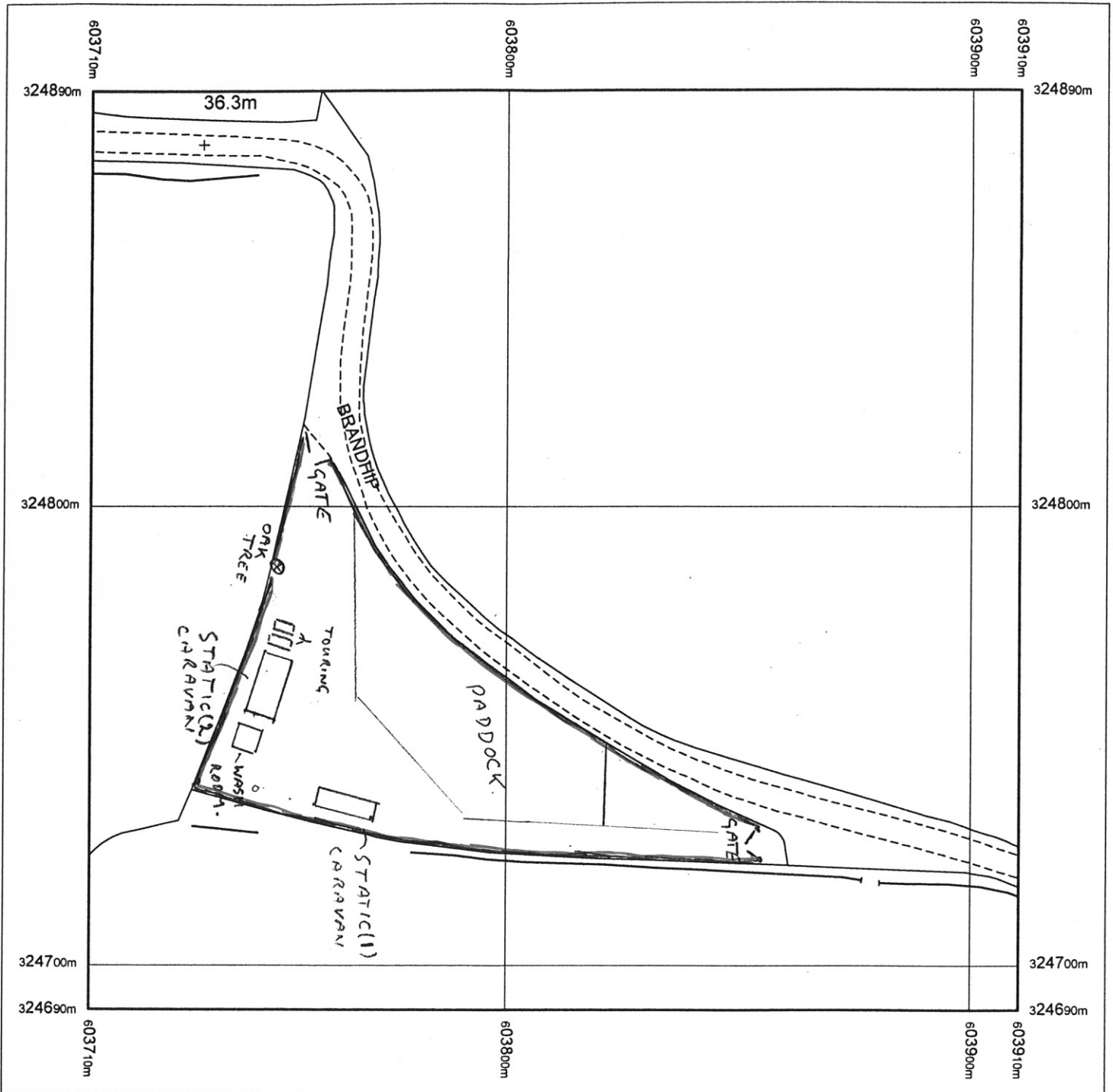
Mrs L Gray
Woodyard
Reepham Road
Foulsham
Norfolk
NR20 5PP

Development Description: Change of Use of Land to Traveller Site Comprising 2 No. Static and 2 No. Touring Caravans, Day/Washroom Building and Additional Vehicular Access (Retrospective)

Constraints

Wind Turbine Safeguarding Area		Wind Turbine Safeguarding Area
Agricultural Land Value 3		Agricultural Land Value 3
Area of Special Advert Control		Areas IN Advert Control
Area Of Landscape Value		Local Plan (Replacement) Adopted Version 2006 - Area of Landscape Value
Ground Water Vulnerability	Medium	GroundWaterVulnerability - consult Contaminated Land Officer in areas above Low risk
County Wildlife Site Jan 2010	Moat Meadow near Bates Moor	County Wildlife Sites
C Class Roads		





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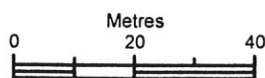
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The representation of features as lines is no evidence of a property boundary.

