

Schedule of Planning Applications

Committee Date: 20th July 2022

Application Number: 06/22/0197/O - [Click here to see application webpage](#)

Site Location: Mill Barn, Hemsby Road, Martham, Great Yarmouth, NR29 4QQ

Site Location Plan: See Appendix 1

Proposal: Resubmission of Outline application pp 06/20/0605/O to replace existing barn with dwelling, set back and including new vehicular access/highway improvements.

Applicant: Mr H Alston Billockby Hall Billockby Great Yarmouth NR29 3BE

Case Officer: Mr R Tate

Parish & Ward: Martham Parish

Date Valid: 28-02-22

Expiry / EOT date: 27-07-22

Committee referral: At the request of Cllr A. Grant

RECOMMENDATION:

REFUSE

REPORT

1. The Site

- 1.1 The site comprises an unused pasture field with a single structure, a former agricultural barn, adjacent Hemsby Road at its eastern end. Planning permission was granted in February 2008 for the conversion of the barn on site to a dwelling, but the Local Planning Authority does not recognise this permission to have ever been implemented. The site measures an area of 0.77ha.
- 1.2 Mill Barn is an early 19th century red brick barn located on the west of Martham Road in Hemsby. The brick barn is situated at the frontage-of the site adjacent the highway edge and immediately abutting a bend in Hemsby Road.
- 1.3 Whilst inside the Parish of Martham, the barn sites outside of the village development limits and is within the open countryside. The site is approximately 1km from the village centre. To the south of the barn is Mill Farm House, and to the north is a small cluster of dwellings with a mix of circa 1930s semidetached dwellings to the west and a smattering of bungalows closer to the barn.

2. The Proposal

- 2.1 The application is an outline application (with full details of access only) for the demolition of the existing barn on the site and for the erection of a new dwelling. The application also proposes the relocation of the access to the north of the existing barn and associated realigning of the carriageway.
- 2.2 The applicant sets out their position that they consider there is an extant permission in place for the conversion of the existing barn into a dwelling. However, this is not the position of the Local Planning Authority and Officers do not consider it to be extant.
- 2.3 If the applicant sought a formal position of the Local planning Authority as to whether the former permission from 2008 remains extant then they have the option of applying for a lawful development certificate but no such application has been made.
- 2.3 What is not in doubt is that the existing barn has not been converted into a dwelling and is therefore not an "existing" dwelling, and there is no evidence that the barn will be converted pursuant to the previous permission if it was to be proven to be extant. Certainly, no works have taken place since some very initial works were undertaken in 2011, and there remains questions over their validity.
- 2.4 Nevertheless, the applicants argue that this application should be viewed as a replacement dwelling in the countryside and not as a net new dwelling.
- 2.5 Being an outline application with full details of access only, the details of landscaping, design, scale and layout are not being assessed as part of this application and would remain as reserved matters.

3. Site Constraints

- 3.1 Outside Development Limits as defined by GSP1.
- 3.2 Within the 'Nutrient Neutrality' Catchment Area of the Trinity Broads SAC network.
- 3.3 Within the Orange 400m to 2.5km Indicative Habitat Impact Zone for purposes of GIRAMS.

4. Relevant Planning History

- 4.1 Table below shows the planning history for the barn over the last 16 years:

Application	Description	Decision	Decision Date
06/20/0605/O	Outline application to relocate existing barn conversion with replacement dwelling, set back and including new access	REFUSED	05-03-21

06/15/0777/F	New dwelling with cart style garage	REFUSED DISMISSED ON APPEAL	16-02-16 18-11-16
06/14/0572/F	Proposed new dwelling	REFUSED	31-12-14
06/11/0495/CD	Conversion of barn to dwelling, relocation of entrance & formation of paddock - Discharge Condition No's: 3,4,5,6&7 PP 06/08/0136/F	Conditions approved	09-08-11
06/08/0136/F	Conversion of barn into a dwelling, relocation of main vehicle entrance and formation of paddock	APPROVED	12-08-08
06/06/0099/F	Change of use of rural building to residential	REFUSED	04-04-06

- 4.2 Planning permission 06/08/0136/F approved the conversion of the existing barn into a single dwelling. All pre-commencement conditions were discharged within the 3 year time limit as part of discharge of conditions application 06/11/0495/CD. However, this is not the same as making a material start on site or commencement of the development.
- 4.3 In respect of the question of whether permission 06/08/0136/F was implemented lawfully, the applicant has been advised there are no ground for the Local Planning Authority to consider the permission to have been implemented and for the barn conversion permission to be 'extant'. Investigations revealed that case notes from the Building Control process at the time confirm that there was an "Excavation of a strip foundation to internal load bearing wall" although these notes are dated the 19th August 2011, which was after the 3 year time limit expired.
- 4.4 Should the applicant wish to demonstrate that the 2008 barn conversion permission is extant, the only formal route to do so is through making an application for a certificate of lawful development. Without this, the Local Planning Authority cannot take a position on the planning status of the barn, and it must be assumed to be a disused former agricultural barn with no extant planning permission in place.
- 4.3 Since the barn conversion was approved in 2008, there have been three applications to demolish the barn and construct a new dwelling on the site. Application 06/15/0777/F was a delegated refusal which was appealed, the appeal was dismissed by the Planning Inspectorate with the Inspector concluding that a new dwelling on the site would have a harmful urbanising impact, more-so than retaining the existing barn or converting it.

- 4.4 The application refused in 2021 (06/20/0605/O) was refused for the below summarised reasons:
1. The barn is not in a habitable condition so the application cannot be considered as a replacement (contrary to saved 2001 local plan policy HOU20 A).
 2. Proposal would be for a net new dwelling in the countryside, within an unsustainable location (contrary to saved 2001 local plan policies HOU07 and HOU10 and 2015 Core Strategy policies CS1 (e) and CS2).
 3. The loss of the barn would result in the loss of local historic and architectural value and result in the loss of a prominent feature in the landscape (Core Policy CS09 G).
 4. It had not been demonstrated that the applicant has control over sufficient land to provide adequate visibility splays at the site access (Contrary to Core Policy CS16).
 5. Inadequate information was provided with the application to demonstrate whether or not the development would have an adverse effect on species protected by law, i.e. bats and nesting birds (contrary to Core Policy CS11); and,
 6. No Habitat Monitoring and Mitigation Strategy (HMMS) payment was received (Contrary to Core Policy CS11).
- 4.5 Since then of course the local development plan context has changed through the replacement of the 2001 Local Plan with the Local Plan Part 2 adopted December 2021.

5. Consultations

Statutory Consultees

Consultee: Local Highways Authority (Norfolk County Council)	Response: no objection subject to conditions
<p>Comments:</p> <p>Subsequent to the previous application (refused), the LHA have discussed highway matters and access with the applicant, the results of which have been encompassed in the current application.</p> <p>The application refers to an extant planning consent for residential use of the barn, although possibly there is a clarification in planning terms as to what actually constitutes</p>	

residential use. Accordingly, I am minded that in highway terms any trip generation from the barn at present, [would be] ancillary to the main use and unlikely to be akin to full residential use, albeit I have to take into consideration current approved use(s).

As I advised the applicant, I do have reservations in terms on not providing visibility fully in accordance with current guidance as clearly it is an important factor in terms of highway safety. However, clearly the visibility to the critical traffic direction (south-east of the proposed access) has been demonstrated in accordance with current guidance.

In terms of the visibility to the non-critical direction, I understand there is no possibility of securing a S106 Agreement with the landowner to secure the visibility and that is clearly a matter of fact. However, at present, the absence of any hedge or boundary feature along the field boundary does afford visibility and in the absence of any boundary feature there is a realistic expectation that visibility is achieved and would be maintained.

I am also minded that the proposals include highway improvements in terms of the widening of the carriageway and clearly this does provide betterment and will ease a pinch point that could presently lead to conflicts. I also consider that the [existing] road environment does help to constrain vehicle speeds and that the improvements proposed to widen the road are unlikely to significantly alter vehicle speeds due to the gradient and location of the speed limit terminal signs. Therefore, given the critical visibility is achieved, I am prepared (in this case) to consider a relaxation in the non-critical direction.

Whilst minded not to offset one highway safety improvement and create another, having regard to the above and the fact that the proposal is for only one property, on balance I consider that the proposals in this case would not have a severe detrimental effect on the highway network or highway safety, and as such it would be difficult to sustain an objection in that respect or to defend an objection at Appeal.

Officer comment / response:	The Highways Officer's comments are noted, although the slight benefit brought by easing of the pinch point is not considered to outweigh the unsustainable location of the site, conflict with policy or harm cause by the loss of historic fabric.
Any relevant Condition / Informative note?	Should members wish to approve the application contrary to the Planning Officer recommendation then the conditions suggested by the Highways Officer should be imposed on the grant of any permission.

