

Planning (Regulatory) Committee

Date: **Friday 27 January 2023**

Time: **11am**

Venue: **Council Chamber, County Hall, Martineau Lane,
Norwich. NR1 2UA**

Advice for members of the public:

This meeting will be held in public and in person.

It will be live streamed on YouTube and members of the public may watch remotely by clicking on the following link: [Norfolk County Council YouTube](#)

We also welcome attendance in person, but public seating is limited, so if you wish to attend please indicate in advance by emailing committees@norfolk.gov.uk

We have amended the previous guidance relating to respiratory infections to reflect current practice but we still ask everyone attending to maintain good hand and respiratory hygiene and, at times of high prevalence and in busy areas, please consider wearing a face covering.

Please stay at home if you are unwell, have tested positive for COVID 19, have symptoms of a respiratory infection or if you are a close contact of a positive COVID 19 case. This will help make the event safe for attendees and limit the transmission of respiratory infections including COVID-19.

Members of the public wishing to speak about an application on the agenda, must register to do so at least 48 hours in advance of the meeting. Further information about how to do this is given [below](#). Anyone who has registered to speak on an application will be required to attend the meeting in person and will be allocated a seat for this purpose.

Persons attending the meeting are requested to turn off mobile phones

Membership

Cllr Brian Long (Chair)

Cllr Graham Carpenter (Vice-Chair)

Cllr Stephen Askew

Cllr Matt Reilly

Cllr Rob Colwell

Cllr William Richmond

Cllr Chris Dawson

Cllr Steve Riley

Cllr Barry Duffin

Cllr Mike Sands

Cllr Paul Neale

Cllr Martin Storey

Cllr Tony White

Registering to speak:

At meetings of this Committee, members of the public are entitled to speak before decisions are made on planning applications. There is a set order in which the public or local members can speak on items at this Committee, as follows:

- Those objecting to the application
- District/Parish/Town Council representatives
- Those supporting the application (the applicant or their agent.)
- The Local Member for the area.

Anyone wishing to speak regarding one of the items going to the Committee must give written notice to the Committee Officer (committees@norfolk.gov.uk) at least 48 hours before the start of the meeting. The Committee Officer will ask which item you would like to speak about and in what respect you will be speaking. Further information can be found in [Part 2A of the Constitution](#).

For further details and general enquiries about this Agenda please contact the Committee Officer:

Hollie Adams on 01603 223029 or email committees@norfolk.gov.uk

Under the Council's protocol on the use of media equipment at meetings held in public, this meeting may be filmed, recorded or photographed. Anyone who wishes to do so must inform the Chairman and ensure that it is done in a manner clearly visible to anyone present. The wishes of any individual not to be recorded or filmed must be appropriately respected

When the County Council have received letters of objection in respect of any application, these are summarised in the report. If you wish to read them in full, Members can request a copy from committees@norfolk.gov.uk

A g e n d a

1. **To receive apologies and details of any substitute members attending**

2. **Minutes**

To confirm the minutes from the Planning (Regulatory) Committee meetings held on 23 September 2022

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3. **Declarations of Interest**

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
 - Exercising functions of a public nature.
 - Directed to charitable purposes; or
 - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

4. **Any items of business the Chair decides should be considered as a matter of urgency**
5. **FUL/2021/0060 Existing crossroad junction of the B1146 Hempton Green Road/Dereham Road/C550 Hempton Green Road/Dereham Road (Hempton Crossroads).** Page 13
Report by the Executive Director of Community and Environmental Services

Tom McCabe
Head of Paid Service
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Date Agenda Published: 19 January 2023



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STANDING DUTIES

In assessing the merits of the proposals and reaching the recommendation made for each application, due regard has been given to the following duties and in determining the applications the members of the committee will also have due regard to these duties.

Equality Act 2010

It is unlawful to discriminate against, harass or victimise a person when providing a service or when exercising a public function. Prohibited conduct includes direct discrimination, indirect discrimination, harassment and victimisation and discrimination arising from a disability (treating a person unfavourably as a result of their disability, not because of the disability itself).

Direct discrimination occurs where the reason for a person being treated less favourably than another is because of a protected characteristic.

The act notes the protected characteristics of: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The introduction of the general equality duties under this Act in April 2011 requires that the Council must in the exercise of its functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by this Act.
- Advance equality of opportunity between people who share a relevant protected characteristic and those who do not.
- Foster good relations between people who share a relevant protected characteristic and those who do not.

The relevant protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

Crime and Disorder Act, 1998 (S17)

Without prejudice to any other obligation imposed on it, it shall be the duty of the County Council to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.

Human Rights Act 1998

The requirements of the Human Rights Act 1998 must be considered.

The human rights of the adjoining residents under Article 8, the right to respect for private and family life, and Article 1 of the First Protocol, the right of enjoyment of property are engaged. A grant of planning permission may infringe those rights but they are qualified rights, that is that they can be balanced against the economic interests of the community as a whole and the human rights of other individuals. In making that balance it may also be taken into account that the amenity of local residents could be adequately safeguarded by conditions albeit with the exception of visual amenity.

The human rights of the owners of the application site may be engaged under the First Protocol Article 1, that is the right to make use of their land. A refusal of planning permission may infringe that right but the right is a qualified right and may be balanced against the need to protect the environment and the amenity of adjoining residents.

**Planning (Regulatory) Committee
Minutes of the Meeting Held on Friday 23 September 2022
at 11am in the Council Chamber, County Hall**

Present:

Cllr Brian Long (Chair)
Cllr Graham Carpenter (Vice-Chair)

Cllr Stephen Askew	Cllr William Richmond
Cllr Rob Colwell	Cllr Steve Riley
Cllr Chris Dawson	Cllr Martin Storey
Cllr Paul Neale	Cllr Tony White

Also Present:

Hollie Adams	Committee Officer
Daniel Austin-Fainman	Registered Speaker
Ralph Cox	Principal Planner
Jodie Cunnington-Brock	Senior Lawyer, nplaw
Alan Everard	Registered Speaker
Jon Hanner	Principal Engineer (Developer Services)
Nick Johnson	Head of Planning
Kate Lawty	Senior Planner
Andrew Short	Registered Speaker
Peter Wilsdon	Registered Speaker

1a Introduction

1a.1 The Chair reminded Committee Members that there was a site visit planned on Monday 26 September 2022 to Ormiston Academy.

1b Apologies and Substitutions

1b.1 Apologies were received from Cllr Barry Duffin. Cllr Matt Reilly, Cllr Mike Sands.

2 Minutes

2.1 The minutes from the Planning (Regulatory) Committee meeting held on 20 May 2022 were agreed as an accurate record and signed by the Chair.

3 Declarations of Interest

3.1 None

4 Urgent Business

4.1 Cllr Neale noted that 6 months had passed since the planning application for Seething Lagoons was refused by the Committee. The Chair discussed that a regular method of reporting on progress of applications previously determined by the Committee was being looked into. The Head of Planning noted that applicants were able to appeal a refusal up to 6 months after the decision or resubmit an application addressing the grounds for refusal up to 12 months after the decision. The Planning Service Monitoring and Control Team were responsible for carrying out inspections and enforcement action in cases when there had been an alleged breach of planning control and the Council had considered that it was expedient to take such action. The Council considered an expediency position in line with our adopted enforcement policy, typically by looking at the grounds for refusal and harm associated with the proposal. The application for Seething Lagoons was a matter being dealt with by this team and it was currently envisaged that the grounds for the refusal could be addressed by the applicant.

4.2 Cllr Steve Riley arrived at 11:10

Applications referred to the Committee for determination.

5. Point of Order

5.1.1 The Committee agreed to change the order of the agenda, taking agenda item 5, "FUL/2020/0043: Anglian Business Centre, West Carr Road, Attleborough, NR17 1AN", first, followed by agenda item 7, "FUL/2020/0079 & FUL/2020/0080: Spixworth Quarry, Church Lane, Spixworth; FUL/2022/0018: Land at former Quaker Lane, Spixworth", and then agenda item 6, "FUL/2021/0072: Larkshall Mill, Thetford Road, East Wretham, Thetford, Norfolk, IP24 1QY".

6. **FUL/2020/0043: Anglian Business Centre, West Carr Road, Attleborough, NR17 1AN**

6.1.1 The Committee received the report setting out an application for continuation of existing commercial waste recycling facility for construction, demolition and excavation waste, and a change of use on the adjacent site from fuel storage depot to an additional extended working area for the recycling of metals, construction, demolition and excavation waste (Anglian Demolition & Asbestos Ltd).

6.1.2 The Senior Planner gave a presentation to the Committee:

- The proposed layout of the site was shown; buildings on the existing site would remain.
- A cable granulator and depollution plant were proposed to be installed on site to allow processing of end-of-life vehicles
- Acoustic fencing was proposed to be installed on the east and west boundaries of the site
- Inside the site it was proposed to build a concrete wall with a 3m acoustic

fence on the existing 4m bund to add a 7m acoustic treatment around the site. The bund would be replanted with a native hedge mix.

6.2 Committee Members asked questions about the presentation:

- The Senior Planner confirmed that there were trees on the boundary of the site, outside of the bund. There was a condition in place for any species of bush planted as part of the application and which died to be replanted within 5 years.
- Following a query, it was confirmed that West Carr, shown on the map in the presentation, was an intensive poultry farm.
- It was noted that Great Ellingham Parish Council objected to the application. This had been responded to in the report and no other statutory consultees had objected.

6.3 The Committee heard from registered speakers:

6.3.1 Daniel Austin-Fainmen spoke on behalf of the applicant:

- Mr Austin-Fainman was a planner at Lanpro, and the agent speaking on behalf of the applicant.
- Mr Austin-Fainman pointed out how few neighbour responses had been received to the application and that the scope of objections was limited.
- The application was for expansion of the existing business on a site with allocation and benefitting from extensive planning history.
- The application location had a planning history of a similar type of use and was located on a transport corridor.
- The benefits of the application, if granted, would be long term employment as this was a well-established business.
- Public comments had focussed on noise; the applicant had moved swiftly to put mitigation measures in place to address noise. These measures had not yet been implemented so issues raised would be reduced further once the application was in place.
- There were no material issues to overcome as the concerns raised had been addressed

6.4 The Committee **AGREED** that the Executive Director of Community and Environmental Services be authorised to:

1. Grant planning permission subject to the conditions outlined in section 11.
2. Discharge conditions where those detailed above require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted.
3. Delegate powers to officers to deal with any non-material amendments to the application that may be submitted.

7 FUL/2020/0079 & FUL/2020/0080: Spixworth Quarry, Church Lane, Spixworth; FUL/2022/0018: Land at former Quaker Lane, Spixworth

7.1.1 The Committee received the report setting out three linked applications for:
Continued sand & gravel extraction and restoration by infilling to agricultural use by

31 October 2024 without compliance with condition 1 of permission ref. C/5/2014/5008 (Tarmac Trading Ltd); Continued extraction of sand and gravel without compliance with condition 1 of permission ref. C/5/2014/5007 to enable mineral extraction to take place until 30 April 2023 and the site restored by 31 October 2024 (Tarmac Trading Ltd) and; Change of use to enable the establishment and operation of a new means of access into Spixworth Quarry using existing bellmouth onto the Broadland Northway (A1270) from the former Quaker Lane and the route of Bridleway Horsham St Faith and Newton St Faith BW7 for a temporary period until 31 October 2024 to enable the restoration of the quarry. Erection of site office, and 1.2m post and wire fence (to segregate HGV traffic from other users), installation of splitter island (on bellmouth) and passing place, and upgrade/renewal of existing surfaces (Tarmac Trading Ltd).

7.1.2 The Principal Planner gave a presentation to the Committee:

- The three linked planning applications proposed to prolong work at Spixworth Quarry until 2024 and provide access to the quarry from a roundabout on the Northern Distributor Road.
- There had been a high number of highway related objections, resulting in the third application to provide access to the Northern Distributor Road via a roundabout.
- One proposed condition as part of the applications was for no road widening to take place until the tree protection plan was in place.
- The public right of way, which would be shared as access to the quarry until 2024 until the sites had been restored, would be widened, with more surfacing and appropriate signage. The shared use of the road would be in use on Monday to Friday to reduce impact on other users of the route.
- The Highway Authority had requested conditions which were set out in the report.

7.2 Members asked questions about the presentation:

- It was confirmed that it could be possible for an applicant to put in a further application at a later date to extend work on the site beyond 2024. If this was the case the full application would be considered by consultees, including considering how effective shared use of the access road from the Northern Distributor Road had been.
- The Principal Engineer (Developer Services) confirmed that there would be 15 vehicles movements in and out each day associated with mineral export and 17 vehicle movements in and out each day associated with inert waste over each day, equating to roughly 3-4 lorry movements per hour.

7.3 The Committee heard from registered speakers:

7.3.1 Alan Everard spoke on behalf of the applicant:

- Operations on the site had been suspended in October 2021 to allow the business to look at alternative access to the site, resulting in the applications presented including creating new access onto the Northern Distributor Road.
- There was very little mineral to extract remaining on the site and most of the activity would therefore be transporting restoration materials and restoring the

area to agricultural use.

- The main issue recognised by the applicant was interactions on the short stretch of road shared by HGVs and members of the public; measures would be taken to control this where possible.

7.4 It was confirmed that it was common practice for topsoil extracted on quarry sites to be kept on site and put back during restoration and this practice was also likely to be followed on this site.

7.5 The Committee **AGREED** that the Executive Director of Community and Environmental Services be authorized to:

- I. Grant planning permission subject to the conditions outlined in section 12 and the signing of a Section 106 Agreement relating to the management of Spixworth Park.
- II. Discharge conditions where those detailed below require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted.
- III. Delegate powers to officers to deal with any non-material amendments to the application that may be submitted.

8. FUL/2021/0072: Larkshall Mill, Thetford Road, East Wretham, Thetford, Norfolk, IP24 1QY

8.1.1 The Committee received the report setting out an application for change of use from waste transfer station/materials recovery facility to a facility for the manufacturing of carbon-negative aggregates for use in the construction industry including demolition of existing storage shed, construction of feed hopper and conveyor, curing bay shed, covered aggregate conveyor system, 7 no. silos, CO2 tank and associated site works (OCO Technology Ltd).

8.1.2 The Senior Planner gave a presentation to the Committee:

- The application covered a change of use to a facility to manufacture carbon negative aggregates.
- The application proposed to retain most of the buildings on site for reuse or repurpose as well as to build additional buildings on site including a storage shed, feed hopper, and a curing bay.
- The proposal was for a site to use an accelerated carbonation process to treat air pollution control residue into carbonated pellets.

8.2 The Committee asked questions about the presentation:

- The Chair noted that it was positive that the process set out in the application would take carbon out of the atmosphere.
- A Committee Member raised concerns that this process involved processing ash from the incineration process and queried how this could be carbon negative. The Senior Planner confirmed that fly ash from incinerators would be processed; this was waste would normally be sent to landfill. The Chair pointed out that it was the Committee's role to consider the proposed land use and planning considerations as part of the application.