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Scale 1:1250

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 Centre coordinates: 603810.25 324790.5

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BROADLAND COUNCIL

17 DEC 2009

PLANNING CONTROL

Greater Norwich Local Plan update

Gypsy and Traveller Sites Additional Focussed Consultation – New Sites June 2023

Consultation on sites for Gypsies and Travellers at Foulsham, Guestwick and Hevingham

Response Form

Introduction and Guidance Notes

The Greater Norwich Development Partnership is undertaking an additional focussed consultation on three new sites put forward during the Gypsy and Traveller Sites Focussed Consultation which was held between 31 January and 20 March 2023. Initial assessments have been undertaken on the sites and have concluded that a proposed extension to an existing site at Brick Kiln Road in Hevingham is a suitable site to recommend for allocation in the GNLP. Sites at Woodyard, Reepham Road, Foulsham and at Peddlars Turnpike, Guestwick are not thought suitable for allocation. These three sites are the subject of this focussed consultation and we are not seeking views on any sites previously consulted on.

The consultation runs from **5 June to midday on 3 July 2023**.

Response forms should be submitted by email to gntp@norfolk.gov.uk or by post to:

Greater Norwich Local Plan Team
City Hall
St Peter's Street
Norwich
NR2 1NH

When commenting on a policy or site please include the site reference(s) in your comments.

You may comment on as many or as few of the sites, policies, paragraphs and maps as you wish to. You only need to include your contact details in question 1 once. If you want to respond about a number of issues, please answer questions 2a, 2b, and 2c for each comment. You can add additional sheets on each issue if necessary.

All comments must be submitted in writing as they will become part of the formal examination process for the GNLP and therefore must be available for the independent Inspectors to consider. We cannot accept representations by telephone.

The Partnership is committed to making sure that everyone who wants to have their say about the site allocations has the opportunity to do so however representations that are deemed to contain offensive comments will not be published.

All comments will be published on our website in due course. The name of the respondent will be published alongside their representation. Contact details will not be published, and we will redact personal data from comments published online in accordance with our privacy notice.

All comments made will be passed on to the independent Inspectors as part of the Local Plan examination process and therefore cannot be anonymous. You may either submit a representation under your own name or write to your district councillor who may submit a representation on your behalf.

See the disclaimer at the end of this form.

[Read the GNLP Privacy Notice](#)

[Access the Planning Inspectorate Privacy Notice](#)

If you have any questions relating to the consultation, or if you need consultation documentation in large print, audio, Braille, an alternative format or a different language, please contact the Greater Norwich Local Plan team on 01603 306603 or email at gnlp@norfolk.gov.uk

**All submissions should be received by the GNLP team no later than midday on
3 July 2023.**

Greater Norwich Local Plan

Gypsy and Traveller Sites Focussed Consultation on newly submitted sites at Hevingham, Foulsham and Guestwick

Response Form

Please complete the following questions

1a. Contact Details

Title	Mr
First Name	Lenny
Last Name	Blakemore
Job Title (where relevant)	
Organisation (where relevant)	
Address	██████████ ██████████
Post Code	██████████
Telephone Number	██████████
Email Address	████████████████████

1b. I am...

Owner of the site <input type="checkbox"/>	Parish/Town Council <input type="checkbox"/>
Developer <input type="checkbox"/>	Community Group <input type="checkbox"/>
Land Agent <input type="checkbox"/>	Local Resident <input checked="" type="checkbox"/>
Planning Consultant <input type="checkbox"/>	Registered Social Landlord <input type="checkbox"/>
Other (please specify): 	

1c. Client/Landowner Details (if different from question 1a)

Title	
First Name	
Last Name	
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

2a. Which part of the Gypsy and Traveller Additional Focussed consultation documents does this representation relate to?

(Please give the site reference and/or indicate which document you are commenting on)

Hevingham

2b. Do you support, object to, or want to comment on this part of the consultation documents?

Support <input checked="" type="checkbox"/>	Object <input type="checkbox"/>	Comment <input type="checkbox"/>
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2c. Please use the box below to add your comments. Please add additional sheets if necessary.

Comments:

As this site is already well used I can't see it having any further impact on the area.