Consultee: Public Rights of Way	Response: No objection
<p>Comments:</p> <p>Based on the information currently available this application is unlikely to result in an objection as although Martham footpath 20 is in the vicinity, it does not appear to be affected by the proposals.</p>	

Officer comment / response:	n/a
Any relevant Condition / Informative note?	n/a

Internal Consultees

Conservation Officer	Response: OBJECTION
<p>Comments:</p> <p>The current application is supported by a Heritage Statement which concludes that 'Mill Barn is not considered to be of sufficient importance in itself, or to make a level of contribution to the wider historic landscape that would preclude it's demolition to facilitate development of the study site.' (10.3, page 18)</p> <p>The report suggests that by preserving the footprint, scale and massing of the barn, the proposed design would refer to the former use and history of the existing building.</p> <p>The barn has a historic and evidential value - its location, positioning, historic materials, and vernacular design contribute to the local character and distinctiveness. The date stone further speaks of the local history referring to former activities and owners. The building has been altered and the original thatched roof has been replaced with corrugated asbestos sheets, however, its traditional architectural features are still evident and refer to the history and vernacular tradition of the area.</p> <p>The proposed demolition would erase the authentic qualities of the barn and diminish its historic integrity. The Conservation section considers that the contribution this building makes to the local character and history should be taken into account. The barn has distinctive traditional features, and it is recommended that the building is preserved and further enhanced, rather than demolished.</p> <p>There aren't any substantial construction issues specified in the Heritage Statement and supported by a structural engineer [to suggest conversion should be precluded]. (NPPF, Paragraph 203)</p> <p>For the reasons mentioned above, Conservation Officers cannot support the proposed demolition. We recommend that other options are reviewed, such as the conversion of the barn and its reuse which would aim to sustain and enhance its historic significance and contribution (NPPF, Paragraph 197). Please note that the Conservation section doesn't object to a development at the rear of the barn. (NPPF, Paragraph 203).</p>	
Officer comment / response:	The barn can be considered as a non-designated heritage asset. NPPF Paragraph 203 requires that when determining

	<p>applications that affect “non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.” In agreement with Conservation, it is considered the loss of the barn would result in the loss of a non-designated heritage asset and this harm would not be sufficiently off-set by the very limited nature of the public benefits of the highway works.</p>
Any relevant Condition / Informative note?	n/a

Strategic Planning	Response: General Comments in relation to Public Open Space
<p>Comments:</p> <p>Policy H4 This LPP2 policy requires new residential development to make provision for publicly accessible recreational open space where there is an identified deficit in local provision (defined by ward). As the development is under 20 dwellings, such provision will only feasibly be met off-site. An assessment of the current surplus/deficit of each type of open space and an allowance for maintenance in the West Flegg Ward has been carried out based on the Open Spaces Needs Assessment (2013) and Sport, Play and Leisure Strategy (2015) improvements to the provision of the following types of open space are required to support the development:</p> <ul style="list-style-type: none"> •Outdoor Sport •Play space •Parks and Gardens •Accessible Natural Greenspace <p>There are no local deficiencies of informal amenity space and Allotments, therefore improvements to the provision of these spaces are not required to support this development.</p> <p>Therefore, on the basis of the above the Borough Council would expect a full off-site financial contribution of at least £1,523.10.</p>	
Officer comment / response:	The contribution of £1,523.10 has now been paid to address policy H4.
Any relevant Condition / Informative note?	n/a

6. Publicity & Representations received

Consultations undertaken: Letters to neighbours and Site notices

Ward Member – Cllr Andy Grant

Representation	Officer Comment	Relevant Condition /Informative
For the record I and virtually the entire population of Martham are in favour of this so unless its recommended for approval then I'd like it called to the next appropriate development control meeting please.	No planning reasons or justifications have been given by Cllr Grant in support of the application.	n/a

Parish Council

Representation	Officer Comment	Relevant Condition /Informative
No objection	n/a	

Public Representations

At the time of **writing 1 public** comment has been received from a neighbouring resident.

Comment / observations:

Representation	Officer Comment	Relevant Condition /Informative
We live in the property adjoining the site. We do not object to the proposal to relocate the barn, subject to satisfactory treatment of the boundary between the site and our property. We would want the existing hedgerow retained. Also, we would want an opportunity to comment on the details of the development before they are considered for approval so that we can avoid overlooking/privacy problems; or access problems. If the barn is to be converted to residential use, then moving it further back into the site seems a sensible proposal as it should improve visibility on the road.	The application is outline with full details of access only, but should it be approved then the statutory consultations would have to be carried out on any reserved matters application(s). It is unclear how the barn could be converted and moved back into the site, and only the application before Committee should be considered.	n/a

7. Relevant Planning Policies

The Great Yarmouth Core Strategy (adopted 2015)

- Policy CS1: Focusing on a sustainable future
- Policy CS2: Achieving sustainable growth
- Policy CS9: Encouraging well-designed, distinctive places
- Policy CS10: Safeguarding local heritage assets
- Policy CS11: Enhancing the natural environment
- Policy CS16: Improving accessibility and transport

The Great Yarmouth Local Plan Part 2 (adopted 2021)

- Policy GSP1: Development Limits
- Policy GSP5: National Site Network designated habitat sites and species impact avoidance and mitigation
- Policy GSP8: Planning obligations
- Policy A1: Amenity
- Policy A2: Housing design principles
- Policy H3: Housing density
- Policy H4: Open space provision for new housing development
- Policy H5: Rural worker dwellings
- Policy H8: Replacement dwellings outside of the development limits
- Policy E4: Trees and landscape
- Policy E5: Historic environment and heritage
- Policy E7: Water conservation in new dwellings and holiday accommodation
- Policy I1: Vehicle parking for developments
- Policy I3: Foul Drainage

8. Other Material Planning Considerations

National Planning Policy Framework (July 2021)

- Section 2: Achieving sustainable development
- Section 4: Decision Making
- Section 5: Delivering a sufficient supply of homes
- Section 12: Achieving well-designed places
- Section 15: Conserving and enhancing the natural environment
- Section 16: Conserving and enhancing the historic environment

9. Planning Analysis

1. Legislation dictates how all planning applications must be determined. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning

permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

2. Section 70(2) of the Town and Country Planning Act 1990 (as amended) states: *In dealing with an application for planning permission the authority shall have regard to—*
 - (a) *the provisions of the development plan, so far as material to the application,*
 - (aza) *a post-examination draft neighbourhood development plan, so far as material to the application,*
 - (b) *any local finance considerations, so far as material to the application, and*
 - (c) *any other material considerations.*

This is reiterated at paragraphs 2 and 47 of the National Planning Policy Framework.

Main Issues

The main planning issues for consideration include:

- Principle of development
- Landscape Impact
- Heritage
- Highways
- Amenity
- Biodiversity
- Impact on Designated Sites
- Nutrient Neutrality

Assessment:

10. Principle of Development

- 10.1 The application site is located outside of the development limits, and policy GSP1 states that development will not be supported outside of the development limits except where:
 - a. *it comprises agricultural or forestry development;*
 - b. *it comprises the provision of utilities and highway infrastructure; or*
 - c. *specific policies in the Local Plan indicate otherwise.*

- 10.2 This section will be split into two parts. Firstly, the argument that this should be considered as a replacement dwelling will be assessed, before moving on to assess the principle of a net new dwelling in this location.

Principle of a replacement dwelling

- 10.3 Members are reminded that there is no legal basis on which to consider the barn conversion permission of 2008 to be extant. Against that backdrop there are no prospects of the barn conversion taking place lawfully under the 2008 permission, until such time as any lawful development certificate is requested with appropriate supporting evidence provided.
- 10.4 Nevertheless, the agent has argued that this application should be considered as a replacement dwelling on the basis that the barn should be considered a current dwelling.
- 10.5 Members are reminded that unless a dwelling is built/converted and completed to a safe standard and made available for residential occupation, then it cannot be taken to be a dwelling and therefore this application cannot be considered to be a “replacement dwelling”.
- 10.6 Furthermore, whilst the applicant has suggested that the previous approval could be 'traded in' – effectively formally extinguished – if this application were to be approved, no detailed suggestions have been proposed by the applicant to secure such measures, so minimal weight can be given to this consideration.
- 10.7 Even if the barn conversion permission were to be proven to be legally extant, the justification given by the applicant for the fact that the existing barn is not being progressed further is:
- “as the conversion of the barn has - whilst viable - not proved as attractive to the market in the intervening period as had been envisaged, principally because of the off-putting situation of an otherwise most attractive home being hard against the adjacent road.”*
- It should be noted however that an email dated the 19th February 2021 (during the time that the previous application was being determined) states:
- “The barn cannot be viably converted/re-used; and it has no agricultural use. So, it will simply continue to deteriorate over time.”*
- 10.8 As such, Officers consider any fall back position - of the barn being used as a dwelling under the 2008 permission (if the permission were to be proven to remain extant) - is

unlikely to materialise, as not only has it not come forward in the last 15 years but the applicant has actually expressed their intention to not convert the existing barn.

10.9 It has not been proven that if the barn were to be converted this would be undesirable to potential purchasers, nor has it been proven that the barn has been struck by vehicles. Moreover, no evidence has been provided to suggest that the barn is incapable of conversion.

10.10 Given the foregoing, Officers do not consider that the application can be considered against the Local Plan Part 2 policy on 'replacement dwellings in the countryside'.