8.3 The Committee heard from registered speakers

8.3.1 Andrew short spoke on behalf of the applicant:

- Mr Short was the property and project Manager for OCA technology
- The company started when they moved from a university lab to Brandon with a pilot plant with an aim to treat waste with carbon dioxide to capture carbon in waste destined for landfill. In 2011, the company was the first in the UK to achieve end of waste from the Environment Agency, producing a product no longer classified as waste which could be sold into market
- The company was the world's first commercial manufacturer of carbon negative aggregate. Their carbon footprint was -37kg per tonne of aggregate produced and the carbon footprint would improve as investment on solar energy was made into each of their sites.
- In one year, the process saved 150,000 tonnes of waste from landfill and made enough aggregate for 97m construction blocks which saved 500 tonnes of natural stone and captured 15,000 tonnes of carbon dioxide, the equivalent of 588,000 trees.
- The company was featured in cop26, the only carbon capture company featured.
- The company had received interest abroad including in Spain, Japan and Australia.
- The company was an example of circular economy and provided a permanent capture carbon dioxide helping the UK meet its net zero objective

8.3.2 Peter Wilsdon spoke on behalf of the applicant:

- The application was the result of an extensive site selection process to find a suitable replacement site with established waste use which fit with the company ethos. The site was suited for modern waste use such as proposed within the application. Buildings on the site lent to easy installation of the proposed technology and vehicle circulation around the site would reduce unnecessary movements.
- All but one of the buildings already on the site were proposed to be repurposed.
- The development was reflective of the rapidly changing waste sector where sustainability and reduction of carbon emissions were at the forefront, reflecting the demand for sustainable building products.
- The environmental impact assessment included ecological, noise, dust, transport, flood risk and landscape assessments and showed the site could be constructed and operate without significant impact on neighbouring uses and designated sites.
- If approved the site would be subject to an environmental permit and monitoring by the environment agency.
- The applicant was keen to engage with the local community during construction and operation and would set up a voluntary liaison group to deal with complaints;
- Since preapplication conversations the applicant had worked to ensure the

development could be delivered in a sustainable manner.

- 8.4 Councillors moved on to debate the application:
- A Member of the Committee raised their concerns about the use of incineration end products in the processes discussed in the application and whether this meant that the process could be considered carbon negative. which they stated would cause them to abstain from voting.
 - The Senior Planner confirmed that top ash from incinerators from surrounding counties was proposed to be transported to the site for processing.
 - The Chairman explained that the carbon negative reference was in relation to the proposal before them and that the land use implications of this proposal was the matter for consideration today
- 8.5 With 7 votes for and 3 abstentions from Cllrs Paul Neale, Steve Riley and Rob Colwell, the Committee **AGREED** that the Executive Director of Community and Environmental Services be authorized to:
1. Grant planning permission subject to the conditions outlined in section 11;
 2. Discharge conditions where those detailed above require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted;
 3. Delegate powers to officers to deal with any non-material amendments to the application that may be submitted.
- 8.6 The Committee discussed and **agreed** to trialling including site maps in the reports on the next agenda, instead of as appendices, following the Executive Summary and recommendations.

The meeting ended at 12:23

Chair



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Planning (Regulatory) Committee

Item No: 5

Report Title: FUL/2021/0060

Existing crossroad junction of the B1146 Hempton Green Road/Dereham Road/C550 Hempton Green Road/Dereham Road (Hempton Crossroads).

Date of Meeting: 27 January 2023

Responsible Cabinet Member: N/A

Responsible Director: Tom McCabe, Executive Director of Community and Environmental Services

Is this a Key Decision? No

Proposal & Applicant: Construction of a four-armed roundabout with associated landscaping
Director of Highways and Waste

Executive Summary

Planning permission is sought to construct a four arm roundabout on land adjoining, and to the north of, the existing crossroad junction of the B1146 Hempton Green Road/Dereham Road/C550 Hempton Green Road/Dereham Road (Hempton Crossroads).

The proposed development comprises the construction of the roundabout, the realignment of the existing roads, bus stop improvements, new footways and crossings, new traffic signs and landscaping.

In accordance with the Council's Constitution, the application is being reported to the Planning (Regulatory) Committee because 35 non-statutory representations have been received either objecting to, making comments on, or supporting the development. Concerns raised principally relate to traffic impact, highway safety, amenity impacts, impacts on wildlife and heritage assets.

Whilst the application is balanced, given that the scheme would have an impact on local heritage assets and landscape character but would bring about highway safety improvements, it is considered that the proposal would be in accordance with the development plan and with the National Planning Policy Framework policies, and there are not considered to be material considerations to outweigh the plan.

Recommendations:

That the Executive Director of Community and Environmental Services be authorised to:

A)

- 1. Grant planning permission subject to the conditions outlined in section 11 and the satisfactory completion of the S106 Agreement relating to off site biodiversity net gain;**
- 2. Discharge conditions where those detailed above require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted;**
- 3. Delegate powers to officers to deal with any non-material amendments to the application that may be submitted.**

And B)

- 1. Refuse planning permission if the S106 is not completed within 6 months of the date of the resolution to approve the application due to a failure to secure off-site biodiversity net gain.**

Background

- 1.1** There have been no previous planning applications considered for this proposed development on this site, although the scheme has been the subject of pre application discussions. A formal Pre-Application Advice letter (Ref: ENQ/2020/0019 dated 20 September 2020) concluded that the proposed development would not likely raise any significant issues in terms of providing an improvement to the local road network.
- 1.2** The planning history held by the County Council also includes a request for an Environmental Impact Assessment (EIA) Screening Opinion for the construction of a four-armed roundabout to improve/replace the existing crossroad junction at Dereham Road, Hempton, (Ref SCR/2021/0004). The decision, on 2 September 2021, found that the proposal was not considered to be EIA development that required environmental screening and no further information was required to be submitted in this regard.
- 1.3** The application site falls within the parish of Hempton.

Proposal

2.1 SITE

- 2.2 The application site is situated in North Norfolk District and falls within the parish of Hempton. It is located on the southern side of Hempton village, which is approximately 1km to the southwest of Fakenham.
- 2.3 The application site comprises the Hempton crossroads junction as well sections of the adjoining highway and common land and is approximately 2.07 hectares (ha) in size.
- 2.4 The existing junction is a 4-arm priority junction of the B1146 Dereham Road, B1146 Hempton Green Road, C550 Dereham Road and C550 Hempton Green Road.
- 2.5 The existing crossroads are located within an area of common land. The land to the north of the B1146, known as The Green, and to the south west of the B1146 is visually open and comprises mainly of grassland with few trees. An area known as Hempton Green is to the south east of the site and consists of areas of bracken, trees and woodland.
- 2.6 The nearest residential properties to the application site are to the north west, north and north east. The Vicarage (Grade II listed building) is located approximately 150m north west from the existing highway junction, residential properties on Bakery Court to the north are between 145 – 160m from the junction and residential properties on Dereham Road are between 110 – 170m from the existing junction.
- 2.7 Hempton Memorial Hall and the Holy Trinity Church on The Green are approximately 105m and 155m away from the existing junction, respectively.
- 2.8 In terms of heritage assets, St Stephen's Priory Scheduled Monument and Grade II listed structure is located on the eastern side of Dereham Road adjacent to the site boundary.
- 2.9 'The Green' is a Grade II listed former public house/inn, now a dwelling, located on the corner of Dereham Road and The Green, adjacent to the northern edge of the site boundary.
- 2.10 The Bell Inn is a Grade II listed building located approximately 45m to the north of the nearest part of the site boundary.
- 2.11 The Church of the Holy Trinity (Grade II) is approximately 45m to the north west of the nearest part of the site boundary.
- 2.12 Wensum House is a Grade II listed building located approximately 70m to the north of the nearest part of the site boundary.
- 2.13 The site is wholly within the Hempton Conservation Area.
- 2.14 In terms of statutory designated nature conservation sites, the River Wensum Special Area of Conservation (SAC) and River Wensum Site of Special

Scientific Interest (SSSI) is approximately 190m north west of the site at its closest point.

- 2.15 In terms of non-statutory designated nature conservation sites, the area to the south-east of the existing junction, falls within the Hempton Green County Wildlife Site (CWS), and comprises extensive areas of bracken, trees and woodland.
- 2.16 The Fakenham Sewage Works CWS lies adjacent to the south east of the site and the Hempton Pools CWS is 100m north of the site. The Land west of Oak Street, Fakenham CWS is 300m north north east of site, Sculthorpe Moor and Meadows CWS is 450m north west of the site and Hempton Moors CWS is 850m north west of the site.
- 2.17 Hempton Bridleway BR18 runs north south across part of the site and several public footpaths are within or close to the site boundary.
- 2.18 There are also Cadent gas pipes that run across Hempton Green common land.

2.19 **PROPOSAL**

- 2.20 The application seeks permission for the construction of a new roundabout immediately north east of the existing junction. It also proposes the realignment of the B1146 approaches to the roundabout and the realignment of the junction of Pond Road (U14044) with C550 Dereham Road. The existing bus stop layby on the C550 Dereham Road is shown to be realigned and a series of new footways and pedestrian crossings are proposed on the south west and south east arms of the roundabout.
- 2.21 The proposed scheme shows new traffic signs, including advance direction signs, on the approaches to the roundabout and includes an on-site planting scheme to include four new trees. Biodiversity net gain improvements are proposed on nearby land to the south west of the site, to be secured through a S106 legal agreement.
- 2.22 During the course of the application an amended plan has been received proposing additional new crossing points added to the south west arm, extended footways up to the parking area on Dereham Road, which is now being retained, and a new pedestrian crossing at the back of the existing parking area to access the footway on the opposite side of Dereham Road.
- 2.23 Additional and updated supporting information has also been submitted in response to consultee responses received during the public consultation exercises.

Impact of the Proposal

3.1 **DEVELOPMENT PLAN POLICIES**

The following policies of the Norfolk Minerals and Waste Development Framework (adopted 2011) (NMWDF) and the North Norfolk Core Strategy (adopted 2008) provide the development plan framework for this planning application. The following policies are of relevance to this application:

Norfolk Minerals and Waste Core Strategy and Development Management Policies DPD

CS16: Safeguarding mineral and waste sites and mineral resources

North Norfolk Core Strategy

Policy SS 1 - Spatial Strategy for North Norfolk

Policy SS 2 - Development in the Countryside

Policy SS 4 - Environment

Policy SS 5 – Economy

Policy SS 6 - Access and Infrastructure

Policy SS 8 - Fakenham

Policy EN 2 - Protection and Enhancement of Landscape and Settlement Character

Policy EN 4 - Design

Policy EN 6 – Sustainable Construction and Energy Efficiency

Policy EN 8 - Protecting and Enhancing the historic environment

Policy EN 9 - Biodiversity & Geology

Policy EN 10 - Development and Flood Risk

Policy EN 13 - Pollution and Hazard Prevention and Minimisation

Policy CT 5 - The Transport Impact of New Development

3.2 **OTHER MATERIAL CONSIDERATIONS**

The Revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these should be applied. Whilst not part of the development plan, policies within the NPPF are also a further material consideration capable of carrying significant weight. The NPPF places a presumption in favour of sustainable development. Paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The following sections are of relevance to this application:

Chapter 2 Achieving sustainable development

Chapter 9 Promoting sustainable transport

Chapter 12 Achieving well-designed places

Chapter 14 Meeting the challenge of climate change, flooding and coastal change

Chapter 15 Conserving and enhancing the natural environment

Chapter 16 Conserving and enhancing the historic environment

3.3 Paragraph 48 of the NPPF states, in summary, that local planning authorities may give weight to relevant policies in emerging plans according to the stage of

preparation of the emerging plan; the extent to which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The Department for Levelling Up, Housing, and Communities is currently seeking views on how they might develop new, and revise current, national planning policy to support their wider objectives. A consultation is currently underway seeking views on their proposed approach to updating to the National Planning Policy Framework. However, this is at early stages with the consultation period ending on 2 March 2023. Accordingly, this is not a material consideration at this stage.

NCC Local Transport Plan 4 Strategy 2021-2036 (Adopted July 2022)

Policy 1- plan and prepare for change

Policy 2 - priority for reducing emissions

Policy 5 - work with partners to inform decisions about new development

Policy 10 - seek to improve connectivity between rural areas and services in urban centres

Policy 13 - seek to improve quality of place, conserving and enhancing our built and historic environments, when we take action to improve the transport network

Policy 17 - work together to contribute to a reduction in the number of people killed and seriously injured on the road network

3.4 Furthermore, because this is a planning application for the County Council's own development, whilst not itself a planning policy, Norfolk County Council's Environmental Policy adopted in November 2019 is also material to the decision.

3.5 Emerging Policies

A new Norfolk Minerals and Waste Local Plan (NM&WLP) is being produced to consolidate the three existing Development Plan Documents (DPD's) into one Local Plan, to ensure that the policies within the plan remain up-to-date and to extend the plan period from 2026 to 2038. The draft Publication document was approved by Norfolk County Council's Cabinet meeting on 4 July 2022. It has several stages to go through before adoption, but the following policies are relevant:

Norfolk Minerals and Waste Local Plan Draft Document May 2022

Policy MP11 - Mineral Safeguarding Areas and Mineral Consultation Areas

The Proposed Submission Version of the North Norfolk Local Plan (Publication Stage) has been published for comment in relation to its soundness and compliance with a number of legal tests. This document is the consultation version of the Plan proposed to be submitted for independent examination (Stage 8). The consultation period closed on Monday 28 February 2022. However, the Local Plan preparation timeline is currently under review and the expected submission date of the Plan for examination is currently uncertain

whilst the impact of the Nutrient Neutrality guidance is considered. The following policies of the Proposed Submission version are of relevance to this application:

Policy CC 1 - Delivering Climate Resilient Sustainable Growth
Policy CC 3 - Sustainable Construction, Energy Efficiency & Carbon Reduction
Policy CC 4 - Water Efficiency
Policy CC 7 - Flood Risk & Surface Water Drainage
Policy CC 9 - Sustainable Transport
Policy CC 10 - Biodiversity Net Gain
Policy CC 11 - Green Infrastructure
Policy CC 12 - Trees, Hedgerows & Woodland
Policy CC 13 - Protecting Environmental Quality
Policy SS 1 - Spatial Strategy
Policy SS 2 - Development in the Countryside
Policy HC 1 - Health & Wellbeing
Policy HC 2 - Provision & Retention of Open Spaces
Policy ENV 2 - Protection & Enhancement of Landscape & Settlement Character
Policy ENV 4 - Biodiversity & Geodiversity
Policy ENV 5 - Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy
Policy ENV 6 - Protection of Amenity
Policy ENV 7 - Protecting & Enhancing the Historic Environment
Policy ENV 8 - High Quality Design

3.6 CONSULTATIONS

Two rounds of consultation were conducted during the course of the application and the responses are as follows: -

North Norfolk District Council (NNDC) (First consultation) – Objection -

The introduction of an engineered urban feature such as a new roundabout will significantly alter the character and appearance of this part of the Conservation Area and would adversely impact the important ecology of this complex area. The roundabout as proposed would incur significant land take, encroaching onto this significant habitat. The inevitable amount of accompanying highway signage/lighting would contribute to the urbanisation of an important area of open space. The benefits to be gained from this scheme would have to be considerable to outweigh the high proportion of landscape and ecological harm. If the project is to be proceed, it is considered that a clear and overriding need should be identified to outweigh the landscape and heritage harm.

In relation to the potential need for this development, the application details relating to road safety are noted, however, there appears to be little comparative evidence to consider the necessity for this scheme in this location, relative to the junction of the A1065 / B1146 and Shereford Road, to the west,

particularly given that the A1065 Swaffham Road is a corridor of movement and of a higher status in road hierarchy terms, will need to be convincing.

Officers also question whether by moving the proposed Hempton roundabout junction northwards from its current position, the junction of Hempton Road and Pond Road would then be too close to the roundabout and therefore a safe junction itself, as it would appear to be within 100 metres of the proposed roundabout? Secondly, it is not clear as to why there appears to be provision for a pedestrian crossing (dropped kerbs and refuge) on only one exit / entrance on the roundabout – i.e. the eastern route of the B1146 road, as there is no obvious route across that spur of the roundabout compared to the other three spurs? Finally, Crisp Malt, the Fakenham Racecourse and the campsite are in close proximity to this proposal site, and these individually and collectively contribute significantly to the local economy. It is therefore important that these businesses are fully engaged in this process and able to contribute usefully.

(Second consultation) – No response received.

NNDC Environmental Health (contaminated land) (First consultation) – No objection – conditionally. The proposed development is not currently situated on land identified as potentially contaminated. The risks of unforeseen contamination being found during works has been addressed in the relevant section of the construction management plan.

(Second consultation) – No response received.

