PLANNING APPLICATIONS AND OTHER DEVELOPMENT CONTROL MATTERS

NOTE:

Conditions of approval or reasons for refusal of planning permission as determined by the Committee are in summary form only and subject to the Director of Development and Environment’s final determination.

Key to letters included within application reference number to identify application type – e.g. 07/96/3000/A – application for consent to display an advert

A  Advert              G  Proposal by Government Department
AD Certificate of Alternative Development          HZ Hazardous Substance
CA Conservation Area               LB Listed Building
CU Change of Use                     LE Certificate of Lawful Existing development
D  Reserved Matters                  LP Certificate of Lawful Proposed development
     (Detail following outline consent)
F  Full (details included)             O Outline (details reserved for later)
H  Householder – Full application relating to
     residential property               SU Proposal by Statutory Undertaker
C  Application to be determined by County
     Council

Key to abbreviations used in Recommendations

S.P.  Structure Plan
S.N.L.P  South Norfolk Local Plan
P.D.  Permitted Development – buildings and works which do not normally require planning permission. (The effect of the condition is to require planning permission for the buildings and works specified).

DPHBE  Director of Planning, Housing and the Built Environment
1 Appl. No : 2011/1821/F
Parish : WYMONDHAM

Applicants Name : Bride Hall Developments
Site Address : Former Sale Ground Site, Station Approach, Wymondham
Proposal : Redevelopment (including site clearance and demolition) and construction of retail foodstore (Class A1) with associated parking, highways improvements, transport interchange, pedestrian and cycle routes and landscaping.

Decision : Members voted 7-3 for Refusal

Refused

1. The site does not meet the description of a preference site that is accessible and well connected to the town centre and so would conflict with the National Planning Policy Framework.
2. Cumulative retail impact together with development of the sequentially preferable site would cause harm to the vitality and viability of the Town Centre.

Updates:

Residents letters
The latest count of letters from residents on the two applications is as follows:

Update paragraph 4.8 of Item 1 and para. 4.11 of Item 2.
- Cabinet approved the draft Area Action Plan document on 29th October for consultation purposes.
- The consultation exercise prior to adopting the draft AAP asked people where the best place was for a new supermarket to be located. The question was open-ended with no specific choices given. The responses indicated broad support for an out of town location on brownfield land. The greatest public support was for the old Saleground (Station Road), followed by re-use of the empty Focus store, then the Semmence site (Postmill Close site). Some support for Kings Meadow was outweighed by persons against that site.

Note: Appendix 3 location plan does not show revised access to Harts Farm Road – see Appendix 1 which does.

Letter from agent for Ayton Road site
- Ayton Road site is available – have reached agreement with owners and occupier and can deliver a 3.6acre site with a 33,000sqft store with parking and connectivity.
- Claim, interest from two mainstream food retailers.
- Should defer determination of other applications to allow Ayton Road to come forward as it is closest to the town centre.
- Claim their site can be provided with improved access and connectivity to the town centre.
- Note their site already has consent for retail use.
- Determination of either application is premature pending submission of an application on the Ayton Road site.
**Letter and pedestrian survey from Station Road agent 2011/1821**
- Survey shows numbers of pedestrians and cyclists crossing London Road to Town Centre (morning 149, evening 134) is similar to those moving along Norwich Road from Postmill Close area to Town Centre (morning 153, evening 149).
- This shows there is a similar level of connectivity from each site to the Town Centre and that the London Road crossing is not a barrier to such movements.

**Letter from agent for Postmill Close 2012/0154 –**
- Deferral of application would not enable the non-determination appeal Inspector to consider the Postmill Close application since this application is not before him to determine.
- Pedestrian survey results submitted by Bride Hall do not disprove that the London Road is a ‘barrier’ causing delay to pedestrians. Figures only show existing pattern of movement which results from existing land uses. This is of no value in comparing the relative accessibility/town centre linkage of the proposed developments.

**Comments from Councillor Spratt**
Brings concerns of Ashwellthorpe, Fundenhall, Tacolneston and Forncett residents to Members’ attention.
- Concerns about Postmill Close site road congestion causing problems of access to health centre, dentist, vet and industrial units. New road must be implemented to ease traffic on the Postmill Road.
- Residents suggest Saleground, Station Road) would be their preferred option. It is gateway to Wymondham and has been an eyesore for years. Coach park will allow easy connection. Parking facilities near bus station will ease traffic elsewhere.

**Letter from Savills on behalf of owner of former Focus DIY store**
- Request deferral of determination pending appeal against refusal of Certificate of Lawfulness on Focus site scheduled for 26 February 2013.
Development Management Committee

20 November 2012

2 Appl. No : 2012/0154/F
Parish : WYMONDHAM

Applicants Name : Retail Development Partnership
Site Address : Land south of Postmill Close & east of Norwich Road, Wymondham
Proposal : Proposed development of a convenience goods superstore (GEA 3,720 sqm), car parking and services on land at Norwich Road/Postmill Close, and new access road to Harts Farm Road.

Decision : Members voted 8-2 to authorise the Director of Development and Environment to Approve with conditions

1. Full permission time limit
2. Compliance with amended plans
3. Limit retail and convenience/comparison goods
4. Levels
5. Landscaping
6. Materials and surfacing
7. Boundary treatments
8. Scheme to restrict anti-social behaviour
9. Scheme to deliver sustainable design and 10% renewable energy
10. Cease car sales use
11. Contamination assessment and mitigation
12. Details of surface water drainage and implementation
13. External lighting details
14. Details of acoustic screening
15. Restricted hours for loading/unloading
16. Details of plant and equipment
17. Details of recycling facilities
18. Provision of new access
19. Maximum gradient
20. No obstruction to new access road
21. Visibility splays
22. Provision of parking and service areas
23. Cycle parking
24. Details of construction traffic parking, routing and management
25. Wheel cleaning
26. Off-site highway improvements
27. Travel Plan
28. Signal controlled crossing on Norwich Road, in vicinity.
29. Other traffic management measures

Subject to:

- Officers authorised to agree other traffic management measures (refer back if agreement not reached)
- Referral of application to Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009

Reasons for Approval

The proposed development meets the description of a preference site that is accessible and well connected to the town centre and is the only such site currently available and deliverable. This additional store alone would not have a significant adverse impact on the town centre. Subject to appropriate conditions, the proposal is consistent with national and local policies on the sequential test and retail impact considerations.
The proposal is also acceptable in terms of the more detailed issues referred to in the report. Conditions are required to ensure the development takes place and operates in a manner that does not cause unacceptable harm and these are summarised at the head of the report.

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2012/0154 – Objecting – 37, Supporting – 7

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Surface Water Drainage comment from Environment Agency
- Update to paras. 3.5 and 4.44
- Environment Agency remove their objection, subject to condition for final details (cond. 12 in recommendation)

Additional specific resident’s objections on highway issues
- Link road not wide enough without parking restrictions
- Need right turn lane on Norwich Road
- Right turn exit from Postmill Close will be difficult at peak hours
- Link road will become a ‘rat-run’

Comments from NCC highways in response to criticisms
- Disagree with objectors’ assessment of highway design – assessments have been rigorous
- Do not accept safety will be compromised, a busy network is not an indication of an unsafe network
- One person’s ‘rat-run’ is another’s useful link in the network.
- Confirm have considered the effect of the link road in diverting traffic from the existing network. The benefits of a superior access to Postmill Close destinations via Harts Farm Road outweigh the dis-benefits of through-traffic attracted to the new link.

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