Furthermore, policy H8 from the Local Plan Part 2 only supports replacement dwellings in the countryside where the following strict criteria apply:

- a. *The existing dwelling is not a building of architectural or historical value which makes a positive contribution to the locality;*
- b. *The dwelling being replaced has a current lawful permanent residential use and has not been abandoned;*
- c. *The replacement dwelling's scale, siting and design, and any extension of its curtilage: • would not harm the character of the surrounding area or any protected landscape, habitat, species or heritage assets; and • would not have a significant adverse effect on the amenities of neighbouring occupiers or the effective operation of nearby businesses; and*
- d. *Any increase in bedrooms would not have an adverse impact on road safety or the free movement of traffic on any road of strategic network significance.*

10.11 Policy H8 requires all the criteria (a)-(d) to be satisfied to be compliant in principle with the policy:

- The application would not comply with policy criteria H8(a) for reasons discussed later in this report as the barn is of historic value and should be considered a non-designated heritage asset.
- Nor would it not comply with H8(b) because there is no dwelling at the site which would be replaced, and no lawful residential use at the site. The existing barn is overgrown with vegetation and clearly it is not occupied and nor is it in a state to be occupied, and to all intent and purposes the residential use has been abandoned having not been pursued since a cursory attempt to start works on site was made in 2011.
- Being an outline application with no matters other than access proposed, it cannot be considered to address criteria H8(c).

Notwithstanding the 'neutral' highways authority position in respect of criteria H8(d) it is considered clearly unreasonable to consider this application a 'replacement' dwelling as the barn has not been converted yet and policy H8 cannot be considered to be engaged. Accordingly so, the application must be treated as a net new dwelling.

Principle of a new dwelling

Type of Residential Development

- 10.12 Martham is a well served village and is the largest Primary Village in the Borough. It has seen extensive development in recent years and continues to play an important role in housing supply within the Borough, with Policy MA1: Land north of Hemsby Road, Martham designating land for approximately 95 homes, for example.
- 10.13 The development limits defined by policy GSP1 have been drawn tightly around the existing settlement and the sites designated for development. This is to ensure that all new dwellings are as sustainably located as possible, with access to shops, services and employment through public transport, and safe and convenient cycle and walking routes.
- 10.14 The site is outside of the defined development limits. Both the Core Strategy and Local Plan Part 2 makes it clear that land outside of the defined Development Limits is 'countryside', where development will be limited to conversions, replacement dwellings and schemes that help to meet rural needs (such as those permissible under adopted policy H5).
- 10.15 This approach to enabling sustainable development whilst maintaining limited but advantageous growth in Countryside locations is set out in Core Strategy policies CS1(a) and CS1(e), CS2 and Local Plan Part 2 policies GSP1 and H5. Policy GSP1 makes clear that new housing growth in inaccessible locations with no facilities is not sustainable nor consistent with Core Strategy policy, and should not be permitted. It states:
- "Development will not be permitted on land outside of Development Limits except where:*
- a. it comprises the use and development of land associated with agriculture or forestry;*
 - b. it comprises the provision of utilities and highway infrastructure; or*
 - c. specific policies in the Local Plan indicate otherwise."*
- 10.16 Those specific policies for the use of land in countryside locations are set out in Local Plan Part 2 policy H5, which states: *"New permanent dwellings outside of the Development Limits for full-time rural workers in agriculture, forestry, or other land-based rural business will be permitted"*. None of these criteria are met by this proposal.

10.17 Policy CS2 sets out the principles for the location of new residential development in the Borough so that strategic issues such as infrastructure needs can be considered at an early stage - and provides its definition of the settlement hierarchy and describes its role in supporting text paragraphs 4.2.10 and 4.2.14. No information has been provided to suggest that the proposal should be assessed against H5.

Accessibility And Suitability of Location

10.18 The nearest footpath is located 145 metres to the north-west of the site. This footpath leads into the village proper although it is not lit. As such, future residents would have to walk for 145 metres along a relatively busy C road. This would likely be unwelcoming and unattractive for pedestrians and likely lead to journeys by car into the village. It should also be noted that apart from the medical centre, most facilities in Martham are located in the village core, as such it is likely that people would have to walk for a kilometre to get to the nearest shop. The nearest bus stop is 600+ metres away, notably further than the recommended maximum distance of 400m.

10.19 The LPA does not consider the application site to be isolated in terms of the definition adopted by NPPF paragraph 80, as it is in close proximity to a cluster of other dwellings and buildings. However, it is located within the countryside and is distant to services and inaccessible by means other than the private car.

10.20 It is recognised that Paragraph 105 of the NPPF acknowledges that there are differences between sustainable transport options in rural and urban locations; however, the site is distant from key services and facilities and disconnected from those. Further dwellings in this location would not support the aims of CS01 regarding sustainable development.

10.21 As such, the principle of a new dwelling in this location would not be supported. Given that, regardless of whether the proposal is viewed as a new dwelling or a replacement, the application is not supported by policy.

Self-Build

10.22 The supporting statement claims that “the proposal could provide the benefit of a self-build opportunity” without demonstrating whether the applicant was on the self-building register or any other evidence to indicate that this would indeed be a self-build, nor offering any mechanism to confirm that it would be developed only as a self-build dwelling (such as proposing a section 106 agreement charge on the land for example). Even if this were the case, however, it should be noted that the Borough Council has met its self-build and

custom housebuilding needs from the last four years through existing permitted sites. This represents 23 entries on Part 1 of the Register (for people with a local connection to the Borough (ie they live or work in the Great Yarmouth Borough) or an individual from the regular armed forces). A further 9 have been entered for year 5 and a further 3 for year 6 (to date). The Borough Council, therefore, has evidence of a relatively low need for this type of housing and considers that it can easily satisfy its duty to meet this level of demand - cumulatively 25 self-build sites have been granted permission since 2016.

- 10.23 A recent appeal from Threeways, Burgh Castle (APP/U2615/W/20/3253503) is highly relevant to this; at Paragraph 11 the Inspector concluded that "the benefits of a self-build property do not override the locational concerns." The same is considered relevant in this case.

11. Landscape Impact

- 11.1 Concerns were raised in the previous refused application about the impact that the demolition of the barn would have on the surrounding landscape due to its prominent position in the street scene and appearance in key views. The reason for refusal on 06/20/0605/O referenced that a Landscape Impact Assessment had not been provided as part of the application.
- 11.2 The Barn is located within the Landscape Character Area identified as the East Flegg Settled Farmland. This area occupies the north eastern part of Great Yarmouth Borough, abutting the Broads Authority Executive Area Boundary to the north and to the south. Ormesby Broad and associated carr woodland create the southern backdrop to the character area. The area forms part of the landscape setting of the Broads. The character area includes the settlement of Martham to the west and is contained to the east by Winterton-on Sea. The boundaries of the area are defined primarily by drift geology and by the extent of arable cultivation, with farms associated with former landed estates.
- 11.3 A Landscape Impact Assessment has been provided as part of this application. This summarises that in landscape and visual terms, the barn does not constitute a significant landscape feature, and the proposed development would thus cause no harm to local distinctiveness, nor be detrimental to the character of the area.
- 11.4 This view is noted but is not accepted by Officers. The barn may not be the most prominent feature in the landscape but it does play an important role as a traditional form in the

landscape that is common for this part of Norfolk. The glimpses and views of the barn from the approach from Hemsby reinforce the rural setting and off-set the creeping urbanisation of Martham in the countryside. The previously-dismissed appeal in 2016 noted that a new dwelling and demolition of the barn would create an increased urbanising effect as well.

- 11.5 The loss of the barn and a new dwelling set back further on the site would remove this vernacular barn from the landscape, increase the intensity of the built environment and would be contrary to adopted policy CS09 G.

12. Heritage

- 12.1 The barn dates from the early 19th century, most likely constructed between 1812 and 1841, and is built from vernacular materials. Whilst the (most likely) original thatched roof has been replaced by corrugated sheeting and more modern fenestration on the east facing wall, the barn is still of its time and is considered to be a non-designated heritage asset.
- 12.2 The Heritage Statement submitted in support of the application describes the barn as:
“aligned NNW-SSE with its eastern elevation fronting directly onto Hemsby Road. The barn is of brick construction. Both gable ends of the building utilise English bond brickwork with elements of tumbling in. The western elevation uses a mix of English bond and English garden wall bond (there are two areas, one near the top and one near the base of the wall, where three rows of stretchers are utilised). The original roof covering has been lost and is now covered with corrugated asbestos, however, the original timberwork roof structure appears to survive largely intact with nailed knee braces supporting the tie-beam.”
- 12.3 The barn has a historic and evidential value - its location, positioning, historic materials, and vernacular design contribute to the local character and distinctiveness. The date stone further speaks of the local history referring to former activities and owners. The building has been altered and the original thatched roof has been replaced with corrugated asbestos sheets, however, its traditional architectural features are still evident and refer to the history and vernacular tradition of the area. The proposed demolition would erase the authentic qualities of the barn and diminish its historic integrity.
- 12.4 The Heritage Statement concludes that the barn is of limited historic significance, noting “in terms of the values that make up the significance of Mill Barn, the loss of internal arrangements and the loss of fixtures and fittings severely limit the evidential value of the surviving building as, other than basic plan form, there is nothing surviving which makes

any contribution to the understanding of the development and function of the building. The building does not display any aesthetic value, either in terms of architectural embellishment, purposeful design or fortuitous experience.”