NNDC Environmental Health Officer (noise) (First consultation) – Objection. I would support any future consideration of alternative location in terms of noise. Alternative location of the roundabout is an area of mitigation which has not been considered as part of the application. Given the North Norfolk Local and National policies on minimising and reducing pollution, outlined in sections 3.1.3 to 3.1.15, I would recommend further consideration of the option of the location the roundabout further from residential receptors. The North Norfolk local plan policies aim to “All development proposals should minimise, and where possible, reduce, all emissions and other forms of pollution, including light and noise pollution”. The National Planning Policy Framework and National Planning Policy Statement also seek to avoid significant adverse impacts and mitigate and minimise adverse impacts.

The noise concerns relate to exceedances of the Lowest Observable Adverse Effect Level (LOAEL) - the level above which adverse effects on health and quality of life occur and Significant Observed Adverse Effect Level (SOAEL)- the level above which significant adverse effects on health and quality of life occur.

A standard condition will be required for a Construction Environmental Method Statement, such as detailed in the conditions section. Construction condition

requirements to include working hours and restrictions, complaints investigation and public engagement and use of reversing alarms. The construction compound location is generally favourable.

(Second consultation) – No objection conditionally. Following the submission of additional information on other constraints which have influenced the location options for the proposed roundabout and feasibility of alternative siting further from dwellings I no longer wish to object.

The Section 5 of the October 2021 Noise Assessment ref 70074200 reports that residential receptors have predicted small noise level changes which range from both minor beneficial to minor adverse. Given the additional information provided regarding constraints restricting additional mitigation and the small magnitude of increase in noise at some but not all receptors, I no longer wish to object.

Recommend planning conditions relating to a Construction Environmental Method Statement (CEMP), Working hours and restrictions and Complaints investigation and public engagement.

Environment Agency (First and second consultation) – no response received.

Natural England (First and second consultation) - No objection - subject to appropriate mitigation being secured.

We consider that without appropriate mitigation the application would have an adverse effect on the integrity of the following designated sites:

River Wensum Special Site of Scientific Interest (SSSI)

River Wensum Special Area of Conservation (SAC)

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required / or the following mitigation options should be secured:

- Appropriate management of dust and pollution during construction
- Sustainable drainage systems to manage and process surface water drainage.

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

We recommend the applicant submits this information in writing to the Local Authority, as the competent Authority, so they have all the information required to determine if a significant effect is likely.

Historic England (First consultation) - significant concerns about the application on heritage grounds.

Historic England consider that the proposed development would cause a high level of permanent harm to the significance of the Hempton Conservation Area and the 'Remains of St Stephen's Priory' scheduled monument. It is our view that the level of harm to the significance both the conservation area and the scheduled monument would be at the upper end of the range of 'less than

substantial harm' in terms of the National Planning Policy Framework.

Historic England fully acknowledge the potential public benefits of the road safety improvements that the proposed development seeks to deliver. We also recognise that these public benefits could potentially be weighed against the harm to the designated heritage assets affected, as required by NPPF (2021) paragraphs 200 and 202.

The high level of harm to the significance of both the conservation area and scheduled monument ultimately derives from the position of the proposed roundabout wholly within the conservation area at a location which dislocates the priory site from Hempton Green.

We request that the applicant provide a clear explanation for why the roundabout has been sited at the submitted location when an alternative location, which would result in a lower level of harm to the conservation area and scheduled monument, may have been possible. Without such an explanation, the high level of harm to the significance of the Hempton Conservation Area and 'Remains of St Stephen's Priory' scheduled monument is not supported by a 'clear and convincing justification' in accordance with NPPF (2021) paragraph 200, even given the potential public benefits of the proposals.

The proposed scheme does not appear to include any major works within the boundary of the 'Remains of St Stephen's Priory' scheduled monument. However, we wish to reiterate that any works within, or on, the monument boundary, including the installation of marker posts, would require Scheduled Monument Consent in accordance with Section 2(1) of the Ancient Monuments and Archaeological Areas Act 1979 (as amended).

The issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 199,200 and 202 of the NPPF (2021).

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

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice.

(Second consultation) No objection – conditionally. The additional information relevant to our advice includes a Cultural Heritage and Archaeology Technical Note dated 25th April 2022, an Addendum to the Design and Access Statement and a Revised General Arrangement Plan.

As highlighted in our initial advice, the proposed roundabout development is located adjacent to the 'Remains of St Stephen's Priory' at Hempton scheduled monument (List Entry Number 1004017) and within the Hempton Conservation Area.

In our advice letter of 5th January 2022, we raised significant concerns about the high level of permanent harm that the proposed development would cause to the significance of the Hempton Conservation Area and the 'Remains of St Stephen's Priory' scheduled monument.

Specifically, we raised concerns that the information originally submitted with the application did not justify the final design and location of the proposed roundabout or clearly explain the process by which this had been reached. The Addendum to the Design and Access statement that has now been submitted addresses this point in detail and explains why a roundabout was selected for the junction improvement scheme and how the various design options were considered.

Historic England maintain that the construction of the proposed roundabout would, in National Planning Policy Framework terms, result in a very high level of 'less than substantial harm' to the significance of the Hempton Conservation Area and to the setting of the 'Remains of St Stephen's Priory' scheduled monument.

However, we are now satisfied that the additional submitted information adequately explains the need for the proposed roundabout and the rationale behind its design and location. We acknowledge that the highway safety improvements offered by the proposals do constitute a high level of public benefit.

With the additional information submitted taken into consideration, we are of the view that a 'clear and convincing justification' for the level of harm that would occur to the significance of the conservation area and scheduled monument can now be made in accordance with NPPF (2021) paragraph 200.

The proposed scheme includes some works on, or just within, the boundary of the 'Remains of St Stephen's Priory' scheduled monument. In view of this we wish to reiterate that any works within, or on, the monument boundary, including the installation of marker posts, would require Scheduled Monument Consent in accordance with Section 2(1) of the Ancient Monuments and Archaeological Areas Act 1979 (as amended). The requirement for scheduled monument consent is entirely separate from the granting of planning permission and needs to be obtained prior to the commencement of any works. As previously stated, we consider that the proposed scheme has potential to deliver additional public benefit through the provision of an information panel on the adjoining public open space providing details of the priory, Hempton Green

and the adjacent County Wildlife Site. We welcome the inclusion of this within the Cultural Heritage and Archaeology Technical Note. A requirement to provide an information panel could be secured through by condition, if planning permission is granted. We note the inclusion of provision for archaeological monitoring of groundworks in the Cultural Heritage and Archaeology Technical Note.

We also note and support the advice of Norfolk County Council Environment Service on this matter stating that any archaeological monitoring could be secure by appropriately worded conditions if planning permission is granted.

Historic England has no outstanding in-principle objection the application on heritage grounds.

We consider that a case can be made for the amended application meeting the requirements of paragraphs 200 of the NPPF (2021). However, we consider that it is for your authority to decide whether the public benefits of the proposals can be weighed favourably against the high level of 'less than substantial harm' to the significance of the designated heritage assets affected in accordance with NPPF (2021) paragraph 202. Your authority should take these representations into account in determining the application.

Recommend conditions re: archaeological monitoring of groundworks in accordance NPPF para. 205 and provision of public information panels to deliver additional public benefit.

County Council Historic Environmental Officer (Archaeology) (First consultation) No response received

(Second consultation) – No objection – conditionally. Recommend a condition re: archaeological monitoring of groundworks in accordance NPPF para. 205.

National Highways (First and second consultation) - No objection - Due to the location of the proposed development it is considered unlikely to have a material impact on the Strategic Road Network (SRN).

Highway Authority (First consultation) – No response received

(Second consultation) – No objection - conditionally - subject to provision of additional information re: retention of informal parking on Dereham Road, adjacent to the Public Right of Way (PRoW) (Hempton FP9), how PRoWs link across the site and provision of construction compound and its removal upon completion of the scheme.

Minerals and Waste Policy Team (First consultation) - Not consulted

(Second consultation) – No objection – conditionally. The Mineral Resource Assessment contains information regarding the underlying mineral resources and concludes that there may be opportunities for incidental extraction and reuse as part of the construction phases. However, detailed ground investigations of the application site have not yet been carried out, so there are currently no estimates of potentially suitable mineral resources which would be extracted and could be reused in the construction phases.

Therefore, a condition will be required for a Materials Management Plan- Minerals, within any grant of permission for this application. The purpose of the MMP-M will be to provide the estimate of mineral to be extracted and reused based on the results of the detailed ground investigation, and then set out the methodology for reuse and a process for recording the quantities reused.

Lead Local Flood Authority (First and second consultation) – No comments to make

NCC Green Infrastructure Officer (Public Rights of Way) (First consultation) – No objection – conditionally. Hempton FP4, Hempton FP5, Hempton FP6, Hempton FP9, Hempton BR18 - Subsequent to the completion of the works, all of these Public Rights of Way must legally connect with the newly created highway network, they must be created and/or stopped up as necessary. Any earthworks in the landscaping scheme must not obstruct the Public Rights of Way. We would recommend that a Highway Boundary plan is obtained to ensure that any gaps are the correct width to accommodate the legal extent of the PROW.

The Public Rights of Way must be signed from the metalled highway as part of the schemes signing provision.

The full legal extent of these PROW must remain open and accessible, unless an appropriate Traffic Regulation Order (TRO) is in place.

(Second consultation) – no response received.

County Council Ecologist (First consultation) - No objection – conditionally. Advise conditions re: As the Preliminary Ecological Appraisal was undertaken in 2020 in line with CIEEM guidelines for ecological survey lifespan. The site should undergo an Ecological Walkover to make sure that baseline conditions have not changed since the last survey (in line with BS42020:2013 D5);

Mitigation Measures as outlined in section 5.2 of the Preliminary Ecological Appraisal should be implemented and expressed in a Biodiversity Method Statement (BMS) (in line with BS42020:2013 D 2.1) to make sure that North Norfolk Policy SS 4 Environment is adhered to in particular care is to be given to the Hempton Green CWS which is partially within the footprint of the scheme.

The Outline Construction Management Plan mentions that verges of Hempton Green CWS will be re-established and an additional 400m² will be gained, this

is not elaborated on and will need to be considered as part of the BMS (mentioned above).

The opportunity for Net Biodiversity Enhancement with three distinctive CWS immediately surrounding the site is there, as suggested in the PEA opening up more pond basins in the Hempton Ponds CWS (as the existing ponds are pingos an uncommon pond type).

(Second consultation) No objection – conditionally.

Advise conditions re: The Outline Construction Management Plan will require amending to fully incorporate Natural England’s advice to ensure no adverse effect on the integrity of the River Wensum SSSI & SAC (to be secured via suitably worded condition);

The scheme should be implemented in strict accordance with the details set out in the Preliminary Ecological Appraisal and Landscape Proposals Plan.

To achieve a net gain in biodiversity (as required by the NPPF & NCC’s Environment Policy) the PEA advises that habitat management actions should be delivered off-site at the nearby Hempton Green County Wildlife Site.

Therefore, it may be necessary to enter into a S106 Agreement with Norfolk Wildlife Trust to secure appropriate funding to deliver such works

County Council Sustainability Manager (First consultation) – No objection

- the roundabout would seem to rectify the issues flagged with regard the current crossroads arrangement.

(Second consultation) – no response received.

The Ramblers Association (First consultation) – Concerns - not sure why traffic lights are not being proposed; if undertaken then safe pedestrian crossing should be on all arms of the roundabout; plans show layby to the southwest side of the Dereham Road is to be abolished; the redundant tarmac of Hempton Green Road is shown to be removed, can this be left?; concern over level of lighting that makes the roundabout safe for cyclists who are prone to being blinded by approaching car headlights.

(Second consultation) No response received.

County Council Arboriculturist (First consultation) – No objection –

subject to clarification re: drainage plan and construction exclusion zone (CEZ) for trees; soft landscaping works within root protection area (RPA) of Tree 6 and tree maintenance for 5 years rather than 3 years.

(Second consultation) - No objection – subject to clarification re: drainage plan and construction exclusion zone (CEZ) for trees; soft landscaping works within root protection area (RPA) of Tree 6 and tree maintenance for 5 years rather than 3 years.

Hempton Parish Council (First consultation) - Objection –

1. Smells & Fumes – The smells and fumes from traffic will affect the homes on Dereham Road and Front Green due to this plan proposing that the roads are relocated closer to properties than they currently are.
2. Capacity of Physical Infrastructure – Flooding is already an issue in the area, in particular around the existing drains which are insufficient on Dereham Road (close to Fisher Bullen's site), if the roads are moved closer to these houses, then more homes could be flooded. The area has a very high water table which does not appear to have been identified.
3. Deficiencies in Social Facilities - This plan would encroach on two main areas of green space currently utilised by local and visiting people and their children who play outside on these grassed areas.
4. Layout and Density of Roundabout Building Design - The visual appearance of this roundabout is far from suitable for its rural setting, with the only reasoning being given by Highways that it will be the optimum size because it can be...with no consideration given to the many homes that will have to look at this huge, oversized, out of scale roundabout.
5. Environmental Anomalies – There are no adequate provisions for surface water. The contaminated water could find its way into the river Wensum and SSSI site which may occur from a development of this scale and proposed proximity to the river.
6. Construction Traffic - The detrimental effect on residents of construction traffic on very small roads and landscape for a considerable time. Whilst you may argue this is temporary the legacy of the build and the roundabout itself will be permanent. An alternative option such as traffic lights or clearer road markings and additional signage or a more suitable smaller roundabout would incur far less disruption.
7. Landscape & Scenery– The application is for development of an oversized roundabout to the existing site which is in a Conservation Area and the view across the Common and County Wildlife Site will be adversely affected. Comments to this affect were also submitted to you from the NNDC Conservation Team Leader in November 2019, which remain valid today.
8. Adverse Impact on Nature Conservation Interests and Biodiversity - Endangered wildlife is located around the site, including Corncrakes, which have nested on the site for the second year in succession. These are an endangered species, together with owls, hawks and bats, amongst other wildlife, and the footprint of these plans would encroach upon the wildlife's natural habitat. We liaise with Pensthorpe Nature reserve on this, whose employee monitors the site.
9. Noise Pollution – Additional noise from the road, which is proposed to be moved closer to the homes on Dereham Road and Front Green will also greatly affect the local residents in a detrimental way. Comments received suggest that some householders will move away because of the nuisance this will cause them and their families. Highways personnel have suggested this is not their problem. Very disappointing. We have received insufficient detail on the impact of increased noise and other pollutants.

10. Lack of Consultation - Deeply concerned with the lack of consultation from Highways, all efforts to be included in the consultation process or discussion have been instigated by the Parish Council. Also, during the intervening period between 2003/4 dialogue about incidents at the crossroads and 2018, there was no discussion about this matter until the funding for a roundabout was applied for by our County Councillor, except for the Parish Council meeting which preceded the County Council meeting where the funding was applied for. During that Parish Council meeting the Chairman had suggested traffic lights as an alternative to a roundabout. It was advised by our County Councillor that the cost of a roundabout would be upward of £300,000, and the Chairman recommended that our County Councillor should brief the landowner on this matter.

11. History & Character - There is a lot of history associated with Hempton and the green spaces going back to the early 14th century. Whilst we accept life and times are continuously evolving, we should not ignore legacies from the past. This proposed roundabout will destroy the sense of place and space for the village and its people.

12. Misleading SAT NAV instructions for this junction have been reported to the Parish Council. When reported to Highways, their personnel suggest there is nothing that can be done on this issue...we find this response unacceptable and will be taken further.

13. Hempton Parish Council - There has been no meaningful concern shown for the parishioners of Hempton and the impact this will have on their homes and lives.