Disclaimer

Data Protection and Freedom of Information

The Data Controller of this information under the General Data Protection Regulation (GDPR)2018/Data Protection Act 1998 will be Norfolk County Council, which will hold the data on behalf of Broadland District Council, Norwich City Council and South Norfolk Council. The purposes of collecting this data are:

- to assist in the preparation of the Greater Norwich Local Plan
- to contact you, if necessary, regarding the answers given in your form

The responses received as part of the Greater Norwich Local Plan Gypsy and Traveller Sites Additional Focussed Consultation will be made available for public viewing. By submitting this form you are consenting to your comments being stored by Norfolk County Council, and the details being published for examination purposes.

Once comments have been checked and verified they will be available online (with respondents' names) for others to see. Any representations which are deemed to contain offensive comments will not be published. Whilst we will include names on our website, we will remove personal contact details such as addresses, telephone numbers, emails and signatures before publishing.

[See our Privacy Notice](#) for information on how we manage your personal information.

Declaration

I agree that the details within this form can be held by Norfolk County Council and that those details can be made available for public viewing and shared with Broadland District Council, Norwich City Council and South Norfolk Council for the purposes specified in the disclaimer above.

Name Lenny Blakemore

Date 15-06-23

**Greater Norwich Local Plan Gypsy and Traveller Sites Focussed Consultation
Response Form**

FOR OFFICIAL USE ONLY	
Response Number:	
Date Received:	

Your completed form should be returned to the Greater Norwich Local Plan team **no later than midday on 3rd July 2023.**

From: [REDACTED]

Sent: 14 June 2023 09:05

To: Greater Norwich Local Plan <GNLP@norfolk.gov.uk>

Cc: hevinghampc@live.co.uk

Subject: Proposed Travellers Site Hevingham.

ARNING: External email, think before you click!

Good morning,

I am writing to express my formal objection to the proposed establishment of a travellers site in close proximity to my residence. I have several concerns regarding this plan, all of which I believe merit significant deliberation.

First and foremost, I am apprehensive about the impact on our local road infrastructure, which is ill-equipped to handle the anticipated increase in traffic that this site would generate. The roads in our area are narrow, lacking officially designated passing places. This deficiency in infrastructure poses potential safety hazards, including an elevated risk

of traffic accidents and challenges for emergency vehicles to navigate effectively. Moreover, the augmented traffic flow may result in congestion, inconveniencing residents and potentially impeding the timely operations of local businesses that rely on prompt deliveries and customer access.

Secondly, our community takes pride in the serenity and tranquility for which it is renowned. Unfortunately, the proposed travellers site has the potential to disrupt this peaceful atmosphere considerably. The natural splendor of our surroundings, characterized by verdant fields and a diverse array of local wildlife, is a prominent reason why many of us chose to establish our homes here. Introducing an unsightly travellers site could mar the area's aesthetics, detracting from its inherent charm and conceivably impacting local tourism. Furthermore, the escalated noise levels and heightened activity may disturb the prevailing tranquility that we currently enjoy.

Additionally, I am deeply concerned about the environmental ramifications associated with developing the currently grassed site. Such development could potentially jeopardize local wildlife habitats, disrupt the ecological balance of the area, and contribute to an upsurge in litter and pollution. Therefore, I implore the council to conduct a comprehensive environmental impact assessment before proceeding with any development plans.

While I acknowledge the necessity for travellers sites, I firmly believe that there are more suitable locations available for such endeavors. Disused industrial areas or locations near towns with superior infrastructure and policing would be more appropriate alternatives. These areas, having already experienced the impact of human activity, would be better equipped to accommodate increased traffic and would be less likely to suffer the adverse consequences on the natural environment and local tranquility that our community holds dear.

Moreover, as the proprietor of a local caravan park, I am particularly apprehensive about the potential ramifications of the proposed travellers site on tourism in our area. Our caravan park, like numerous other local businesses, heavily relies on the allure of our surroundings' natural beauty and tranquility to attract visitors. The introduction of an unsightly travellers site may dissuade tourists from visiting, leading to a decline in visitor numbers and a substantial loss in revenue for local enterprises. Such repercussions could have a cascading effect on the local economy, impacting not only my caravan park but also other establishments such as local shops, restaurants, and attractions that depend on tourist expenditure. It is imperative that the council takes into consideration the potential economic impact of this proposal on local businesses and the wider community.

In conclusion, I kindly request that the council reevaluates the proposed site for the travellers site. I firmly believe that, through meticulous planning and exploration of alternative locations, we can identify a solution that accommodates the needs of the travellers community without adversely affecting residents and the environment.

Thank you for your attention to this pressing matter.

Yours sincerely,

Kind Regards

Adam Seales

Manager

Cobbleacre Park, Brick Kiln Road





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To see our email disclaimer click here <http://www.norfolk.gov.uk/emaildisclaimer>