12.5 It is agreed that the barn is not the finest example of a red-brick barn but that is not to say that it does not retain a degree of local historic significance; its historic value need not come only from architectural embellishment but also equally important is the role it played in the local area and the traditional use of materials, forms and techniques. The brick work and timber roof structure are in relatively good condition.

12.6 In the Inspector’s decision (Appeal Decision APP/U2615/W/16/3155815) he noted that:

“Nevertheless, the demolition of the barn would harm the historic and architectural significance of this structure as it would be reconstructed in a new location. This would dilute the policies for the effective re-use of rural buildings. Recycling the existing materials and detailing would not mitigate for this inherent failing and there is nothing to suggest the existing building could not be converted with a robust landscaping scheme.”

12.6 The application is for outline permission only so the layout, scale and design of the proposed new dwelling is not being assessed as part of this application. The site plans make reference to the barn being of the same footprint and set back 14 metres – but this is not able to be secured by this permission. Regardless, as established by the Inspector in 2016, the loss of the historic fabric would not be mitigated through any potential reuse in the new dwelling.

12.7 Adopted policy E5 states:

“Proposals which involve the loss of non-listed buildings/structures which either make a positive contribution to the significance of a conservation area or are non-designated heritage assets will only be permitted where:

- a. the building/structure is structurally unsound and beyond feasible and viable repair for reasons other than deliberate damage or neglect; or*
- b. all measures to sustain the existing use or find an alternative use/user have been exhausted and the building risks falling into dereliction.”*

No structural survey has been submitted to demonstrate that the barn is incapable for conversion, either for financial or structural reasons. Moreover, there is no evidence of the applicant attempting to prevent the barn from falling into disrepair, with the only apparent action being repeated applications over the last 8 years to demolish it.

- 12.8 NPPF Paragraph 203 requires that *“when determining applications that affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”* In this instance, the proposal would represent the total loss of the heritage asset, which has significance through its traditional features and form.
- 12.9 The loss of the non-designated heritage asset would not be offset by public benefit significant enough to justify its loss. As such, the application is contrary to policies E5, CS10 and paragraph 203 from the NPPF.

13. Access, Traffic and Highways impacts

- 13.1 The application is in outline and the only detail herein is for the means of vehicular access (together with local highways improvements). The application includes: visibility improvement works plan; Small Highway Works plan; and a Stage 1 Road Safety Audit-report. These demonstrate that the site/proposed development can-be safely accessed, and thus address the previous reason for refusal in 06/20/0605/O.
- 13.2 The Local Highways Authority (Norfolk County Council) whilst raising no objection, did note that they had “reservations in terms on not providing visibility fully in accordance with current guidance” although were happy to allow a relaxation in this case as the road environment does help to constrain vehicle speeds and that the improvements proposed to widen the road are unlikely to significantly alter vehicle speeds due to the gradient and location of the speed limit terminal signs. As such, the proposed positioning of the access is not considered to be unacceptable.
- 13.3 The primary justification for the demolition of the existing barn is that it would provide a public benefit through removing a pinch point in Hemsby Road, and therefore reduce the potential for vehicle conflict. The proposal also intends to realign the carriageway edge to ‘smooth’ the inside corner.
- 13.4 The Local Highway Authority has not suggested it is essential to demolish the barn in the interests of local highway safety.
- 13.5 Whilst the realigning of Hemsby Road may provide some minor benefits in reducing the potential for vehicle conflicts by widening the road, the highway officer notes that those benefits may not have any noticeable overall effect, stating: “that the improvements proposed to widen the road are unlikely to significantly alter vehicle speeds”.

- 13.6 As such the works proposed through road widening, are not considered to offer significant enough public benefit to justify demolition of the barn and the associated heritage harm that causes, nor is it a material consideration significant enough to justify the conflict with adopted development plan policy vis a vis creating a new dwelling in the countryside.

14. Amenity

- 14.1 The supporting statement notes that the existing barn has “not proved as attractive to the market in the intervening period as had been envisaged, principally because of the offputting situation of an otherwise most attractive home being hard against the adjacent road (on a sharp bend), and the constraints presented by the proximity of the adjacent highway.” However, there has been no substantive evidence provided in the application to suggest that road noise within the existing barn could not be mitigated by sound insulation or that it must be replaced and enlarged, rather than converted, so as to provide a safe and viable home.
- 14.2 Adopted policy A1 expands on CS09 F to ensure that no significantly harmful amenity issues occur, including: *overlooking and loss of privacy; loss of light and overshadowing and flickering shadow; building and structures which are overbearing; nuisance, disturbance and loss of tranquillity from waste and clutter, intrusive lighting, visual movement, noise, poor air quality (including odours and dust); and vibration*. The proposed new dwelling would not present any of these amenity concerns.

15. Public Open Space

- 15.1 LPP2 policy H4 requires new residential development to make provision for publicly accessible recreational open space where there is an identified deficit in local provision (defined by ward). As the development is under 20 dwellings, such provision will only feasibly be met off-site. An assessment of the current surplus/deficit of each type of open space and an allowance for maintenance in the West Flegg Ward has been carried out based on the Open Spaces Needs Assessment (2013) and Sport, Play and Leisure Strategy (2015) improvements to the provision of the following types of open space are required to support the development:
- Outdoor Sport
 - Play space
 - Parks and Gardens
 - Accessible Natural Greenspace

There are no local deficiencies of informal amenity space and Allotments, therefore improvements to the provision of these spaces are not required to support this development.

Therefore, on the basis of the above the Borough Council would expect a full off-site financial contribution of £1,523.10 to address the public open space requirements and impacts of the development in line with policy H4.

15.2 The applicant has now provided the financial contribution to ensure compliance with H4.

16. Habitats Regulations Assessment (HRA)

16.1 The application site is within the Orange 400m to 2.5km Indicative Habitat Impact Zone and proposes the introduction of one net new dwelling. As such, a shadow template HRA and a contribution to the Norfolk Green Infrastructure and Recreational impact Avoidance and Mitigation Strategy (GIRAMS) of £185.93 is needed.

16.2 The applicant has now provided the financial contribution to ensure compliance with policy GSP5, and be able to address the habitat regulations mitigation requirements, in respect of the GIRAMS recreation impacts on designated sites.

17. Ecology and Biodiversity

17.1 The barn by the very nature of its condition, age and form is a prime candidate for nesting species. A reason for refusal on the previous outline application was that there was insufficient information submitted with the application to assess the impact of the development on protected species.

17.2 An ecology report has been submitted alongside the application. This found that the barn provides several potential roosting features for bats (e.g. gaps and cracks in the external masonry) and behind a water tank inside the barn. An old bird's nest was discovered inside and evidence of recently nesting stock dove were observed. Two nocturnal surveys were carried out during June and July 2021. A day roost of brown long-eared bats was observed during the second survey on 21/07/21 where four bats were observed flying internally within the barn and crawling behind the water tank. The surrounding site was used by low numbers of foraging common pipistrelles and noctule bats.

17.3 The report concludes that should the application be approved then the works to demolish Mill Barn will result in the loss of a brown long-eared bat day roost therefore, will need to be completed under an EPS mitigation licence. The biodiversity enhancement for the site should include: the installation of at least two starling boxes. The mitigation provision for bats will be determined as part of the licence. Recommendations have also been made in regards to gapping-up the northern boundary hedgerow with native species to enhance the exiting defunct hedgerow.

17.4 Should members be minded to approve the application contrary to officer recommendation then these would need to be conditioned on the grant of any approval.

18. Drainage and Nutrient Neutrality

18.1 The proposed site is located within the catchment area of the Trinity Broads (Broads SAC). Alongside all other local planning authorities in Norfolk, the Council has received a letter from Natural England on nutrient pollution in the protected habitats of the Broads Special Area of Conservation and Ramsar site. The letter advised that new development comprising overnight accommodation such as new housing development within the catchment of these habitats has the potential to cause adverse impacts with regard to nutrient pollution. The only way to avoid these impacts in Great Yarmouth is to ensure new development connects to the mains sewer system which is connected to Caister pumping station, so an application would have to demonstrate that the site can be linked to the Anglian Water mains sewer and that the sewer does in turn discharge via Caister.

18.2 A drainage strategy has been submitted which confirms that there is an Anglian Water (AW) foul water sewer in Hembsy Road just north of the proposed development site. This provides an obvious connection location for the proposed residential dwelling's foul drainage system. The closest manhole to the development is AW MH 5902 which has a cover level of 15.43mAOD (from the topo. survey) and an invert level of 13.57mAOD (from the AW records). The invert level is deep enough to allow a gravity connection into this manhole.