14. Public Consultation - A petition with 106 signatures was submitted by a member of the public during the 'consultation' period (this was the Chair of the Parish Council who lives in the vicinity who declares an interest at every public meeting) but when the Parish Council made a follow up enquiry were told retrospectively that the petition would only count as 1 objection because a petition was not an acceptable means for people to express their view and was therefore disallowed. At a subsequent 'public engagement' event held by the Parish Council on 21 September 2021, the majority of attendees submitted their objections and these, we were informed, were included in the response numbers taken in the round. Objections against the proposed roundabout exceeded those in favour of a roundabout. In spite of this Highways just carried on regardless leaving us to conclude that no one has been objectively hearing or listening to our concerns and requests for other less costly mitigations or interventions.

15. Funding Costs – The already very high and ever-increasing cost of this project does not represent good value for money and if safety is the priority, as we believe it is, then a return to basics is necessary.

The majority of the Parish Council remain opposed to this application. The Parish Council would, however, be accepting of improved signage to include modern ones that are positioned effectively or traffic lights on the existing junction or closing one arm of the existing crossroads to eliminate

driver confusion when approaching the crossroads or a smaller roundabout that is located on the existing junction and in keeping with the setting. No meaningful discussion has taken place between Highways the Parish Council and parishioners on such alternative interventions / mitigations. Google images provided of the existing signage at the junction, which in our opinion is very poor and if improved we believe would be a positive step towards reducing RTIs at this crossroads without the need for an urban / motorway sized roundabout.

(Second consultation) No response received

Pudding Norton Parish Council (Neighbouring) – No comments received

Local Member (County Electoral Division) Cllr Tom Fitzpatrick - No comments received.

3.7 REPRESENTATIONS

The application was advertised by means of neighbour notification letters, site notices, and an advertisement in the Eastern Daily Press newspaper. Two rounds of consultations have been conducted during the course of the application. 35 letters of correspondence have been received from the public objecting, making comment or in support of the planning application. These representations are summarised as follows:

- Traffic lights should be installed instead of roundabout
- Other traffic measures should be used e.g. rumble strips
- Drop speed limit to 30mph instead
- Traffic calming measures should feature on Raynham Road (A1065) as traffic regularly exceeds the speed limits
- Cost of roundabout; cheaper options should be considered
- Money better spent on other dangerous junctions
- The junction improvement should be based solely on a matter of safety, not a cost benefit on congestion when congestion is not an issue.
- A petition for a roundabout on the A148 3 years ago was told no funding but how has this scheme found funding?
- Not a dangerous junction
- Current signage, white lines and speed signs are in adequate and or inappropriately located
- Poor driving causes accidents
- Glare from sun causes accidents
- Lack of grass cutting causes accidents
- Roundabout will be in a dip and dangerous
- Will add time to local journeys
- Size and scale of roundabout
- Views of the local residents, businesses and several professional bodies, who have concerns about the size of the roundabout, have not been taken into consideration.
- Loss of common land
- Blight on the landscape

- Will adversely change the character of the Conservation Area and be completely out of keeping with the village
- If a proposed development will lead to substantial harm to a designated heritage asset, local planning authorities should refuse consent
- A large piece of the village green will be destroyed, and the traffic will be brought much closer to the houses in Dereham Road and Bakery Court.
- Lighting will be intrusive
- Large roundabout will increase traffic
- Will encourage housing development
- High pressure gas mains in area
- Petition?
- How will pedestrians cross the roundabout?
- Wildlife will be affected
- Loss of green space and habitats
- Loss of unofficial but well used parking area to access the Bullock hills
- Retain bus stop
- Bus stop moved closer to exit from Dereham Road; suggest a crosshatch so the households in the Dereham Road cul de sac can enter and exit more safely
- Pollution and increased noise levels
- Traffic disruption during construction
- Concern re: race day traffic
- Concerned about damage to property during construction from heavy machinery and ground vibration
- Can access to our property be retained during construction works
- Support proposal but concerned about development encroaching near to my house and temporary detours and disruption during construction
- Support but does it need to be so big?
- Support and pleased to see trees will be replaced; can one be located north west of the roundabout to reduce glare from headlights
- Support as my son was hit and injured by a driver not stopping at the junction and continuing straight across heading towards Dereham Road
- Support as the crossroads are dangerous and the proposed roundabout would be better than the current layout and fully avoid accidents
- Support as there is an urgent need to make improvements to this junction

3.8 APPRAISAL

The key issues for consideration are:

- A. Principle of Development (& Need)
- B. Design
- C. Transport
- D. Impact of Heritage Assets
- E. Landscape & Visual Impact
- F. Landscaping
- G. Ecology & Biodiversity
- H. Amenity
- I. Sustainability

- J. Flood Risk & Drainage
- K. Loss of Agricultural Land
- L. Public Rights of Way
- M. Pre- application public consultation

3.9 A – Principle of Development

- 3.10 A basic principle when assessing planning applications is outlined in Section 38(6) of the Town and Country Planning Compulsory Purchase Act 2004 which states:

“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

- 3.11 The site is located within the district of North Norfolk.
- 3.12 The North Norfolk Local Plan Proposals Map shows that the application site is within the countryside, where North Norfolk Core Strategy (NNCS) Countryside Policies SS1 and SS2 apply. In the countryside development is strictly controlled, but Policy SS2 lists transport development as appropriate in such an area.
- 3.13 The site is also within the Hempton Conservation Area where NNCS Policies EN2 and EN8 are relevant. Providing the proposal can demonstrate that the setting of, and views from, the Conservation Area have been adequately considered and preserve or enhance the character and appearance of designated assets then, in terms of these policies, the principle can be supported.
- 3.14 The application site adjoins County Wildlife sites where NNCS Policy EN9 refers. The effect to nationally or other designated nature conservation sites should be considered as part of any application.
- 3.15 In terms of landscape character, the site is open common land and development should consider, and be sympathetic to, the landscape and settlement character and surrounding features, as per NNCS Policy ENV2.
- 3.16 The applicant has stated that the primary objective of the proposed development is to facilitate the flow of motorised traffic on the highway network south of Fakenham. NNCS Policy SS 8 relating to the town of Fakenham refers that “provision will be made for a major urban expansion to the north of the town, including housing, employment land, community facilities and open space”. Additionally, between 2001-2021 a total of between 1,300 and 1,400 dwellings will be built.
- 3.17 The applicant states that Hempton crossroads has emerged as an accident cluster site several times over at least the last 20 years. Over this period 32 personal injury accidents (pia’s) (6 serious, 26 slight) have been recorded at

an average of 1.6 pia's per year. The long term accident record is a series of peaks and troughs whereby the site has emerged as a cluster site.

- 3.18 The junction has received low cost safety measures (e.g., traffic signing enhancements) which have been successful in the short term, but these have not treated the fundamental issues associated with a simple crossroads junction. The current simple crossroads junction form is not optimal at this rural site with a considerable level of traffic on all arms and consequently the long term accident record demonstrates a strong pattern of failure to give way collisions.
- 3.19 Given the increase in new homes / increase in population in North Norfolk, many of which will likely be car owners, the current highway safety issues at this junction is likely to continue to exacerbate if nothing is done.
- 3.20 The proposed development seeks to improve the current highway safety issues, improve non-motorised users (NMUs) facilities, provide improved footways on Hempton Green Road and on Dereham Road; and minimise traffic congestion that currently backs up on the Dereham Road (east and west) of Hempton Green Road whilst queuing for entry.
- 3.21 NPPF Section 2 'Achieving Sustainable Development' sets out the government's overarching Economic, Social and Environmental objectives to achieve Sustainable Development and this proposal will provide improved infrastructure to achieve these goals.
- 3.22 The proposal will also comply with the provisions of NNCS Policy SS 1 - Spatial Strategy for North Norfolk, Policy SS6 Access and Infrastructure, and Policy SS 8 Fakenham insofar as it will provide improved infrastructure, support the rural economy and the sustainable growth of the nearby town of Fakenham.
- 3.23 The principle of an upgrade to the existing Hempton crossroads junction has been established and is considered acceptable, subject to the following considerations.
- 3.24 B - Design
- 3.25 NNCS Policy EN4, emerging FDLP Policy ENV8 and Chapter 12 of the NPPF requires development to be of high quality standard.
- 3.26 Submitted plans show the construction of a four- arm roundabout located north east of the existing Hempton Green Road/Dereham Road Crossroads junction, along with plans to reinstate the former carriageway to common land.
- 3.27 During the first round of public consultation a significant number of third party objections related to the need for a roundabout in this location, the cost of the proposed works, the scale and dimension of the roundabout and its location closer to residential properties and on common land. Justification for the need for a roundabout and the proposed location was also sought by Historic England and North Norfolk District Council.

- 3.28 Third party objection commented on the preference for traffic calming measures, such as rumble strips, reducing the speed limits or erecting traffic lights as an alternative approach, which would remove the need for a roundabout and be less intrusive in its setting.
- 3.29 In response to comments received, more details have been submitted regarding the background of the junction and alternative options considered. The submitted revised Planning Statement and Addendum to Design and Access Statement show how various designs of traffic measures alternative options have been considered over the last 20 years.
- 3.30 These measures have included pedestrian/speed management proposals, the use of staggered junctions, T – junctions and roundabouts of various designs, locations and sizes. Each of these options has been examined throughout the consideration of the scheme and discounted for reasons including the impact on the environment, less effective traffic management or creating increased traffic flows on nearby roads.
- 3.31 The information provided shows the proposed roundabout has been designed to the smallest size that is possible in terms of its geometry in line with current Design Manual for Roads and Bridges (DMRB) guidance and to be able to track an HGV in all movements around the roundabout. The Addendum to Design and Access Statement shows there is no suitable alternative size to consider in this location other than the proposed 40.5m Inscribed Circle Diameter (ICD) roundabout.
- 3.32 These documents state that the location of the roundabout has resulted from a balance of minimising the impact upon the constraints around the site, including heritage assets and county wildlife sites against the highway improvements.
- 3.33 The proposed scheme, as amended, now also includes improvements to footways and crossings, realignment of the bus layby, landscaping details, drainage details as well as details of the construction compound and traffic signage. An amended plan now includes additional new crossing points added to the south west arm, extended footways up to the parking area on Dereham Road, which is now being retained, and a new pedestrian crossing at the back of the existing parking area to access the footway on the opposite side of Dereham Road.
- 3.34 The proposed roundabout scheme has also been selected because it rated highest on safety and it was more cost effective than the other options with regard to the amount of land required and the duration of the works.
- 3.35 The design of the proposed roundabout is utilitarian as it is based on the need to achieve functional highway safety standards. However, consideration has been given to the impact on localised and longer views and the proposal has been designed for efficient operation whilst being sympathetic to prevailing site and surrounding characteristics, in accordance with NNCS Policy EN 4 and emerging FDLP Policies ENV 2 and ENV 9. The reinstatement of the

landscaped areas (discussed further below) will help the proposed works to assimilate into the area.

- 3.36 In summary, the information now provided shows the design process follows lengthy assessment of highway safety and traffic measures needed to ensure efficient operation, balanced against the need to minimise adverse effects on views and be sympathetic to prevailing site and surrounding characteristics, in accordance with NNCS Policy EN 4 and emerging FDLP Policies ENV 2 and ENV 9.
- 3.37 The proposed resulting roundabout is of a standard highway design and fit for purpose which is considered acceptable in design terms and in accordance with the relevant design related planning policies.
- 3.38 C – Transport
- 3.39 Policy SS6 of the local plan and Chapter 9 of the NPPF, relating to transport, are relevant.
- 3.40 The application has been supported by a Transport Statement (TS) which has assessed the traffic and transport impacts of a new roundabout scheme at the B1146/C550 priority junction, also known as Dereham Road Crossroads. The scheme is intended to improve junction safety, as there are safety issues with the existing junction arrangement. Additionally, the scheme is expected to solve the congestion issues associated with the existing layout.
- 3.41 It is worth noting that from a highways service perspective, Section 39 of the Road Traffic Act 1988, puts a ‘statutory duty’ on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
- 3.42 The supporting information shows that Hempton crossroads has emerged as an accident cluster site several times over at least the last 20 years. Over this period 32 personal injury accidents (pia’s) (6 serious, 26 slight) have been recorded at an average of 1.6 pia’s per year. The long term accident record is a series of peaks and troughs whereby the site has emerged as a cluster site and received low cost safety measures (e.g., traffic signing enhancements) which have been successful in the short term but not treated the fundamental issue of a simple crossroads junction. Hence, the low cost measures lose effectiveness after a time as drivers become habituated to them and accidents return.
- 3.43 The simple crossroads junction form is not optimal at this rural site with a considerable level of traffic on all arms and consequently the long term accident record demonstrates a strong pattern of failure to give way collisions.
- 3.44 In terms of the recent accident trend, after a period of no accidents between 2014 and 2017 another peak has occurred with 8 pia's recorded in the last 4 years.

- 3.45 Given the increase in new homes / increase in population in North Norfolk, many of which will likely be car owners, the current highway safety issues at this junction is likely to continue to exacerbate if nothing is done.
- 3.46 The junction capacity assessments undertaken as a part of the TS in August 2021 demonstrate that the existing layout would operate close to capacity in 2021 and over capacity in 2026 in the PM Peak. Without intervention this would result in significant delays and queueing on the B1146 Dereham Road approach to the junction and may encourage drivers to take increased risks.
- 3.47 The proposed roundabout scheme would operate well within capacity in 2021 and 2026. The forecast figures show the proposed roundabout will clearly improve the operation of the junction and improve the safety of motorists by reducing delays and providing sufficient time for them to emerge from each arm of the junction onto the roundabout. The improved operation of the junction will also ensure this junction can facilitate any future development in Fakenham, including that referred to in the draft Local Plan.
- 3.48 During the initial public consultation exercise following submission of the planning application, concern was raised by several statutory consultees and members of the public regarding the need for a new roundabout in this location and that it would increase traffic.
- 3.49 Third party objection commented on the preference for traffic calming measures or traffic lights as an alternative approach. Whilst some objectors did not consider the existing road layout to be dangerous, others considered the cause of accidents as the result of poor driving ability, the glare from the sun and length of grass around the junction at certain times of the year.
- 3.50 Conversely, comments received in support of the proposed development stated that this is a dangerous junction, with personal experience of road traffic accidents, and there is an urgent need to make improvements to this junction.
- 3.51 Other comments stated that the design should be based solely on a matter of safety, not a cost benefit on congestion when congestion is not considered to be an issue, whilst others commented on the length of time it took to go through the junction. Concern was also raised regarding increased waiting times at the proposed roundabout, but the design is intended to improve the flow.
- 3.52 In response, the applicant has submitted more background information set out in the Addendum to Design and Access Statement. This document sets out the various traffic management options and alternatives considered before finalising the optimum roundabout design. This design has been further revised during the planning process to provide improved facilities for local users through additional crossing points and the retention of parking facilities for visitors to the county wildlife sites.

- 3.53 Third party concern about losing the bus stop are noted, but the plans show the realignment of the bus layby and no loss of facility. A third party request for a cross hatch feature on Dereham Road to prevent blocking of access to local residents is noted but is not part of the proposed development.
- 3.54 The Parish Council and third parties have raised concern regarding misleading satellite navigation instructions for this road junction. However, this matter is not within the control of the highway or county planning authority.
- 3.55 NCC Highway Authority has been consulted on the proposed development and they raise no objection to the proposal overall. Their comments relating to the retention of the informal parking area on Dereham Road, adjacent to the Public Right of Way – Hempton FP9 and links to public footpaths have been included within the amended plans.
- 3.56 Third party concern has been raised regarding lack of access to nearby properties during the construction phase. Any road or footpath closures are referred to within the OCEMP. Actual closure notification will require the necessary statutory instrument and need processing via the NCC Highways team. It is anticipated that the closure of the B1164 Dereham Road and C550 Hempton Road to both traffic and pedestrians may be required during the removal of the existing road infrastructure and construction phase and more details will be included at the detailed design stage.
- 3.57 It is recommended that planning conditions are imposed regarding details of the use of the construction compound, parking for construction workers and the permanent removal of the compound and reinstatement of the highway verge on completion of the works.
- 3.58 In summary, the proposed development, as amended, is considered to provide a significant improvement to the existing junction operation and as a result improve highway safety, as well as delivering safety improvements for pedestrians and non-motorised users (NMUs). For these reasons, it is considered that the proposal accords with Policies CT5 and SS6 of the NNDC Local Plan, SD14 (of the emerging FDLP and Chapter 9 of the NPPF).
- 3.59 D – Impact on Heritage Assets
- 3.60 There are heritage assets at all levels affected by the proposed development. The application site is within Hempton Conservation Area, with listed buildings in proximity and a scheduled monument adjoining the site.
- 3.61 The scheduled monument of the ‘Remains of St Stephen’s is located immediately adjacent to, and partly within, the application site. These above ground remains, comprising low masonry walls, are also Grade II listed. The significance of the ‘Remains of St Stephen’s Priory’ scheduled monument lies in a combination of its surviving earthworks, the undeveloped nature of its precinct, the buried archaeological evidence which it contains and the site’s detailed historical record. The setting of the priory site, in particular its

surviving relationship to Hempton Green, also makes a very important contribution to the scheduled monument's significance.

- 3.62 There are also four Listed Buildings to the north of existing crossroads that are located within 250m of the application site. The Church of the Holy Trinity, which is Grade II Listed, is located within 50m of the western end of the proposed roundabout. The Bell Inn, which is Grade II Listed, is located approximately 50m to the north of the proposed application boundary on Pond Road. The Green, which is Grade II Listed, is located immediately adjacent to the proposed application boundary at the junction of the Green and the Dereham Road. Wensum House, which is Grade II Listed, is located on Back Street approximately 60m north of the proposed application boundary at the junction of the Green and the Dereham Road.
- 3.63 Additionally, there are a number of buildings in the wider surrounding area that have been locally listed by North Norfolk District Council.
- 3.64 The Hempton Conservation Area includes parts of Hempton Green to the north of the B1146 road, the scheduled monument to the east and areas of housing around the northern edge of the Green. The open space of Hempton Green is a key element of the conservation area and makes a key contribution to its significance.
- 3.65 The starting point for assessing the impact on heritage assets is the Planning (Listed Buildings and Conservation Areas) Act 1990 and the need to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 3.66 The National Planning Policy Framework (NPPF 2021) establishes in paragraph 189 that heritage assets, including scheduled monuments, are 'an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations'.
- 3.67 Paragraph 194 of the NPPF states that, 'in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting'.
- 3.68 Paragraph 195 of the NPPF indicates that 'local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) ...[and] should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal'.
- 3.69 NPPF paragraph 199 requires that, 'When considering the impact of a proposed development upon the significance of a designated heritage asset, great weight to be given to the monument's conservation' irrespective of the level of any potential harm. Paragraph 200 goes on to set out that, 'any harm to, or loss of, the significance of a designated heritage asset (from its

alteration or destruction, or from development within its setting), should require clear and convincing justification’.

- 3.70 Where a development proposal would lead to less than substantial harm to the significance of a scheduled monument, NPPF paragraph 202 requires that the harm is weighed against the public benefits of the proposal. Paragraph 203 also requires that the effect of an application on the significance of non-designated heritage assets should also be taken into account in determining the application.
- 3.71 Paragraph 205 of the NPPF instructs local planning authorities to ‘require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact’. Also, in accordance with paragraph 205, local planning authorities should look for opportunities for new development within conservation areas, and within the setting of heritage assets to enhance or better reveal their significance.
- 3.72 At a local level North Norfolk Core Strategy Policies EN4 and EN8 along with the Proposed Submission Version of the North Norfolk Local Plan Policies ENV 7 - ENV 8 are relevant. These seek high levels of design and require development to have regard to the character and quality of the area.
- 3.73 Historic England (HE) has been consulted on the proposal.
- 3.74 During the initial public consultation exercise Historic England (HE) raised significant concerns regarding the application on heritage grounds, with particular emphasis on the need to meet the requirements of paragraphs 199, 200 and 202 of the NPPF to provide clear and convincing justification of the harm caused.
- 3.75 HE considers that the proposed development would cause a high level of permanent harm to the significance of the Hempton Conservation Area and the ‘Remains of St Stephen’s Priory’ scheduled monument. However, HE considers that the level of harm to the significance of both the conservation area and the scheduled monument would be at the upper end of the range of ‘less than substantial harm’ in terms of the NPPF.
- 3.76 Their initial concerns stated there was little explanation regarding the positioning and scale of the proposed roundabout and questioned why a potential alternative location, less harmful to the historic environment, was not selected.
- 3.77 Following a meeting and further discussion with HE, the applicant has submitted additional information in the form of a Cultural Heritage and Archaeology Technical Note and an Addendum to the Design and Access statement providing a more detailed explanation of why the roundabout is in the chosen location and why it is required to be of the proposed size. The Addendum to the Design and Access statement also explains why a roundabout was selected for the junction improvement scheme in preference

to other design solutions and how the various design options were considered.

- 3.78 HE are now satisfied that the additional submitted information adequately explains the need for the proposed roundabout and the rationale behind its design and location. They acknowledge that the highway safety improvements offered by the proposals do constitute a high level of public benefit.
- 3.79 Accordingly there is now no outstanding in-principle objection from HE to the application on heritage grounds.
- 3.80 HE also notes that the proposed scheme has potential to deliver additional public benefit through the provision of an information panel on the adjoining public open space providing details of the priory, Hempton Green and the adjacent County Wildlife Site. This is referred to within the Cultural Heritage and Archaeology Technical Note and could be secured by condition, if planning permission is granted.
- 3.81 The Council's Historic Environment Officer has reviewed the application submission and recommends a programme of archaeology work, which will include a scheme of archaeology investigation, post investigation and the recording/publicising of any items of historical or archaeological interest. This can also be secured by appropriately worded conditions should planning permission be forthcoming.
- 3.82 Third party objection was received stating the proposed roundabout will adversely change the character of the Conservation Area and be completely out of keeping with the village. Comment was also made that if a proposed development will lead to substantial harm to a designated heritage asset, local planning authorities should refuse consent. These issues have been covered in the preceding paragraphs.
- 3.83 It should be noted that the granting of planning permission does not constitute Scheduled Monument Consent, and this will need to be applied for, and granted, separately before any works within the scheduled monument could commence.
- 3.84 The proposed new roundabout would result in a high level of permanent harm to the significance of the Hempton Conservation Area, the setting of the nearby listed buildings and the 'Remains of St Stephen's Priory' scheduled monument, and your officers concur with the view of NE that this would be at the upper end of the range of 'less than substantial harm' in terms of the NPPF. That said, the proposal will bring about a high level of public benefit through the resulting highway safety improvements. Additionally, there are public benefits in terms of the information panel that can be provided on the adjoining public open space providing details of the priory, Hempton Green and the adjacent County Wildlife Site.
- 3.85 In summary, your officers consider that the additional information provided by the applicant contains sufficient justification to ensure that the

proposals can be weighed favourably against the high level of 'less than substantial harm' to the significance of the designated heritage assets affected in accordance with NPPF paragraph 202. The proposal accords with the general provisions of the relevant local plan policies including, Policies EN2 and EN8 of the NNCS and Chapter 16 of the NPPF relating to the historic environment and there is no conflict with Planning (Listed Buildings and Conservation Areas) Act 1990, as amended. For this reason, the proposal can be supported on heritage grounds.

3.86 E - Landscape & Visual Impact

3.87 In this respect NNCS Policies SS4, EN2, EN4 and EN8 and paras 20, 126, 130, 174 and 185 of the NPPF are particularly relevant.

3.88 The application has been supported by a Landscape and Visual Impact Assessment (LVIA).

3.89 The LVIA acknowledges that when considering the landscape and visual effects of development it is important to recognise that any change to an area of greenfield land will result in some degree of adverse landscape and visual change. In this case the site is brownfield (relating to the existing road junction) with greenfield surroundings (the existing verges and Common Land).

3.90 Visually the LVIA finds that the site is discreetly located despite the landscape being predominantly flat topographically. The existing road junction is not readily visible from anywhere beyond the 1km study area identified, and even within 1km of the site, views from beyond the site boundary are restricted to glimpses of road signage viewed against the backdrop of the vegetation within Hempton Common. Views from Hempton village are filtered by intervening trees and gentle undulations within the otherwise very flat landscape of the Common.

3.91 The North Norfolk Landscape Character Assessment (LCA), November 2018 identifies the application site falling within the River Valleys (RV) RV1 – River Wensum and tributaries. The River Wensum and Tributaries LCA is a river valley landscape, with a clear relationship between settlement, industry, river and ecology. The local landscape is transitional in character, forming a tract of open semi-wild land at the settlement edge within a wider open pastoral landscape between the urban settlement edge to the north and the broad, visually open rural agricultural landscape to the south.

3.92 The LVIA considers the proposed development in terms of likely impacts and effects on the landscape and on visual amenity arising from the proposed development. It considers the impacts and effects of the development during the construction phase (temporary period) and also once completed.

3.93 The LVIA finds that the character of the area means that this LCA could be of a medium susceptibility to a new roundabout junction to replace an existing road junction. However, the relatively small scale of the changes associated

with an existing road junction and set within a broader scale landscape, means the landscape should not be affected by a replacement roundabout on the site at this location.

- 3.94 In terms of quality, condition and features, this LCA can be considered of medium to high value as it contains locally designated and valued features. Overall, considering the value and susceptibility, and taking into account the scale of the landscape, this LCA is considered to be of a low to medium sensitivity to the type of development proposed.
- 3.95 The LVIA finds that, with regards to the site, the proposed development whilst creating direct change to the landscape, will be consistent with the current road junction usage of the site, and the existing scale, pattern and grain of the land use within the site and at the settlement edge of Hempton.
- 3.96 The application includes a Landscapes Proposal Plan (Drawing No. 70065269-WSP-GEN-ZZ-DR-CH-3001) which incorporates tree planting and areas of grass seeding.
- 3.97 The LVIA finds that appropriate mitigation, in the form of the design response for the site and the approach to landscaping design ensures that the roundabout as proposed would assimilate into the semi-natural, transitional and open landscape to ensure the roundabout does not appear overly urbanised. This is also helped by the proposal incorporating no new lighting and the use of conservation kerbs.
- 3.98 The approach to reinstate the site working area with grassed meadow seeding, and four new trees to replace the one tree being removed, is appropriate to the character of the site, the surrounding landscape, and the village edge to the north. The management of the reinstated grassland proposed will be such that it forms a semi-wild grassland meadow, akin to the adjoining common land, with the aim of assimilating the new roundabout into the landscape it sits within, and to avoid an overly manicured amenity grassland appearance which would not be appropriate for the area.
- 3.99 No additional mitigation has been identified as necessary in order to reduce landscape and/or visual impacts. Additional tree or shrub planting to screen visibility of the roundabout junction beyond that which has been proposed would be inappropriate given the open location of the site, as it would be discordant with the existing landscape character.
- 3.100 This LVIA finds that the roundabout junction proposed, has a small footprint, closely related to the existing road junction, which results in only very minor landscape change and has a minor visual impact on a limited number of users due to the design of the roundabout proposed. There would be no unduly adverse landscape or visual impacts as a result of the roundabout proposed.
- 3.101 A site compound will need to be established for the duration of the works to the south the site. On completion it is not anticipated that the completed

scheme would give rise to any significant impacts on the character and appearance of the area or the local landscape.

- 3.102 In this case it is considered that the applicant has adequately demonstrated that the proposed roundabout and associated works can be installed without harm to the wider landscape context. The low key design and landscaping scheme, which is appropriate to the open common land, combined with the use of appropriate materials and lack of lighting will ensure that the development assimilates successfully into this semi-rural landscape. There is no conflict with local plan or national policies in this regard.
- 3.103 F - Landscaping
- 3.104 Policies SS4, EN4, EN8 and Chapter 15 of the NPPF relating to trees and landscape, apply.
- 3.105 The application is accompanied with an Arboricultural Impact Assessment (AIA) prepared by A T Coombes. Although the scheme alignment has been designed to minimise the impact on trees on the site, 2 trees are to be removed to facilitate the development. Both of these (one oak and one sycamore) have been identified as Category C trees i.e. low category trees that are small or in poor condition and have been identified as not playing such a significant role in the local landscape.
- 3.106 The loss of vegetation and trees will be mitigated with replacement (trees, shrubs and grass mix) planting (shown on the submitted landscape plan) to provide both landscape benefits and wildlife habitats. The trees on/adjacent to the application site shown to be retained will be adequately protected during construction.
- 3.107 Due to the nature and scale of development it is considered that the proposed development will have some change to the local landscape setting. The LVIA concludes that the landscape effects of the proposed development are relatively contained to the immediate setting of the site and supports the proposed replacement planting scheme which are appropriate in context. Recommended measures are set out in section 6 of the submitted LVIA.
- 3.108 Given the landscape character of the site and the openness of The Green it would be quite out of character for the introduction of large areas of new landscaping within the site. The proposed on-site landscaping scheme is of appropriate design and amount for the site and to retain the specific features of this area to the south of the village.
- 3.109 Details of the proposed development have been reviewed by Natural Environment Team and, following comments received, amended plans have been submitted. These plans now show adequate details about the reinstatement of the former carriageway, the replacement planting, the methodology for planting and ongoing maintenance of the planting. These details can also be secured through appropriately worded planning conditions.

- 3.110 Whilst the proposal will result in a change to the landscape, it is considered that impacts will be localised. Where views are changed they will be of low sensitivity, which can be mitigated with adequate landscaping, to help screen/soften the proposal, in accordance with the relevant landscape and tree related planning policies. Accordingly, there is no policy conflict in terms of landscaping.
- 3.111 G – Ecology & Biodiversity
- 3.112 Policies SS4, EN2, EN4, EN9 of the local plan and Chapter 15 of the NPPF relating to ecology/biodiversity apply.
- 3.113 The application site consists of areas of grassland, trees, hedgerow and hard standing. The principal habitat to be impacted by the road junction works is classified as species-poor semi-improved grassland.
- 3.114 The River Wensum Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) are located approximately 190m north-east the site (at its closes point to the north-eastern limit of the proposed application site boundary adjacent the junction of the Dereham Road and The Green.
- 3.115 The Hempton Green County Wildlife Site (CWS) is adjacent to and partially present within the footprint of the development. It extends across the land to south of the B1146 and to the east of the C550 Hempton Road.
- 3.116 The site referred to as Adjacent Fakenham Sewage Works CWS is adjacent to the southeast end of the proposal. Other CWS sites include Hempton Pools, 100m north west; Land west of Oak Street, Fakenham, 300m north north east; Sculthorpe Moor and Meadows, 450m north west and Hempton Moor, 850m north west.
- 3.116 There are also 4 ponds within approximately 500m of the junction.
- 3.117 Appropriate Assessment
- 3.118 The site is situated 190m of the River Wensum Special Site of Scientific Interest (SSSI) and River Wensum Special Area of Conservation (SAC).
- 3.119 The NPPF (2021) sets out the planning policy approach to habitats and biodiversity in Paragraphs 179 – 182 (Habitats and Biodiversity). In particular, Paragraph 182 advises that a presumption in favour of sustainable development should not be given if the project is likely to have significant effects on a habitat site unless appropriate assessment has concluded that the project will not adversely affect the integrity of the habitat site.
- 3.120 The application has been assessed in accordance with Regulation 63 of The Conservation of Habitats and Species Regulations 2017. It is considered there

is a requirement for the County Planning Authority to undertake an Appropriate Assessment of the development and this has been undertaken by the County Ecologist (see below).