18.3 In order to be considered acceptable in respect of 'Nutrient Neutrality' concerns, the applicant would need to provide evidence that (1) Anglian Water has capacity to accept the new sewage flows into their public sewerage system for treatment and disposal via Caister Pumping Station outside the catchment area, and (2) that they will connect to the system as a requirement by planning condition (rather than any proposed use of septic tanks or other non-mains system which ultimately discharges to groundwaters in the catchment).

18.4 The application has not provided this information nor a Habitat Regulations Assessment to cover that aspect so cannot be said to avoid adverse effects on the internationally

designated protected wildlife site, and therefore would not pass the habitats regulations assessment nor comply with policy GSP5 in that respect, and as such the application should not be approved in its current form.

Local Finance Considerations

- 18.5 Under Section 70(2) of the Town and Country Planning Act 1990 the Council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant such as new homes bonus, or the Community Infrastructure Levy (which is not applicable to the Borough of Great Yarmouth). Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority, for example. There do not appear to be any planning-related local finance considerations linked to this development.

19. The Planning Balance

- 19.1 The removal of the barn and minor widening of the road would open up the corner in the road, reducing the potential for direct vehicle conflict. This would provide a minor public benefit although the Local Highways Authority have not suggested that the removal of the barn is necessary and nor has evidence been provided to suggest that the barn is regularly struck by passing traffic.
- 19.2 The effect of the widening could be very small, and vehicle speeds would be unlikely to be reduced. The proposed highways works are therefore considered a very negligible public benefit.
- 19.3 The loss of the barn would have a harmful effect on the landscape as the barn is a traditional feature and the glimpses offered on the approach from Hemsby play an important role in reiterating the character of the West Flegg countryside.
- 19.4 The loss of the barn would also cause significant harm to the local historic environment given there is value in the existing barn and the loss of historic fabric would be detrimental due to its existing display of traditional materials and building techniques which would not be suitably replaced in the new dwelling.

- 19.5 The proposal does not constitute a replacement dwelling as the existing barn is not in residential use nor is it in a state that is fit for habitation. The proposal represents a new dwelling in an unsustainable, countryside location, with poor accessibility by means other than the private car, being contrary to policies CS01, CS02, and GSP1.
- 19.6 The application has not demonstrated there would be no adverse effect on the conditions of the Trinity Broads Special Area of Conservation (SAC) due to its possible impacts from increased nutrient loading into the SAC catchment area. Without demonstration of appropriate mitigation the application cannot be said to avoid adverse effects on the internationally designated protected wildlife site network, and therefore would not pass the Habitats Regulations Assessment nor comply with policy GSP5 in that respect, and as such the application should not be approved in its current form regardless of any other planning merits that may or may not be considered favourable.

20. Conclusion and Recommendation

- 20.1 Having considered the details provided, the application is considered to fail to comply with policies CS01, CS02, CS09 and CS11 from the adopted Core Strategy, and policies GSP1, GSP5, GSP8, H4, H8, E4 and E5 from the adopted Local Plan Part 2.
- 20.2 Although there would be some public benefits, it is considered that conflict with policy and harm to the landscape and historic environment and natural ecological assets significantly outweigh the very negligible and questionable benefit of the highways works proposed. There are no other material considerations to suggest the application should be recommended for approval contrary to the provisions of the adopted development plan and national guidance and the expectations of the national planning policy framework.

RECOMMENDATION:

It is recommended that application 06/22/0197/O should be REFUSED, for the following reasons:

1. The application is not for a replacement dwelling. The barn has not been converted and is not in a state to be occupied. The application does therefore not engage adopted policy H8 from the Local Plan Part 2 which requires that all of criteria (a) – (d) be satisfied, but it is considered that the application fails to do so. In particular, criterion (b) requires that “the dwelling being replaced has a current lawful permanent residential use and has not been abandoned”. However, there is no dwelling at the site which would be replaced, and no lawful residential use exists at the site. The existing barn is overgrown with vegetation and clearly it is not occupied and nor is it in a state to be occupied, and to all intent and

purposes the intent to maintain residential use status at the site is considered to have been abandoned.

2. The proposal introduces development outside the settlement limits defined in the proposals map and is therefore considered contrary to adopted policy GSP1 and Core Strategy policy CS2 which seek to direct housing development to sustainable locations. Justification has not been given that the proposal should be assessed against adopted policy H5 or other exception purposes outlined by paragraph 80 of NPPF (2021) and furthermore it does not meet the criteria required.
3. The site has a lack of safe pedestrian access to the local amenities within the village and therefore it is considered that there would be a reliance on the private car for future occupants of the proposed development. As such it would be contrary to core policy CS01 (e) from the adopted Core Strategy, which seeks to ensure that new developments provide easy access for everyone to jobs, shops and community facilities by walking, cycling and public transport. Furthermore, it is considered that the application would not comply with core policy CS02 from the adopted Core Strategy which seeks to balance the delivery of new homes with the creation of self-contained communities and reducing the need to travel.
4. The barn is an important feature in the landscape, with key glimpses of the barn from the Hemsby approach. Its loss therefore would be contrary to Core Policy CS09 G which seeks to conserve and enhance biodiversity, landscape features and townscape quality.
5. The barn has a historic and evidential value - its location, positioning, historic materials, and vernacular design contribute to the local character and distinctiveness, and it can be considered as a non-designated heritage asset. Its removal therefore would result in the loss of this historic value which would not be mitigated by the recycling of the existing materials in a new dwelling on the site. The minor highways improvements do not outweigh the level of harm cause to the non-designated heritage asset. The application is therefore contrary to adopted policy E5 from the adopted Local Plan Part 2 and Core Policy CS10 which seeks to protect the historic environment.
6. The application has not demonstrated there would be no adverse effect on the conditions of the Trinity Broads Special Area of Conservation (SAC) due to its possible impacts from increased nutrient loading into the SAC catchment area. Without demonstration of appropriate mitigation the application cannot be said to avoid adverse effects on the internationally designated protected wildlife site network, and therefore would not pass the Habitats Regulations Assessment nor comply with policy GSP5 in that respect, and as such the application should not be approved in its current form regardless of any other planning merits that may or may not be considered favourable.
7. The application is considered to be contrary to policies CS01, CS02, CS09 and CS11 from the adopted Core Strategy, and policies GSP1, GSP5, GSP8, H4, H8, E4 and E5 from the adopted Local Plan Part 2. It is considered that conflict with adopted development plan policy and harm to the landscape and historic environment and natural ecological assets significantly outweigh the very negligible and questionable benefit of the limited highways

works proposed. There are no other material considerations to suggest the application should be recommended for approval contrary to the provisions of the adopted development plan and national guidance and the expectations of the national planning policy framework.

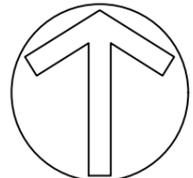
Appendices:

1. Site Location Plan
2. Site Layout Plan
3. Highways works proposals



LEGEND

	APPLICATION SITE BOUNDARY
	ADDITIONAL LAND OWNED BY APPLICANT



PRELIMINARY DRAWING:
 This drawing is for preliminary purposes only and must not be read as a construction issue. The design is not fixed and design changes are likely.

P1	01/10/20	ISSUED FOR PLANNING	PW	PP
Rev	Date	Description	By	Check

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 All dimensions are in metres unless stated otherwise.
 Do not turn on layers that have been turned off.
 Do not thaw layers that have been frozen.

Client
 BILLOCKBY FARMS LTD.

Project
 MILL BARN
 HEMSBY ROAD
 MARTHAM

Title
 LOCATION PLAN

Scale @ A3 1:1250 Status FOR PLANNING



Date	Job Number	By	Checked By
28/09/2020	0101	PW	PP
Drawing No.		Revision	
C-100		P1	

INSPECTIONS REQUIRED BY THE HIGHWAYS INSPECTOR

The contractor shall give advance notice to norfolk county council to allow the inspector proper inspection and checking of the works at the following designated stages:

- 1) Prior to start of works a photographic record of existing highway condition adjacent to development to be agreed and recorded
 - 2) Start of the works
 - 3) Before back filling any trenches under new highway
 - 4) Completion of formation
 - 5) Completion of sub-base
 - 6) Arrival and planting of trees
 - 7) Laying of base
 - 8) Laying of binder course
 - 9) Laying of surface course
 - 10) All damage to existing highway resulting from construction traffic to be repaired before the inspector will be recommend works for interim/adoption
- No street light shall be installed until its final position has been agreed with the street lighting engineer