- 3.121 The submitted Planning Statement refers to the accompanying Preliminary Ecological Appraisal (PEA) to determine the likelihood of such effects. The PEA claims at para 5.1.1 that a neutral impact on statutory designated nature conservation sites is predicted. However, Natural England (NE), whilst raising no objection to the proposal, comment that, without appropriate mitigation the application would have an adverse effect on the integrity of the River Wensum Special Site of Scientific Interest (SSSI) and River Wensum Special Area of Conservation (SAC).
- 3.122 Due to the development footprint being in proximity to the River Wensum SSSI and SAC (<200M) and situated within a SSSI catchment risk zone, there are potential impacts during construction from pollution and dust, and also from surface water runoff during operation.
- 3.123 In order to mitigate these adverse effects and make the development acceptable, NE recommend that mitigation measures are required and should be secured by way of planning condition. These relate to the appropriate management of dust and pollution during construction and the use of sustainable drainage systems to manage and process surface water drainage.
- 3.124 Details of a full list of measures to control dust and pollution during construction are set out within the site specific Outline Construction Environment Management Plan (OCEMP). Reference is made specifically to the control of dust and atmospheric emissions affecting local air quality.
- 3.125 The application is supported by a drainage layout plan (Drawing No. 7006526970065269-WSP-HDG-ZZ-DR-CH-0501) and Drainage Strategy (Flood Risk Assessment & Drainage Strategy, Project No. 70082151 Date: November 2021) which considers surface water drainage.
- 3.126 The proposed drainage design comprises of several surface water carrier networks that discharge to onsite soakaways for the section south of the re-aligned Pond Road and kerb and gully to the northern section. Pollution control measures have been provided in the following forms of gullies, catchpits, oil-baffles and stop valves to mitigate groundwater pollution.
- 3.127 Additionally, para 5.7.3 of the OCEMP refers to the need for works to be assessed for environmental impact when developing method statements. This will include management of surface water run-off to avoid risk of polluting watercourses; earthworks will be trimmed and/or bunded to control and contain water, and when new drainage systems are in place clean run-off will be directed to these using suitable membranes to avoid siltation.

- 3.128 The application is accompanied by an Ecology Report prepared by Wild Frontier Ecology, which concludes that no further protected species surveys are necessary.
- 3.129 The report confirms there will be no impacts to designated nature conservation sites, other than a temporary minor impact to a short length of the verge vegetation of Hempton Green CWS. The verges of the CWS will be re-established after the works, and movement of the junction northward will add a new small area to Hempton Green.
- 3.130 The areas of grassland permanently lost (replaced by road) are expected to be ultimately compensated by new areas created after the lengths of decommissioned road are removed and the new road alignment is complete.
- 3.131 The report confirms there will be no impacts on roosting or foraging bats and a negligible impact on commuting bats with mitigation measures enacted. There is a risk that some protected and notable species could experience negative impacts as a result of the proposal, including local harvest mouse, hedgehog populations, local nesting birds and toads, possibly during the construction phase of the development.
- 3.132 Whilst no specific ecological enhancement measures are advised for this road improvement scheme, the report advises of the scope for mitigation measures and ecological enhancements in sections 8, 9 and 10 of the submitted Ecology Report. These mitigation measures seek to avoid works during nesting bird season and limiting on-site lighting to reduce impact on nocturnal species.
- 3.133 The Council's Ecologist has reviewed the application submission and has undertaken an appropriate assessment (AA) regarding the effect of the proposal upon the integrity of the habitat site. The AA finds that the plan or project alone, or in combination with other plans and projects, is unlikely to have a significant effect on the qualifying features of the River Wensum Special Area of Conservation (SAC) European Site. Taking account of NE's comments, however, it is recommended that mitigation measures relating to the appropriate management of dust and pollution during construction, and sustainable drainage systems to manage and process surface water drainage are secured as part of any planning decision via suitably worded planning conditions.
- 3.134 During the course of the application the applicant has amended the plans to improve the pedestrian links through the site between wildlife sites and has already outlined mitigation measures in the PEA. If approved, it is recommended the scheme should be implemented in strict accordance with the details set out in the PEA and Landscape Proposals Plan.

3.135 The OCEMP states that verges of Hempton Green CWS will be re-established and an additional 400m² of land will be gained. Details of how this would be managed can be covered by way of planning condition.

3.136 The OCEMP acknowledges the proximity of the River Wensum SSSI & SAC as one of the key environmental constraints and a sensitive ecological receptor. In order to minimise and mitigate any construction effects on the environment as the design and construction plans are finalised however, it is recommended that a detailed Construction Environmental Management Plan (CEMP) is submitted prior to the commencement of the development.

3.137 Parish Council and third party representations state that wildlife will be affected, there will be a loss of green space and habitats and a loss of unofficial but well used parking area to access the Bullock hills. However, as referred to above, the applicant has submitted sufficient information to show that there will be a minimal impact on wildlife, mitigation measures will be taken to limit impact and the parking area on Dereham Road is now being retained with extended footways to improve connectivity.

3.138 Nutrient Neutrality

3.139 On 16 March 2022 Natural England wrote to a cohort of 42 councils including the County Council reviewing its position on nutrient neutrality. In this instance the proposed site is located within Natural England's identified nutrient neutrality Site of Special Scientific Interest (SSSI) catchment. However, the proposed new roundabout and associated works would not result in new overnight accommodation (to which NE's letter primarily relates) and does not have non-sewerage water quality implications.

3.140 Therefore additional mitigation measures are not required in this instance and this has been confirmed by NE

3.141 Biodiversity & Biodiversity Net Gain (BNG)

3.142 Under the Environment Act 2021, all planning permissions granted in England (with a few exemptions) will have to deliver at least 10% biodiversity net gain from an as yet unconfirmed date, currently expected to be November 2023. Whilst this is not yet a mandatory requirement, BNG is already required through national planning policy, and can be achieved on site, off site, or through a combination of on-site and off-site measures.

3.143 Paragraphs 174(d), 179 and 180 of the NPPF refers that developments should provide net gains for biodiversity and also provide opportunities to secure wider environmental gains, as outlined in the NPPF (paragraphs 8, 73, 104, 120, 174, 175 and 180). The mitigation hierarchy as set out in paragraph

180 of the NPPF should be used to consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal.

- 3.144 At a local level NNCS Policy SS 4 also seeks contributions to the environment and surrounding protected sites
- 3.145 In order to achieve a net gain in biodiversity (as required by Policy SS4 the NPPF & NCC's Environment Policy) the PEA advises that habitat management actions should be delivered off-site at the nearby Hempton Green County Wildlife Site. However, to successfully achieve the delivery of off-site gain in biodiversity, details of the nature of the habitat management actions, the location of these measures and agreement of the landowner would need to be obtained and secured through a S106 legal agreement.
- 3.146 In response to consultation comments received during the course of the application, the applicant has now identified a specific site that can accommodate BNG and submitted further survey information to include calculations of the Biodiversity Metric 3.1 and Biodiversity Net Gain Assessment Notes to Accompany the Defra Metric 3.1 Calculator. The identified site is located approximately 500m to the south west of the application site and is approximately 1.7ha in size.
- 3.147 The Biodiversity Net Gain Assessment Note classifies the ecological baseline of the survey area according to habitat type, distinctiveness and strategic significance, identifies the data collection methods and all potentially significant limitations to survey results and assessment. It calculates baseline pre- and post-development BNG units for the site based on current development proposals and provides an on-site and off-site BNG strategy with the aim of providing at least a 2% net gain in units through habitat creation/enhancement/succession.
- 3.148 The Assessment Notes found that the main development area was classified as species-poor semi-improved grassland. A 2022 survey re-assessed the conditions of the habitats within the site boundary and converted the previous survey's habitat classes to UK Habitat Classification v1.1 categories, to allow the use of the Biodiversity Metric 3.1.
- 3.149 The Biodiversity Metric 3.1 has been used to calculate the habitat and hedgerow units pre- and post-development and the proposed enhancements used within the metric calculations have been applied in accordance and compliance with the Biodiversity Metric Trading Rules. The proposed mitigation is anticipated to provide 14.81% gain.
- 3.150 In addition to the Biodiversity Metric and Assessment Notes and the identification of the nearby site to provide the BNG, the applicant has

submitted a draft S106 Agreement to secure the delivery of the off-site BNG. This is currently being reviewed by legal representatives.

- 3.151 The proposal site is not located within, but is adjacent to, a designed nature conservation site (Hempton County Wildlife Site). It is intended that this site will also become common land to replace that lost through the proposed development on the Green. This is, however, covered under different legislation outside the Town and Country Planning Acts.
- 3.152 In summary, subject to the signing of a S106 legal agreement to secure the required net gain in biodiversity, and updates to the OCEMP, it is considered that the proposed development can be undertaken without having an adverse impact on protected species and/or other valued species or sensitive sites, in accordance with the relevant planning policies.
- 3.153 H – Amenity
- 3.154 Policies SS4, EN4 of the local plan and Chapter 15 of the NPPF apply.
- 3.155 It is inevitable that if approved, during construction and once in operation the proposed development is likely to give rise to local impacts.
- 3.156 Noise
- 3.157 The closest noise sensitive receptors are located approximately 400m from the existing crossroads, consequently the application is accompanied by a Noise Assessment which has been informed by pre-application discussions with the North Norfolk Council Environmental Health Officer (EHO).
- 3.158 This Noise Assessment concluded that during the operational phase, noise levels are predicted to increase at a small number of receptors close to the proposed roundabout, but only by a small amount, which may be only barely perceptible to nearby receptors. Therefore, operational noise as a result of vehicles using the proposed roundabout is considered unlikely to cause any additional disturbance at nearby sensitive receptors.
- 3.159 During daytime construction works, there may be some noise disturbance to nearby receptors although this is unlikely to be sustained throughout the construction period. Should evening, weekend or night works be required there is likely to be some disturbance to nearby receptors, however, where out of hours works are proposed an application for Section 61 consent under the Control of Pollution Act (1974) will be submitted to NNDC. Mitigation measures have been suggested, to minimise construction noise levels as far as reasonably practicable. Given the distance to nearby receptors, vibration during the construction phase is considered unlikely to cause disturbance to nearby receptors
- 3.160 Following initial comments from the North Norfolk Council EHO received during the first consultation process, the applicant has now also submitted an

Acoustics Technical Note, dated 25 April 2022, ref 70074200 in support of the initial Noise Assessment.

- 3.161 This confirms that the predicted noise level changes are anticipated to be of minor adverse magnitude for the worst affected properties. Whilst it is acknowledged that locating the roundabout at a greater distance from the receptors may lead to slightly reduced noise impacts, at the majority of the nearby properties, noise levels are dominated by free-flowing traffic on the existing roads, rather than vehicles using the roundabout itself.
- 3.162 Therefore, whilst locating the roundabout a greater distance from the nearby properties could have some beneficial impact in terms of noise this would likely be fairly limited.
- 3.163 Overall, given the contribution to the noise levels at nearby receptors from traffic on the roundabout itself and bearing in mind that, at worst, minor adverse impacts are anticipated in terms of the road traffic noise changes, it is considered that the proposed roundabout is optimally located based on other design and environmental constraints
- 3.164 Having reviewed the additional information supplied by the applicant, the EHO now raises no objection to the proposal. They consider that the small magnitude of increase in noise at some, but not all, receptors combined with the additional information provided, (which includes details about additional mitigation that can be controlled by planning condition), now results in an acceptable proposal.
- 3.165 Third party concerns regarding noise levels are noted but given the nature of the scheme and the separation distances to adjacent properties and proposed landscaping, it is not considered that the impacts on the amenities of adjacent residents would be adverse when considered against the requirements of the relevant planning policies and objectives of the NPPF.
- 3.166 Construction
- 3.167 The key environmental mitigation measures associated with the construction phase are provided within the OCEMP. This includes details of construction activities, including vehicle movements, security measures and working hours.
- 3.168 Standard hours of construction are set out as 07:30 – 17:00 during the week, with no work permitted on Saturdays, Sundays and Bank/Public Holidays. The EHO, however, recommends a start time of 8.00am and this can be controlled by planning condition.
- 3.169 Third party concerns about damage to property during construction from heavy machinery and ground vibration are noted. Matters of noise and vibration are already considered within the OCEMP and reference to working in accordance with the British Standard Code of Practice for Noise and Vibration Control on Construction and Open. The Standard provides the latest recommendations for basic methods of vibration control where there is a need for the protection of

persons living and working in the vicinity of, and those working on, construction and open sites.

3.170 The OCEMP is an outline document, and a detailed CEMP will need to be provided by the contractor to minimise and mitigate any construction effects on the environment as the design and construction plans are finalised. Accordingly, a planning condition is recommended seeking a detailed CEMP prior to the commencement of the development.

3.171 Air quality

3.172 There are no Air Quality Management Areas (AQMA) within 1km of the site.

3.173 There are a number of residential, commercial, amenity and community receptors adjacent to the site and near the route of the proposed development

3.174 During construction details of the control of dust and atmospheric emissions affecting local air quality will be covered within the CEMP. The details of which can be controlled by way of planning condition.

3.175 Lighting

3.176 Third party concerns have been received about lighting from the roundabout being intrusive. However, the design of the roundabout does not include any lighting. This is in response to comments made by Historic England who advised that the implementation of lighting would adversely affect the conservation area and heritage assets.

3.177 There will be some lighting on site during the construction phases and this will vary during the different stages of construction. The control of unnecessary light pollution from construction site activity is covered within the Outline Construction Management Plan (OCMP). A planning condition is recommended to be imposed seeking a full Construction Environmental Management Plan (CEMP) which will provide more specific information for phases of construction.

3.178 In this respect the proposal raises no significant neighbour amenity issues.

3.179 I – Sustainability

3.180 NNCS Policy SS 4 and Chapter 14 of the NPPF relate to sustainability apply. Also, Policy CS16 of the Minerals & Waste Core Strategy relating to the safeguarding of mineral resources.

3.181 The County Council's Environment Policy is also a material consideration. The key policy aims include the embedding of an 'environmental net gain' principle for development including housing and infrastructure, reducing pollution and planting more trees to improve biodiversity and as a potential mitigation measure for climate change in appropriate locations. It seeks to ensure that each project the Council undertakes is assessed for the contribution it will make towards achieving our environmental targets.

- 3.182 The proposed development seeks to provide a highway improvement with an aim to improve congestion and vehicle flows through the junction, which will reduce journey delays and encourage free-flowing traffic.
- 3.183 The application site is underlain by a Mineral Safeguarding Area (Sand and Gravel), and the submitted Mineral Resource Assessment concludes that there may be opportunities for incidental extraction and reuse as part of the construction phases. However, the potential for extraction may be limited by the presence of heritage assets, including the scheduled monument.
- 3.184 The NCC Minerals and Waste Policy Team raise no objection to the proposal but recommend that the estimate of mineral to be extracted and reused, the methodology for reuse and process for recording the quantities reused, is controlled by way of a planning condition.
- 3.185 Given the nature and scale of the proposal, the sustainability credentials are limited. Whilst the submitted plans show sustainable drainage systems (SuDS) features and require the use of natural resources both in the construction and operation of the proposed development, it is considered that the sustainability credentials are sufficient to comply with the relevant planning policies and NPPF.
- 3.186 J - Flood Risk & Drainage
- 3.187 The application site lies within flood zone 1 and is of low risk of surface water flooding. A Flood Risk Assessment & Surface Water Drainage Strategy has been prepared in support of the planning application.
- 3.188 According to the submitted flood risk assessment, the applicant sought pre-application advice from the LLFA, Internal Drainage Board (IDB) and the Environment Agency (EA).
- 3.189 For the purposes of the Flood Risk Vulnerability Classification, road schemes/improvement would fall within the 'Essential Infrastructure' classification as defined in the NPPG. This type of development is generally considered acceptable in line with the Flood Risk Vulnerability and Flood Zone Compatibility table in the NPPG. No exception test is required to be undertaken.
- 3.190 The FRA states that the flood risk to the site from all sources is considered to be low. Small and localised areas of the site are shown to be at low, medium, and high risk of surface water flooding, however, the medium and high-risk areas are being removed as part of the proposed design. The proposed design proposes to improve and provide a greater level of protection than the existing assets.