Notes

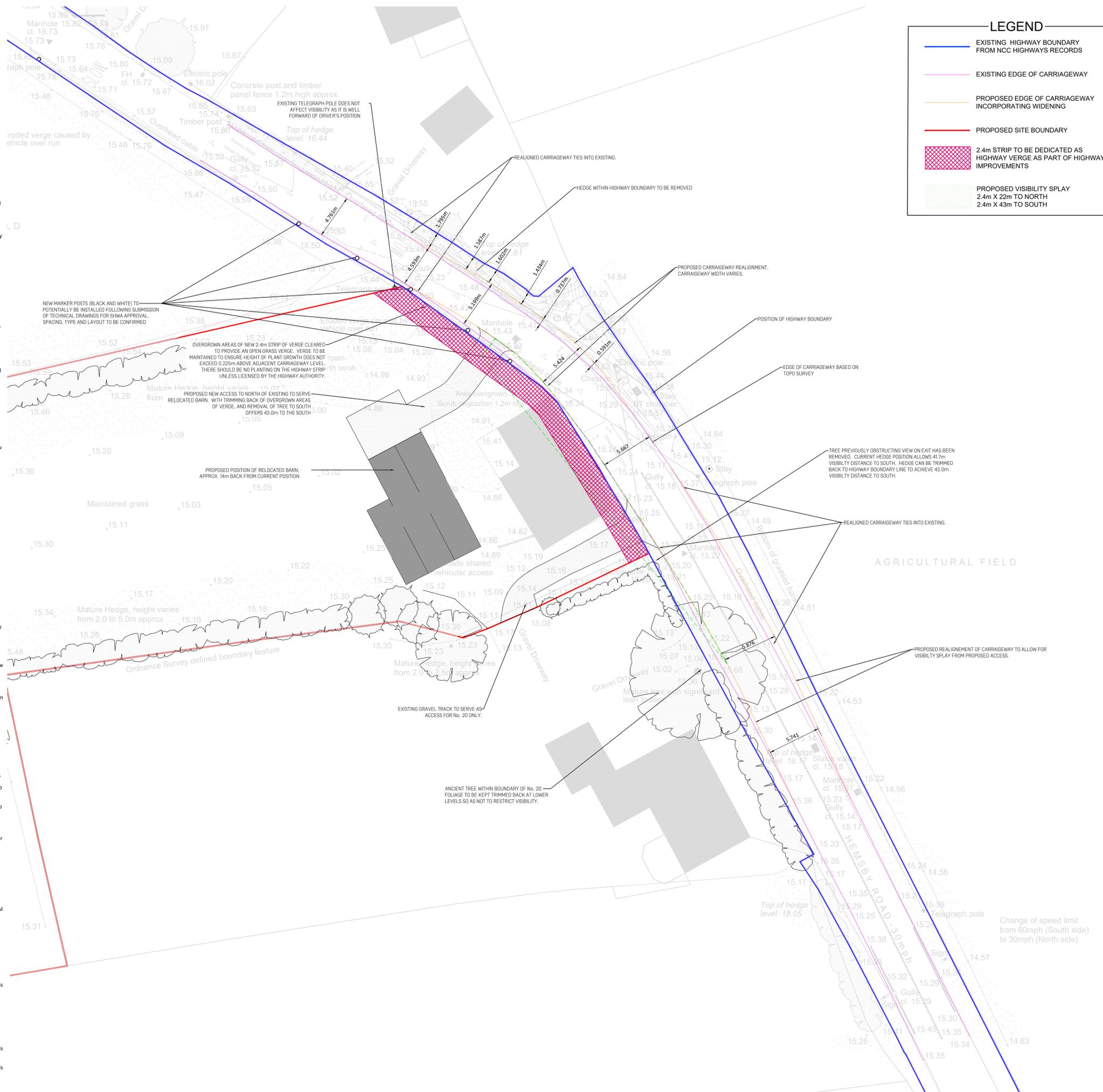
1. This drawing is to be read in conjunction with all relevant structural engineer's drawings and details, the specification for the works, the relevant architect's drawings and any other specialist's drawings.
2. Any discrepancies found on this or any other drawings are to be reported to and resolved by Schema Engineering Ltd before the commencement of any work relevant to the discrepancy.
3. The principal contractor is to provide fully designed propping/shoring to facilitate the works. All propping & bracing is to be adequately founded to ensure the stability/integrity of the existing/proposed structures &/or earthworks is maintained. Unless indicated on the drawings, the temporary works are not to impose reactions on the permanent structure without prior written consent from Schema Engineering Ltd.
4. This document has been prepared in accordance with the scope of Schema Engineering Ltd appointment with its client and is subject to the terms of that appointment. Schema Engineering Ltd accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. Only written dimensions shall be used.
5. This drawing is based on a topographical survey and planning drawings provided by the Client.
6. Dimensions are stated in meters unless shown otherwise. Chainages are in metres. Levels are in metres and related to Ordnance datum.
7. The contractor is to verify the accuracy of information provided by others.
8. Existing public utility services and private apparatus are not necessarily all shown on this drawing. The contractor shall liaise with the appropriate utility provider to determine precisely where on site existing services are located. Services shall be located and marked out on site prior to any excavation work being commenced.
9. All existing services, sewers and drains indicated on this and any other related drawings are shown only indicatively, and shall have their position and level confirmed on site by the contractor.
10. The surface course on the access road shall be deferred until building work for the whole development is complete. Gully frames and grates and other ironwork shall be temporarily set flush with the base course and raised at the time the surface course is constructed.
11. All works within the existing highway shall be carried out fully in accordance with the new works and street works at 1991 and to chapter 8 of the traffic signs manual. The contractor shall provide, erect, maintain and remove upon completion all temporary signing required for works carried out within the highway. The contractor shall liaise with the highways inspector of Norfolk County Council with regard to agreeing appropriate methods of traffic management.
12. The reinstatement of the highway shall be carried out fully in accordance with the HAUC 'Specification for the reinstatement of openings in highways'. Reinstatement shall be permanent (on first visit), trench backfill material shall be type 1 granular sub-base.
13. The contractor shall submit to the street works coordinator and utility companies the appropriate 'n' notices. Upon completion of the works the contractor shall submit to the street works coordinator the appropriate 'r' notice.
14. All proprietary materials shall be installed in accordance with the manufacturer's instructions and recommendations.
15. No trees, hedges or shrubs shall be taken up or otherwise damaged unless noted to the contrary on the drawings, or express permission is first obtained from the employer.
16. For precise positions and details of domestic paths, sheds, bin stores, washing lines etc please refer to the architects drawings.
17. For details of landscaping and planting please refer to the landscaping drawing prepared by others.
18. The main contractor is responsible for achieving and maintaining the stability of earthworks and any existing structures on the site and adjoining sites, taking all necessary precautions to safeguard this stability. Adequate shoring is to be inserted during the works to ensure stability and such shoring is to be adequately founded and braced.
19. As underlying ground conditions may be variable across the site the contractor shall undertake onsite porosity tests at the location and depth of each soakaway. Tests shall be undertaken in accordance with BRE365 and results forwarded to the engineer to allow verification of designs.
20. Prior to commencing any drainage works the contractor shall check and confirm back to Schema Engineering Ltd the existing invert level of all outfalls and/or connections to existing sewers. Any work carried out without doing this is entirely at the contractor's own risk.
21. All adoptable drainage to be installed/constructed to 'Sewers for Adoption 6th Edition' standards and in accordance with Anglian Water's additions and deletions document.
22. Connections to the existing sewers shall be subject to the approval of Anglian Water and shall be carried out by a contractor approved by Anglian Water. The contractor shall comply with the requirements of Anglian Water with regards to submitting method statements, risk assessments etc for obtaining a 'permit to work' on the existing sewer.
23. Where drainage is to be adopted, manhole covers are to be permanently and visibly badged with the AW logo and the lettering 'SW' for surface water and 'FW' for foul water.
24. Where possible orientation of manhole access covers to be orthogonal with adjacent kerb line.
25. Manhole covers to be set flush with binder course on new road construction and raised to final levels when surface course is laid at later date.
26. Sulphate resisting cement and concrete products to be used for foul sewerage.
27. All pipes entering or leaving manholes shall be laid with their soffits level, unless shown or agreed otherwise.
28. Gully connections to be 150mm dia at a gradient no flatter than 1 in 150 unless stated otherwise.
29. The private foul and storm water drainage shall be subject to inspections by the local building control officer. The contractor shall liaise with the building inspector with regard to making inspections at the appropriate stages of the work.
30. All private foul and storm water sewers shall be 100/110mm dia clayware or PVC unless stated otherwise. Storm sewers shall be laid at a gradient no flatter than 1 in 100, and foul sewers to a gradient no flatter than 1 in 80 unless stated otherwise on the drawings.
31. All shallow inspection chambers to be a depth of 600mm from cover to invert unless stated otherwise.
32. All connections to adoptable sewers to be made in vitrified clay only.

PROTECTION TO ADOPTABLE SEWERS:-

33. Type S bedding to be used in non-trafficked areas.
34. Type S bedding to be used in trafficked areas where the cover to the crown of the sewer is greater than or equal to 1200mm.
35. Concrete Slab Protection to be provided in trafficked areas where the cover to the crown of the sewer is less than 1200mm.

PROTECTION TO PRIVATE SEWERS:-

36. Type S bedding to be used in non-trafficked areas.
37. Type S bedding to be used in trafficked areas where the cover to the crown of the sewer is greater than or equal to 900mm.
38. Type Z bedding to be used in trafficked areas where the cover to the crown of the sewer is less than 900mm.



LEGEND

- EXISTING HIGHWAY BOUNDARY FROM NCC HIGHWAYS RECORDS
- EXISTING EDGE OF CARRIAGEWAY
- PROPOSED EDGE OF CARRIAGEWAY INCORPORATING WIDENING
- PROPOSED SITE BOUNDARY
- 2.4m STRIP TO BE DEDICATED AS HIGHWAY VERGE AS PART OF HIGHWAY IMPROVEMENTS
- PROPOSED VISIBILITY SPLAY
2.4m X 22m TO NORTH
2.4m X 43m TO SOUTH

CDM REGULATIONS HEALTH AND SAFETY INFORMATION FOR THE LIFETIME OF THE DEVELOPMENT

The hazards noted are in addition to the normal hazards and risks faced by a competent contractor when dealing with the type of works detailed on this drawing.

CONSTRUCTION RISKS:

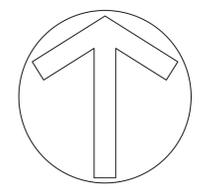
1. Contractor to locate services prior to excavating.
2. Asbestos may be present.
3. Existing drains to be protected and bridged over where required.

MAINTENANCE/CLEANING RISKS:

1. Pavement deformations to be monitored to ensure that designed pavement fails are maintained. If significant deformation is allowed to propagate then localised flooding could occur.
2. Silt traps, drainage channels, permeable pavements and inspection chambers require the standard periodic inspection regime and cleaning routine to ensure continued performance and reduce the risk of flooding.
3. Potential for soft spots within existing ground after heavy rainfall.
4. Dust and noise impacts on local community.
5. Existing live services and utilities.

DEMOLITION / ADAPTION RISKS:

1. Apparatus located in landscaped areas has not been designed to support heavy vehicle loading.
2. Hazardous waste materials / dust and debris released into the air.
3. Unknown ground conditions during / after heavy rainfall.



PRELIMINARY DRAWING:
This drawing is for preliminary purposes only and must not be read as a construction issue. The design is not fixed and design changes are likely

Rev	Date	Description	By	Check
P5	31/01/2022	REVISED TO HIGHWAYS COMMENTS	RB	PP
P4	25/01/2022	REVISED HIGHWAY BOUNDARY	RB	PP
P3	21/05/2021	NEW SURVEY INFORMATION	PP	PP
P2	09/04/2021	REVISED PROPOSED ROAD WIDTHS TO ALIGN WITH EXISTING	PP	PP
P1	26/03/2021	PRELIMINARY	JS	PP

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Client	BILLOCKBY FARMS LTD.		
Project	MILL BARN HEMSBY ROAD MARTHAM		
Title	HEMSBY ROAD VISIBILITY IMPROVEMENT WORKS PROPOSED IMPROVEMENT WORKS		
Scale @ A1	1:200	Status	PRELIMINARY

Date	Job Number	By	Checked By
26/03/2021	0101	JS	PP
Drawing No.	Revision		
C-104	P5		

INSPECTIONS REQUIRED BY THE HIGHWAYS INSPECTOR

- The contractor shall give advance notice to Norfolk County Council to allow the Inspector proper inspection and checking of the works at the following designated stages:
- 1) Prior to start of works a photographic record of existing highway condition adjacent to development to be agreed and recorded
 - 2) Start of the works
 - 3) Before back filling any trenches under new highway
 - 4) Completion of formation
 - 5) Completion of sub-base
 - 6) Arrival and planting of trees
 - 7) Laying of base
 - 8) Laying of binder course
 - 9) Laying of surface course
 - 10) All damage to existing highway resulting from construction traffic to be repaired before the inspector will be recommended works for interim/adoption
- No street light shall be installed until its final position has been agreed with the street lighting engineer.

Notes

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2. Any discrepancies found on this or any other drawings are to be reported to and resolved by Schema Engineering Ltd before the commencement of any work relevant to the discrepancy.
3. The principal contractor is to provide fully designed propping/shoring to facilitate the works. All propping & bracing to be adequately founded to ensure the stability/integrity of the existing/proposed structures. If earthworks is maintained, lines indicated on the drawings, the temporary works are not to impose reactions on the permanent structure without prior written consent from Schema Engineering Ltd.
4. This document has been prepared in accordance with the scope of Schema Engineering Ltd agreement with its client and is subject to the terms of that appointment. Schema Engineering Ltd accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. Only written dimensions shall be used.
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10. The surface course on the access road shall be deferred until building work for the whole development is complete. Gully frames and grates and other ironwork shall be temporarily set flush with the base course and raised at the time the surface course is constructed.
11. All works within the existing highway shall be carried out fully in accordance with the new works and street works at 1991 and to chapter 8 of the traffic signs manual. The contractor shall provide, erect, maintain and remove upon completion all temporary signing required for works carried out within the highway. The contractor shall liaise with the Highway Inspector of Norfolk County Council with regard to agreeing appropriate methods of traffic management.
12. The reinstatement of the highway shall be carried out fully in accordance with the HA/LC specification of reinstatement of openings in highways. Reinstatement shall be permanent (on first view), trench backfill material shall be type 1 granular sub-base.
13. The contractor shall submit to the street works coordinator and utility companies the appropriate 'N' notices. Upon completion of the works the contractor shall submit to the street works coordinator the appropriate 'Y' notice.
14. All proprietary materials shall be installed in accordance with the manufacturer's instructions and recommendations.
15. No trees, hedges or shrubs shall be taken up or otherwise damaged unless noted to the contrary on the drawings, or express permission is first obtained from the employer.
16. For precise positions and details of domestic paths, sheds, bin stores, washing lines etc please refer to the architects drawings.
17. For details of landscaping and planting please refer to the landscaping drawing prepared by others.
18. The main contractor is responsible for achieving and maintaining the stability of earthworks and any existing structures on the site and adjoining sites, taking all necessary precautions to safeguard this stability. Adequate shoring is to be inserted during the works to ensure stability and such shoring is to be adequately founded and braced.
19. As underlying ground conditions may be variable across the site the contractor shall undertake onsite porosity tests at the location and depth of each soakaway. Tests should be undertaken in accordance with BS8336 and results forwarded to the engineers to allow verification of designs.
20. Prior to commencing any drainage works the contractor shall check and confirm back to Schema Engineering Ltd the existing level level of all existing and/or connections to existing sewers. Any work carried out without doing this is entirely at the contractor's own risk.
21. All adaptable drainage to be installed/constructed to 'Sewers for Adoption 6th Edition' standards and in accordance with Anglian Water's additions and deletions document.
22. Connections to the existing sewers shall be subject to the approval of Anglian Water and shall be carried out by a contractor approved by Anglian Water. The contractor shall comply with the requirements of Anglian Water with regards to submitting method statements, risk assessments etc for obtaining a 'permit to work' on the existing sewer.
23. Where drainage is to be adopted, manhole covers are to be permanently and visibly hinged with the AN logo and the lettering 'SW' for surface water and 'FW' for foul water.
24. Where possible orientation of manhole access covers to be orthogonal with adjacent kerb line.
25. Manhole covers to be set flush with binder course on new road construction and raised to final levels when surface course is laid at later date.
26. Suitable nesting cement and concrete products to be used for foul sewerage.
27. All pipes entering or leaving manholes shall be laid with their soffits level, unless shown or agreed otherwise.
28. Gully connections to be 150mm dia at a gradient no flatter than 1 in 150 unless stated otherwise.
29. The private foul and storm water drainage shall be subject to inspections by the local building control officer. The contractor shall liaise with the building inspector with regard to making inspections at the appropriate stages of the work.
30. All private foul and storm water sewers shall be 100/110mm dia clayware or PVC unless stated otherwise. Storm sewers shall be laid at a gradient no flatter than 1 in 100, and foul sewers to a gradient no flatter than 1 in 80 unless stated otherwise on the drawings.
31. All shallow inspection chambers to be a depth of 600mm from cover to invert unless stated otherwise.
32. All connections to adaptable sewers to be made in vitlified clay only.