- 3.191 In line with the SuDS hierarchy the submitted FRA advises infiltration drainage is a viable option.
- 3.192 Following the development of the site, the area of impermeable surfacing will increase by circa 800m². The part of the site north of Pond Road will retain the kerbs and gullies but the numbers will be increased and connected to the existing system by a new piped network. It is proposed that runoff from the site will be managed using sustainable drainage measures and infiltrate to ground locally. This will be achieved by using storage units to both attenuate and discharge surface water runoff to ground on site.
- 3.193 There will be no contribution or proposed changes to the existing foul sewer network and therefore no potential capacity issues.
- 3.194 Overall, it is considered the FRA has been provided in accordance with EA standing advice. Based on the findings of the FRA, the proposed development poses a low to negligible flood risk.
- 3.195 Neither the EA nor the LLFA have made comments on the proposal.
- 3.196 The Parish Council has raised concern about the high-water table and potential flooding which they say has not been identified. However, this has been addressed in the FRA and Drainage details and the drainage strategy has been designed to incorporate this.
- 3.197 This proposal is in accordance with NNCS Policy EN 10 ensuring new development should be located in Flood Risk Zone 1, Policy SD 10 (Flood Risk & Surface Water Drainage) of the emerging First Draft Local Plan and the provisions of the NPPF. The use of SuDS is welcomed, and it is considered that the proposed development can be delivered and managed in a way where the risk of flooding is not increased on or off site, in accordance with the relevant national and local planning policies.
- 3.198 K - Loss of Agricultural Land
- 3.199 The proposed development is on common land which is ungraded agricultural land. However, the benefits of this highway improvement scheme outweigh the loss of a small amount of common land.
- 3.200 It will be necessary for the applicant to obtain permission from the Secretary of State to construct any works on common land and this is outside the remit of, and separate to, planning legislation.
- 3.201 L - Public Rights of Way

- 3.202 There is a network of Public Rights of Way that run close to or cross the application site, particularly to the south of the B1146. These include Hempton Footpath 4, Hempton Footpath 6, Hempton Footpath 9 and Hempton Bridleway 18 and are shown on the submitted plans (see DRAWING No.70065269-WSP-GEN-ZZ-DR-CH-0101).
- 3.203 NNCS Policy SS 6 refers to Access and Infrastructure, stating that walking and cycling networks and Public Rights of Way should be protected, enhanced and promoted.
- 3.204 The proposed plans show how connections between these rights of way have been incorporated into the scheme and how the provision of dropped kerbs, islands, tactile paving and footpath links provide improved access facilities for non-motorised users.
- 3.205 The PROW Officer has been consulted on the proposal and does not raise any objections. There is a requirement for the correct diversion and modification orders to be applied for and in place before any changes are made to the alignment of any footpaths, and that the full alignment of the PROW remains open and available for use at all times.
- 3.206 M – Pre- application public consultation
- 3.207 Parish Council and third party objection has been made to the lack of consideration of public comment.
- 3.208 In accordance with the local information requirements of the Local List for the validation of planning applications the applicant has submitted a Statement of Community Involvement (SCI) setting out the measures to involve public participation prior to the submission of the full planning application.
- 3.209 This SCI confirms that a package of consultation materials including a consultation web page, brochure and stakeholder emails, was developed in a style that was accessible to stakeholders and conveyed all the technical detail on the proposals required to make an informed response to a questionnaire in 2021. The consultation ran from 17th May to 6th June 2021, with access to information contained on the Norfolk County Council web page. The consultation was advertised in the press.
- 3.210 Following representations from Hempton Parish Council, a public exhibition was held at the Church Rooms in Hempton on the afternoon of 21 September 2021. Stakeholders, businesses and members of the public were able to feedback through the questionnaire and in writing. The consultation resulted in the receipt of 68 questionnaire responses, 4 emails, 1 letter and 1 petition containing 106 signatures. 46 additional responses were received following the public event held on in September.

3.211 The SCI found that majority responses to the consultation through the questionnaire were in support of replacing the current crossroads with a new roundabout (45 respondents: 66% of respondents). However, a petition signed by 106 people opposing to the construction of the roundabout was received outside the questionnaire. Additionally, a large majority of comments (44 out of 46) following a public exhibition on 21 September were either opposed to the scheme or expressed concerns about it.

3.212 Safety for all road users and reducing crashes were seen to be the most important aspects to be improved by respondents.

3.213 **ENVIRONMENTAL IMPACT ASSESSMENT**

3.214 Prior to the submission of this application the applicant requested a Screening Opinion in accordance with Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') for the construction of a four-armed roundabout in this location.

3.215 The County Planning Authority's response to this request, i.e., the County Council's Screening Opinion, was issued on 2 September 2021 and concluded that the magnitude and spatial extent of the impact would not be likely to be significant. It was therefore of the view that the proposed development was not "EIA development" (as defined in Regulation 2 of the EIA Regulations) and accordingly that an Environmental Impact Assessment (EIA) would not need to be undertaken, and that an application for the proposed development need not to be accompanied by an Environmental Statement.

3.216 It should be noted that the proposed development submitted for the screening opinion differed in scale and dimension as it was a smaller diameter roundabout, with the site having an area of 1.86 hectare (ha). By comparison this current proposal is a roundabout of 40.5m diameter and the site area is 2.07 ha. That said, the magnitude and spatial extent of the impact is not significantly different, and the key issues of consideration remain the same.

3.217 Accordingly, this application was screened on receipt and re-screened at the determination stage and it remains the opinion that is not considered that the development would have significant impacts on the environment. No Environmental Impact Assessment is therefore required.

3.218 **RESPONSES TO REPRESENTATIONS RECEIVED**

3.219 The application was advertised by means of neighbour notification letters, site notices, and an advertisement in the Eastern Daily Press newspaper in accordance with statutory requirements.

3.220 The issues raised have largely been addressed in the body of the report above. One objection stated the proposed roundabout will encourage housing development. However, the proposal will not change the planning policy for the area and any application for future housing development will be considered on its individual merits, against the planning policy in place at the time of consideration.

3.221 Concern has been raised regarding the high pressure gas mains in the area. The applicant is aware of the location of these gas mains and has taken this into account during the design process.

3.222 **INTENTIONAL UNAUTHORISED DEVELOPMENT**

3.223 Following the Chief Planner's letter of 31 August 2015 to planning authorities, intentional unauthorised development is now a material consideration in the determination of all planning applications received after 31 August 2015. This is therefore capable of being a material consideration in the determination of this application.

3.224 In this instance no unauthorised development has occurred and this is not relevant.

Conclusion, Reasons for Decision and Planning Balance

4.1 The proposed development has many constraints. There are heritage assets at all levels which will be affected by the proposed development. The application site is within Hempton Conservation Area, with listed buildings in proximity and a scheduled monument adjoining the site.

4.2 The site is part of a sensitive, open common green in a semi-rural landscape, surrounded by county wildlife sites. It is in proximity to the River Wensum SSSI and SAC.

4.3 However, the applicant has now demonstrated this to be the best design option to achieve highway improvements and the supporting documents show that the proposed physical works are acceptable in terms of visual amenity.

4.4 The proposal contributes to the achievement of sustainable development in accordance with the NPPF on the basis that traffic flow will be eased. The applicant has also provided details of the on-site landscaping and mechanisms to secure off-site biodiversity net gain. No protected species are shown to be significantly affected.

4.5 The applicant has demonstrated that the proposal can be implemented with no significant impact on amenity in terms of noise or air quality. The proposal will improve the existing drainage arrangements and it has been shown that there are no flood risk issues as a result of the proposed use

- 4.6 The proposed development will deliver public benefits which, on balance, are considered to outweigh the harm caused to the designated heritage assets and landscape character. The roundabout will minimise traffic congestion that currently backs up on the Dereham Road (east and west) of Hempton Green Road whilst queuing for entry and improve the current safety issues identified at the junction. Following the submission of amended plans there will be a marked improvement in terms of Non-Motorised User (NMU) facilities, the provision of improved footways on Hempton Green Road and Dereham Road and retain the parking area which provides direct access to the adjoining CWS sites.
- 4.7 Significant weight is given in the planning balance to the benefits of the proposed development in terms of highway safety, relieving congestion and providing for future growth, along with the off-site provision of biodiversity net gain.
- 4.8 On balance the proposed development is considered acceptable and there are no material considerations why it should not be permitted. After due consideration it is recommended that full conditional planning permission is granted, subject to the signing of the S106 legal agreement to provide off-site biodiversity net gain.

Alternative Options

- 5.1 Members of the Planning (Regulatory) Committee can only resolve to make a decision on the planning application before them whether this is to approve, refuse or defer the decision.

Financial Implications

- 6.1 The development has no financial implications from the Planning Regulatory perspective.

Resource Implications

- 7.1 **Staff:** The development has no staffing implications from the Planning Regulatory perspective.
- 7.2 **Property:** The development has no property implication from the Planning Regulatory perspective.
- 7.3 **IT:** The development has no IT implications from the Planning Regulatory perspective.

Other Implications

8.1 Legal Implications: There are no legal implications from the Planning Regulatory perspective.

8.2 Human Rights Implications:

The requirements of the Human Rights Act 1998 must be considered. Should permission not be granted Human Rights are not likely to apply on behalf of the applicant.

The human rights of the adjoining residents are engaged under Article 8, the right to respect for private and family life and Article 1 of the First Protocol, the right of enjoyment of property. A grant of planning permission may infringe those rights but they are qualified rights, that is that they can be balanced against the economic interests of the community as a whole and the human rights of other individuals. In making that balance it may also be taken into account that the amenity of local residents could be adequately safeguarded by conditions albeit with the exception of visual amenity. However, in this instance it is not considered that the human rights of adjoining residents would be infringed.

The human rights of the owners of the application site may be engaged under the First Protocol Article 1, that is the right to make use of their land. An approval of planning permission may infringe that right but the right is a qualified right and may be balanced against the need to protect the environment and the amenity of adjoining residents.

8.3 Equality Impact Assessment (EqIA) (this must be included):

The Council's planning functions are subject to equality impact assessments, including the process for identifying issues such as building accessibility. None have been identified in this case.

8.4 Data Protection Impact Assessments (DPIA):

It is not considered that there are any data protection implications in regard to the above report.

8.5 Health and Safety implications (where appropriate):

There are no health and safety implications from a planning perspective.

8.6 Sustainability implications (where appropriate):

This has been addressed in the sustainability section of the report above.

8.7 Any Other Implications:

Risk Implications / Assessment

9.1 There are no risk issues from a planning perspective.

Select Committee Comments

10.1 Not applicable.

Recommendations

11.1 That the Executive Director of Community and Environmental Services be authorised to:

A)

Grant planning permission subject to the conditions outlined in section 11 and the satisfactory completion of the S106 Agreement relating to off site biodiversity net gain;

Discharge conditions where those detailed above require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted;
Delegate powers to officers to deal with any non-material amendments to the application that may be submitted.

And B)

1. Refuse planning permission if the S106 is not completed within 6 months of the date of the resolution to approve due to a failure to secure off-site biodiversity net gain.

11.2 CONDITIONS:

1. The development hereby permitted shall commence not later than three years from the date of this permission.

Reason: Imposed in accordance with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out in strict accordance with

- a) Site Location Plan, Drawing No. 70065269-WSP-HGN-ZZ-DR-CH-0005 Rev P01, dated 07/09/01
- b) Existing Block Plan Sheet 1 of 3, Drawing No. 70065269-WSP-HGN-ZZ-DR-CH-0006 Rev P01, dated 07/09/01
- c) Existing Block Plan Sheet 2 of 3, Drawing No. 70065269-WSP-HGN-ZZ-DR-CH-0007 Rev P01, dated 07/09/01
- d) Existing Block Plan Sheet 3 of 3, Drawing No. 70065269-WSP-HGN-ZZ-DR-CH-0008 Rev P01, dated 07/09/01
- e) Ariel General Arrangement Plan, Drawing No. 70065269-WSP-HGN-ZZ-DR-CH-0009 Rev P01, dated 07/09/01
- f) Construction Compound Plan, Drawing No. 70065269-WSP-HGN-ZZ-DR-CH-0010 Rev P01, dated 07/09/01
- g) Proposed General Arrangement Plan, Drawing No. 70065269-WSP-GEN-ZZ-DR-CH-0101 Rev P03, dated 05/07/22
- h) Typical Cross Sections, Drawing No. 70065269-WSP-HGN-ZZ-DR-CH-0111 Rev P01 dated 07/09/01 (insofar as it has not been updated by

information on Proposed General Arrangement Plan, Drawing No. 70065269-WSP-GEN-ZZ-DR-CH-0101 Rev P03, dated 05/07/22)

- i) Proposed Drainage Plan, Drawing No. 70065269-WSP-HDG-ZZ-DR-CH-0501 Rev P03, dated 03/11/21
- j) Landscape Proposals Plan, Drawing No. 70065269-WSP-GEN-ZZ-DR-CH-3001 Rev P03, dated 29/11/22
- k) Location of Information Board, Drawing No. 70082151-WSP-GEN-ZZ-DR-CH-0003, dated 28/10/22
- l) Planning Design and Access Statement by WSP, dated November 2021
- m) Transport Statement including a Safety Audit by WSP, dated August 2021
- n) Preliminary Ecological Appraisal by Norfolk Wildlife Services, dated 02/02/2020
- o) Sustainability Statement by WSP, dated October 2021
- p) Flood Risk Assessment and Surface Water Drainage Strategy by WSP, dated November 2021
- q) Noise Assessment by WSP, dated October 2021
- r) Arboricultural Impact Assessment by A.T. Coombes Associates Ltd, Dated 24 October 2021
- s) Landscape and Visual Impact Assessment by WSP, dated August 2021
- t) Outline Construction & Environmental Management Plan by WSP, dated November 2021
- u) Statement of Community Involvement by WSP, dated October 2021
- v) Heritage and Archaeology Statement by WSP, dated June 2022
- w) Mineral Resource Assessment Report by WSP, dated April 2022
- x) Cultural Heritage & Archaeology Technical Note by WSP, dated April 2022
- y) Addendum to Design and Access Statement by WSP, dated April 2022
- z) Acoustic Technical Note by WSP, dated April 2022

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Notwithstanding the details shown on Drawing No. 70065269-WSP-GEN-ZZ-DR-CH-3001 Rev P03 the landscaping scheme hereby approved shall be implemented within the first planting season (October to March), following the completion of the development. All planting shall be retained for a period of five years after initial planting has been completed and any trees and shrubs which are substantially damaged, seriously diseased or die shall be replaced within twelve months of removal or death with plants of a similar species and size.

Reason: In the interest of the satisfactory appearance of the development, in accordance with Policies SS4 of the adopted North Norfolk Core Strategy.

4. No development shall take place until an archaeological written scheme of investigation has been submitted to and approved by the local

planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

Reason: To enable the recording of any items of historical or archaeological interest, in accordance with paragraph 205 of the NPPF (2021) and Policy EN8 of the adopted North Norfolk Core Strategy.

5. No development shall take place other than in accordance with the written scheme of investigation approved under condition 4.

Reason: To enable the recording of any items of historical or archaeological interest, in accordance with paragraph 205 of the NPPF (2021) and Policy EN8 of the adopted North Norfolk Core Strategy.

6. The development shall not be brought into use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 4 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To enable the recording of any items of historical or archaeological interest, in accordance with paragraph 205 of the NPPF (2021) and Policy EN8 of the adopted North Norfolk Core Strategy.

7. The development hereby permitted shall not be brought into use until the works have been carried out in accordance with the approved surface water drainage strategy.

Reason: To prevent flooding by ensuring the surface water drainage system operates as designed for the lifetime of the development, in accordance with Policy EN10 of the adopted North Norfolk Core Strategy and Chapter 14 of the NPPF (2021).

8. The management and maintenance of the surface water drainage system shall be carried out in accordance with the approved drainage details for the lifetime of the development.

Reason: To ensure the satisfactory management and maintenance of the drainage system in accordance Policy EN10 of the adopted North Norfolk Core Strategy and Chapter 14 of the NPPF (2021).

9. Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety in accordance with Policy CT 6 of the adopted North Norfolk Core Strategy and section 12 of the National Planning Policy Framework (2021). This needs to be a pre-commencement condition as it deals with the construction period of the development

10. Prior to the commencement of the development hereby permitted a copy of the Materials Management Plan-Minerals (MMP-M) shall be submitted to and approved in writing by the County Planning Authority. The MMP-M will be based on the results of ground investigation and testing to determine the suitability of the material underlying the site, that would be extracted as part of the groundworks. PSD testing will be carried out on samples obtained from these investigations, with reference to the material class types in Table 6/1 of the Manual of Contract Documents for Highway Works: vol. 1: Specification for Highway Works Series 600, to identify potential suitability for use in the construction phases. The MMP-M shall provide estimates regarding the total amount of on-site mineral expected to be excavated and reused. The development hereby permitted shall be carried out in accordance with the approved MMP-M. The developer shall keep a record of the amounts of material obtained from on site mineral resources which are used on site and the amount of material returned to an aggregate processing plant, through the MMP-M.

Reason: To ensure that needless sterilisation of safeguarded mineral resources does not take place in accordance with the National Planning Policy Framework and Policy CS16 of the Norfolk Core Strategy and Minerals and Waste Development Management Policies DPD 2010-2026.

11. Notwithstanding the details provided, prior to the commencement of the development hereby permitted a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the County Planning Authority. The CEMP shall provide details of how construction works are to be undertaken, how impact upon nature conservation interests are safeguarded and include a noise, dust and smoke management plan to protect the occupants of residential dwellings surrounding the site from noise, dust and smoke.

The scheme shall include

1. Communication with neighbours before and during works.
2. Contact arrangements by which residents can raise any concerns and, issues.
3. The mechanism for investigation and responding to residents' concerns and complaints

4. Management arrangements to be put in place to minimise noise and dust (including staff training such as toolbox talks).
5. Hours during which noisy and potentially dusty activities will take place.
6. Measures to control loud radios on site.
7. Measures to be taken to ensure noisy activities take place away from residential premises where possible such as a separate compound for cutting and grinding activities.
8. Measures to control dust from excavation, wetting of soil; dust netting and loading and transportation of soil such as minimising drop heights, sheeting of vehicles.
9. Measures to control dust from soil stockpiles such as sheeting, making sure that stockpiles exist for the shortest possible time and locating stockpiles away from residential premises.
10. Measures to control dust from vehicle movements such as site speed limits, cleaning of site roads and wetting of vehicle routes in dry weather.
11. Measures to minimise dust generating activities on windy and dry days
12. Measures to control smoke from burning activities.
13. The identification of stages of works.
14. Details of all plant and machinery to be used during construction stage.
15. Details of community engagement arrangements.
16. Details of storage of materials.
17. Details of access routes for machinery.
18. Details of disposal of rubbish and hazardous materials.
19. Details of consideration for reducing impact on protected species e.g., controlled lighting and managing open excavations and new concrete.
20. Details of management of surface water run-off.

The approved plan shall remain in place and be implemented throughout each phase of the development.

Reason: To safeguard residential amenity, protect areas of nature conservation interest including the integrity of the River Wensum SSSI & SAC and to control the noise emitted from the site in the interests of residential amenity in accordance with Policy EN 13 of the adopted North Norfolk Core Strategy.

12. Construction work shall only be carried out between 08.00 and 17.00 hours Monday to Friday and 08.00 and 17.00 hours on Saturdays. No work shall be carried out on Sundays, Bank or Public Holidays, unless otherwise agreed in writing with the Planning Authority and Environmental Health consultee.

Reason: To safeguard residential amenity, in accordance with policy EN 13 of the North Norfolk LDF Core Strategy (2008).

13. The scheme shall be implemented in accordance with the mitigation measures detailed within section 5 of the accompanying Preliminary

Ecological Appraisal prepared by Norfolk Wildlife Services dated 2 February 2020 and Drawing No. 70065269-WSP-GEN-ZZ-DR-CH-3001 Rev P03 Landscape Proposals Plan.

Reason: To protect areas of nature conservation interest in accordance with Policy EN9 of the North Norfolk Core Strategy (2008), and Sections 2 and 15 of the National Planning Policy Framework (2021).

14. If, during development, contamination not previously identified is found to be present, then no further development shall be carried out in pursuance of this permission until a scheme has been submitted to and approved by the Council as Local Planning Authority detailing how this contamination shall be dealt with in accordance with the remediation scheme as set out above. Only when evidence is provided to confirm the contamination no longer presents an unacceptable risk, can development continue.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with section 179 of the NPPF, and Policy EN 13 of the adopted North Norfolk Core Strategy (2008).

15. Notwithstanding the details shown on Drawing No. 7008 2151-WSP-GEN-ZZ-DR-CH-0003, dated 28/10/22, details of the on-site information panel shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. The details shall include

- The design, materials and dimensions of the information panel; and
- The information to be incorporated, making reference to St Stephen's Priory, Hempton Green and the adjacent County Wildlife Sites.

The information panel shall be installed prior to the use of the roundabout, unless otherwise agreed in writing with the Planning Authority.

Reason: To ensure the delivery of information in the interest of public benefit, in accordance with paragraph 202 of the NPPF (2021) and Policy EN8 of the adopted North Norfolk Core Strategy (2008).

INFORMATIVES:

1. The applicant/developer is advised that all species of bat are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of The Conservation of Habitats and Species Regulations 2010 (as amended) making all species of bat European Protected Species.

2. The proposed scheme includes some works on, or just within, the boundary of the 'Remains of St Stephen's Priory' scheduled monument. Any works within, or on, the monument boundary, including the installation of marker posts, would require Scheduled Monument Consent in accordance with Section 2(1) of the Ancient Monuments and Archaeological Areas Act

1979 (as amended). The requirement for scheduled monument consent is entirely separate from the granting of planning permission and needs to be obtained prior to the commencement of any works.

Positive and Proactive Statement

In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015 the local planning authority has engaged in pre-application discussions with the applicant to ensure that the application contains all required information to enable this to be processed efficiently.

Reason for pre-commencement conditions

Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 requires planning authorities to provide written reasons for imposing planning conditions that require particular matters to be approved before development can start. In this instance condition 4, relates to archaeology, to ensure the recording of items of any historical or archaeological interest. Condition 9 relates to the submission of a scheme detailing provision for on-site parking for construction workers which was not provided within the planning application submission. Condition 10 relates to the submission of a Materials Management Plan-Minerals (MMP-M), in the interest of safeguarded mineral resources. Condition 11 relates to the submission of a detailed noise, dust and smoke management plan to protect residential amenity.

Background Papers

Planning Application reference: FUL/2021/0060 available here:

<http://eplanning.norfolk.gov.uk/Planning/Display/FUL/2021/0060>

Norfolk Minerals and Waste Local Development Framework Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010-2016 (2011):

<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-andpartnerships/policies-and-strategies/minerals-and-waste-planning-policies/adoptedpolicy-documents>

Norfolk Minerals and Waste Local Plan Review:

<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-andpartnerships/policies-and-strategies/minerals-and-waste-planning-policies/norfolkminerals-and-waste-local-plan-review>

The National Planning Policy Framework (NPPF) (2021):

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

Planning Practice Guidance (2014): <http://planningguidance.planningportal.gov.uk/>

North Norfolk Local Development Framework Core Strategy Including Development Control Policies, September 2008 - [https://www.norfolk.gov.uk/media/1370/3-core strategy - incorporating development control policies- adopted 2008 - updated 2012.pdf#page=2](https://www.norfolk.gov.uk/media/1370/3-core_strategy_-_incorporating_development_control_policies-adopted_2008_-_updated_2012.pdf#page=2)

Norfolk County Council's Environment Policy <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-andpartnerships/policies-and-strategies/natural-environment-policies/environmentalpolicy>

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

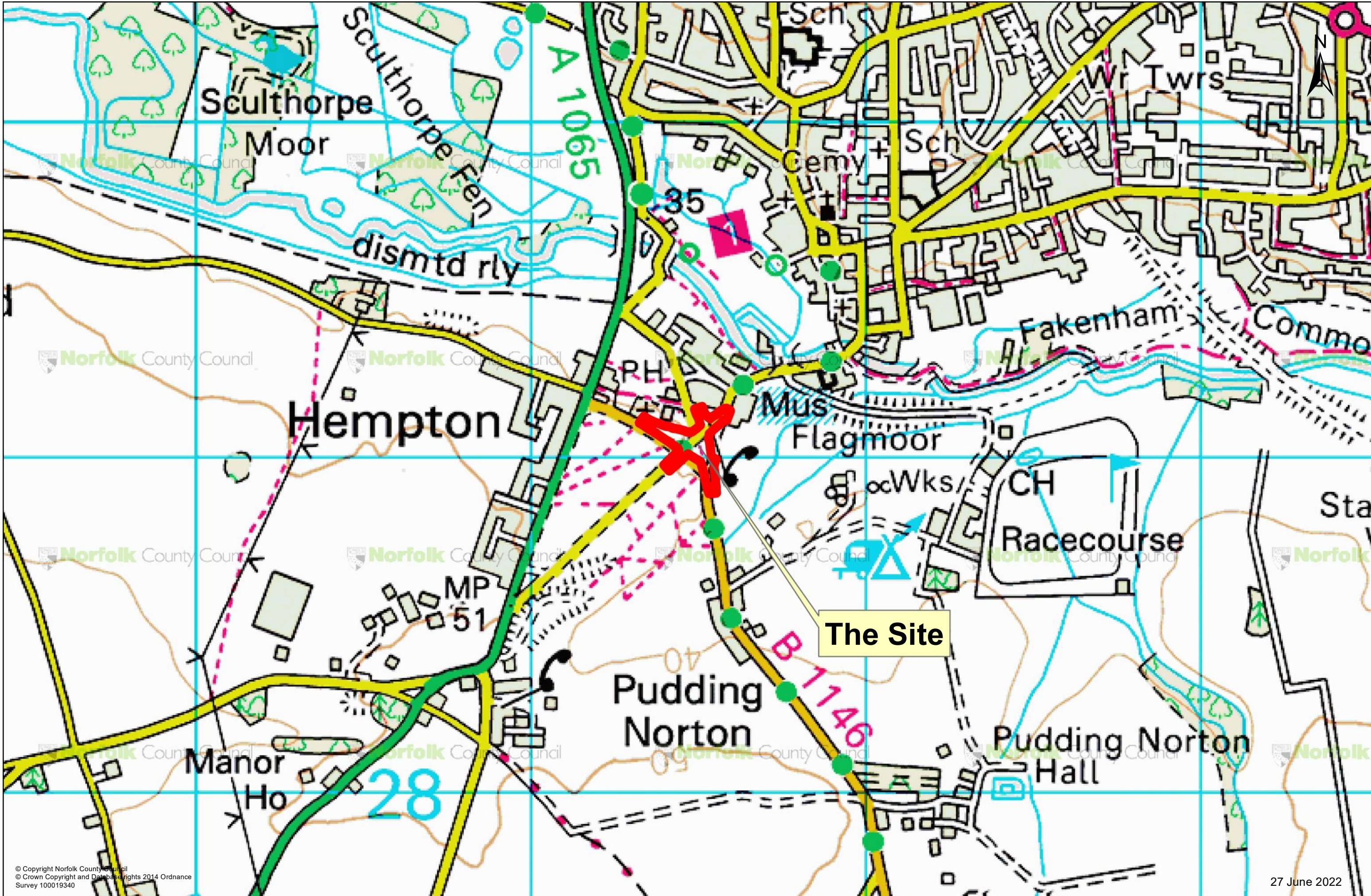
Officer name: Kate Lawty

Telephone no.: 01603 222751

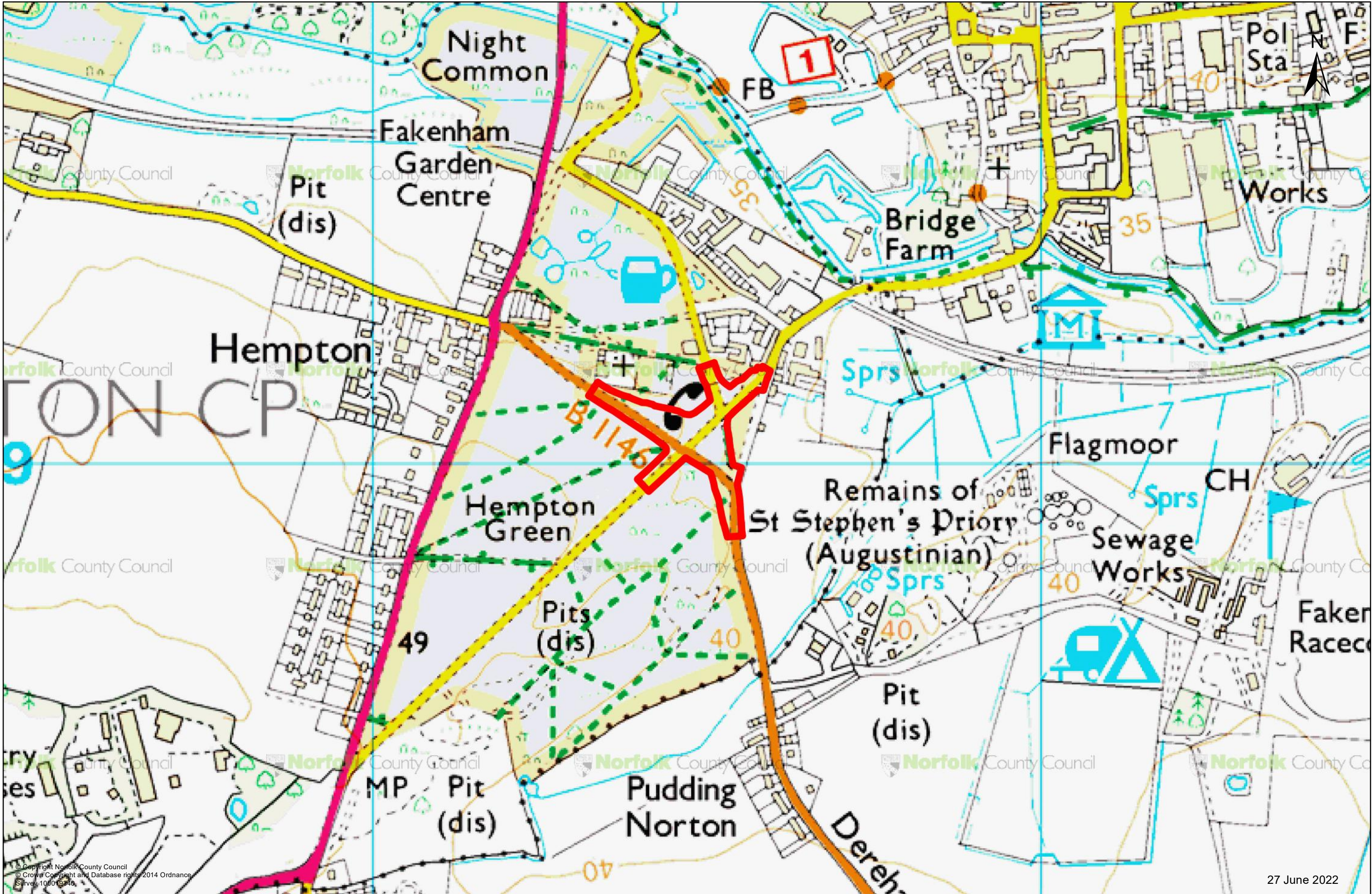
Email: kate.lawty@norfolk.gov.uk



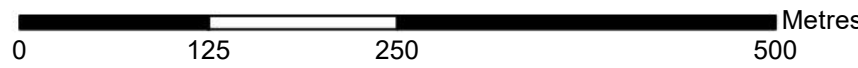
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**Hempton
Location Plan**



**Hempton
Location Plan**



27 June 2022