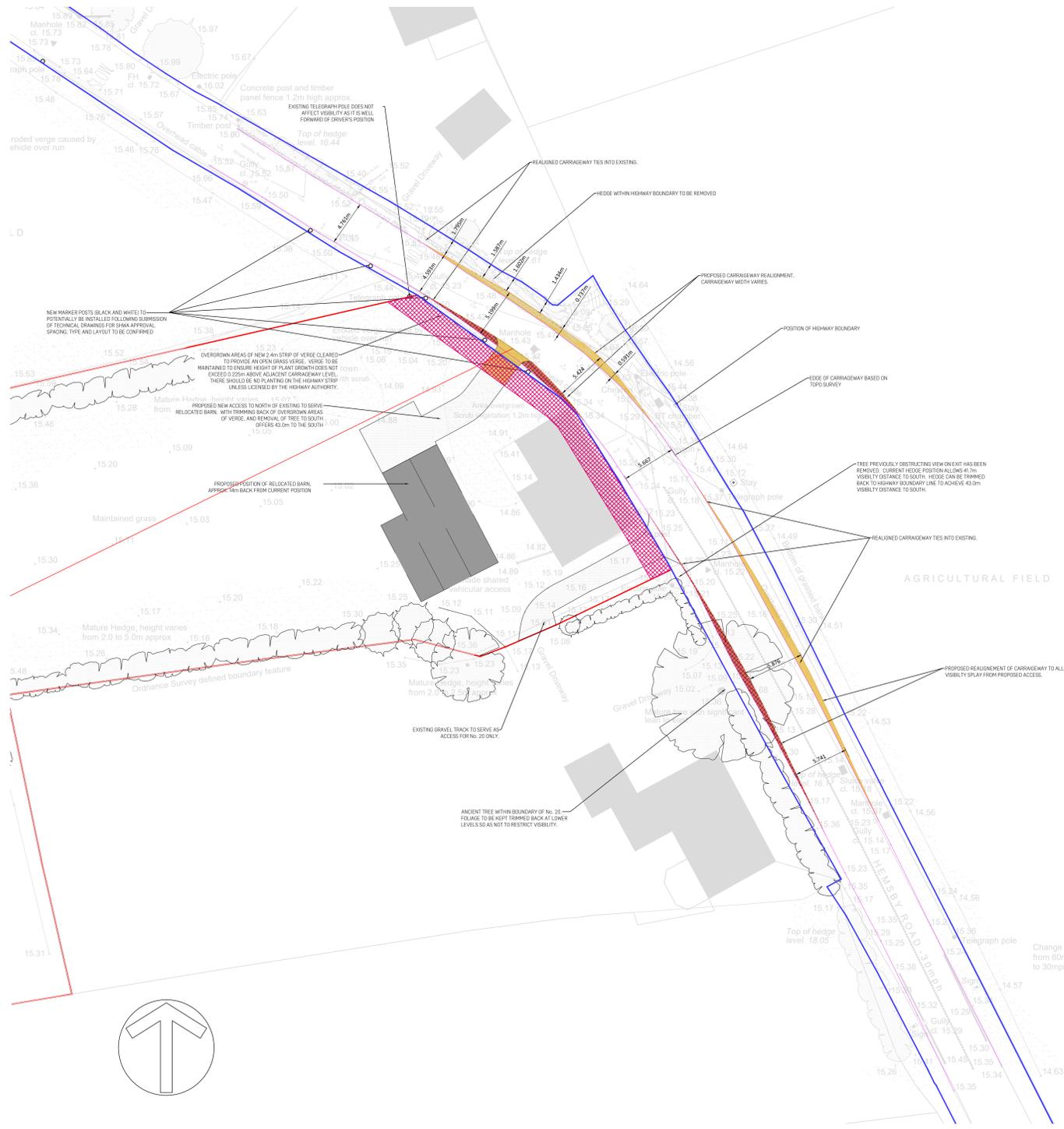
PROTECTION TO ADAPTABLE SEWERS:-

1. Type 5 bedding to be used in non-trafficked areas.
2. Type 5 bedding to be used in trafficked areas where the cover to the crown of the sewer is greater than or equal to 1200mm.
3. Concrete Slab Protection to be provided in trafficked areas where the cover to the crown of the sewer is less than 1200mm.

PROTECTION TO PRIVATE SEWERS:-

1. Type 5 bedding to be used in non-trafficked areas.
2. Type 5 bedding to be used in trafficked areas where the cover to the crown of the sewer is greater than or equal to 900mm.
3. Type 2 bedding to be used in trafficked areas where the cover to the crown of the sewer is less than 900mm.

Schema Engineering Ltd 2021.



CON REGULATIONS HEALTH AND SAFETY INFORMATION FOR THE LIFETIME OF THE DEVELOPMENT

The hazards noted are in addition to the normal hazards and risks faced by a competent contractor when dealing with the type of works detailed on this drawing.

CONSTRUCTION RISKS:

1. Contractor to locate services prior to excavating.
2. Asbestos may be present.
3. Existing drains to be protected and bridged over where required.

MAINTENANCE/CLEANING RISKS:

1. Pavement deformations to be monitored to ensure that designed pavement falls are maintained. If significant deformation is allowed to progress then localized flooding could occur.
2. Silt traps, drainage channels, permeable pavements and inspection chambers require the standard periodic inspection regime and cleaning routine to ensure continued performance and reduce the risk of flooding.
3. Potential for soft spots within existing ground after heavy rainfall.
4. Dust and noise impacts on local community.
5. Existing live services and utilities.

DEMOLITION / ADAPTION RISKS:

1. Apparatus located in landscaped areas has not been designed to support heavy vehicle loading.
2. Hazardous waste materials / dust and debris released into the air.
3. Unknown ground conditions during / after heavy rainfall.

PRELIMINARY DRAWING:
This drawing is for preliminary purposes only and must not be read as a construction issue. The design is not fixed and design changes are likely.

Rev	Date	Description	By	Checked
P4	31/01/2022	REVISED TO HIGHWAYS COMMENTS	RB	PP
P3	25/01/2022	REVISED HIGHWAY BOUNDARY	RB	PP
P2	24/06/2021	Updated following RSA Stage 1	PP	PP
P1	21/05/2021	PRELIMINARY	PP	PP

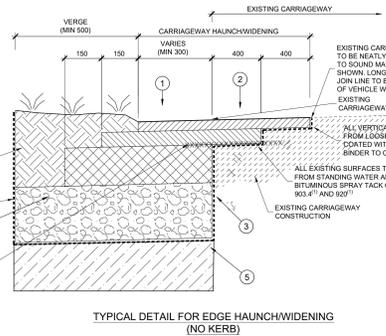
Copyright: The copyright of this drawing is vested in Schema Engineering Ltd.
To be read in conjunction with all other project related drawings, reports and surveys etc.
It shall not be used without permission by anyone for any purpose.
Do not scale this drawing electronically or manually.
Work to figured dimensions only.
All dimensions are in metres unless stated otherwise.
Do not turn on layers that have been turned off.
Do not show layers that have been frozen.

Client: **BILLOCKBY FARMS LTD.**

Project: **MILL BARN HEMSBY ROAD MARTHAM**

Title: **HEMSBY ROAD VISIBILITY IMPROVEMENT WORKS SMALL HIGHWAY WORKS APPLICATION**

Scale @ A0: **1:200** Status: **PRELIMINARY**



ROAD CONSTRUCTION SPECIFICATION		
LAYER	SPECIFICATION	COMPACTED THICKNESS (mm)
1	SMA TO SURF SURF 40/60 PSV55 STONE MASTIC ASPHALT COURSE TO BS1108 BITUMINOUS MIXTURES - MATERIAL SPECIFICATIONS TABLE FOR 10MM STONE MASTIC ASPHALT SURFACE COURSE WITH 40/60 PEN BITUMEN AND 55/97 COARSE AGGREGATE	35
2	AC 20 DENSE BIN 40/60 DES 20MM DENSE BINDER COURSE, 40/60 PEN BITUMEN, DESIGNED MIX.	65
3	AC 32 DENSE BASE 40/60 DES 32MM DENSE BASE, 40/60 PEN BITUMEN, DESIGNED MIX.	100
4	GRANULAR SUB-BASE TYPE 1 TO CLAUSE 607 ¹ CERTIFIED AS NON-FROST SUSCEPTIBLE. SPREAD EVENLY ON THE FORMATION IN LAYERS NOT EXCEEDING 150mm COMPACTED THICKNESS. COMPACTION TO CLAUSE 607 ¹ TO ACHIEVE A MINIMUM CBR VALUE OF 20%.	CBR 20% 325 (CBR ASSUMED TO BE 3%)
5	CLASS 6P1 OR 6P2 CAPPING MATERIAL TO TABLE 611 ¹ AND CLAUSE 613 ¹ COMPACTED IN LAYERS IN ACCORDANCE WITH TABLE 64 ¹ .	0 SEE NOTE 4
GENERAL FILL	CLASS 1 GRANULAR FILL MATERIAL TO TABLE 611 ¹ AND CLAUSE 613 ¹ COMPACTED IN LAYERS IN ACCORDANCE WITH TABLE 64 ¹ .	AS REQUIRED

- NOTES:**
1. SPECIFICATION FOR HIGHWAY WORKS PUBLISHED BY THE DEPARTMENT FOR TRANSPORT.
 2. CONSTRUCTION THICKNESS FOR PROVEN ALTERNATIVE SUB-GRADE CBR VALUES.
 3. WHERE CBR VALUE IS LESS THAN 2.0% SPECIAL ENGINEERING CONSIDERATIONS WILL BE REQUIRED.
 4. SUB-BASE TO BE THICKENED OR CAPPING LAYER TO BE USED TO GIVE A TOTAL CONSTRUCTION DEPTH OF HIGHWAY WORKS OF 400mm WHERE SUB-GRADE IS FROST SUSCEPTIBLE.
 5. BITUMEN GRADES TO COMPLY WITH EN12917 WHICH REPLACES BS3690. NEW GRADES OF 40/60, 100/150 AND 160/220 PEN REPLACES THE FORMER GRADES OF 50, 100 AND 200 PEN.
 6. APPLY BOND COAT TO BS54987 TO ALL BOUND LAYERS.

Date	Job Number	By	Checked By
May 2021	0101	PP	PP
Drawing No. C-105		Revision P4	