

HOLME-NEXT-THE-SEA PARISH COUNCIL

Minutes of an Extraordinary meeting of the Parish Council held in the Village Hall,
Kirkgate, on Tuesday, 30th April at 7pm.

Present: Lynn Devereux (Chair), Kevin Felgate (Vice Chair), Robbie Burton, Gillian Morley, Geoff Needham, and Martin Crown

In attendance: Mike Longley (Parish Clerk and Responsible Financial Officer) and eight members of the public.

1. Apologies for Absence and approval of reasons

Cllr Easton (family bereavement).

2. Declarations of Interest

There were none.

3. Public Participation

It was **RESOLVED** to adjourn the meeting for up to 15 minutes for Public Participation.

The Chair had extracted a number of key documents from the planning application and these were presented on the big screen in order to help the discussion. These included the Master Plan and accompanying drawings together with a list of the proposed land uses and other details submitted in the full application.

Mr Oscar Jamieson, attending on behalf of the Applicant was asked if he would like to speak to the drawings and in doing so offered to answer questions from the room.

Q. Can you explain the car parking and how the access will be different?

A. We have identified two problems: - the access isn't wide enough and the entrance is shared with a neighbouring property. So, we have arranged to swap some land to move the neighbour's access away from the entrance, which will allow the entrance to the site to be widened to just over 7 metres, to give a better view of the road.

Q. But part of the problem is customers blocking the entrance when trying to park close to Gurney's and other shops at the front of the site?

A. We intend to direct traffic to the main car park at the rear by the use of clear signage.

Q. So you will be stopping parking in front of the shops?

A. Not completely, as we have to consider elderly and disabled customers, who will still be allowed to park in front of the shops.

Q. What surface material will be used, because if you tarmac it, you can "cross hatch" it to make it obvious that customers are not allowed to park in front of the shops?

A. We are probably going to tarmac the road.

Q. So, if all the cars park at the back, when they walk towards the shops, they will have to walk close to the arriving traffic?

A. No, we will have a pedestrian access around the other side of the shops, where there is no traffic.

Q. The issue is the segregation on the site of cars with pedestrians, including children?

A. All these things can probably be addressed with signage. These plans give us the opportunity to have a complete re-think about the parking as it has just evolved over a long period of time, without

Signed... *L S Devereux*.....Chairman

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too much thought being given to it. In finalising the development of the site with these buildings, it gives us the chance to solve these problems which have evolved with the organic growth of the site.

Q. It's not relevant to the application, but I am intrigued to know why Drove Orchards does not refer to being in Holme-next-the-Sea. You don't use it in your address and not in advertising?

A. Well, half of the farm is in Holme and half in Thornham. Drove House, where the farm originally originated from, is in Thornham.

Q. The size of the development could change the status of Holme from a hamlet to a village, which could open the floodgates for more development?

A. At what point does it change and what is the classification based on?

A. (Chair) It is based on the range of facilities. Small villages and hamlets do not have many facilities, e.g. shops.

Q. At other such developments they have a yellow line on the tarmac to separate the pedestrians from the vehicles and some designated disabled parking spaces in front of the Farm Shop would be really useful?

A. There are six parking spaces for elderly and disabled customers, which is probably a statutory requirement.

Q. How many jobs will be created?

A. Approximately 30 jobs will be created. Although it says 10 on the application, it all depends on which tenants we end up with. As time moves on, circumstances change, as do the prospective tenants. We expect to now have a small manufacturing business (not industrial), currently based in Docking, which will employ around 10 people. This business will replace the micro-brewery, which was a customer facing business and the number of customers would have been greater than the ten employees of the manufacturing business, so this will have the effect of reducing the number of car parking spaces required. The tenant mix is still vague, because of the time it takes to put together this type of project.

Q. It would have been helpful to have seen plans of how to manage the car parking and access issues. I am assuming a separate entrance and exit?

A. The problems have been caused by the issue of the shared access and having negotiated the land swap, we believe this will solve this issue.

At this point the Chair referred to the proposed Master Plan and went through the list of proposed changes in land use on the big screen. There were a number of questions following:

Q. The site area according to the application is 0.5 hectares, but the area inside the red line on the plan, measures more than twice that?

A. I will have to check with my planning Consultant and get back to you.

Q. The materials used to finish the metal buildings are going to be conditioned and we understood from a previous meeting that they would be clad with timber and use a lot of glass at the front?

A. Yes, but we are speaking to other suppliers about using other materials and also, have been in discussions with the organisation responsible for the AONB (NCP). They have concerns about the quantity of glass being proposed in that it can add to light pollution and in addition, they are concerned about the risk of birds flying into the glass. So, we are working closely with the NCP and will probably have to reduce the area of glass to deal with these issues.

Q. There will be a new pedestrian access?

A. There is a public footpath from Thornham. Also, there is a new way for customers to access the shops from the parking area, now we have swapped some land with the neighbour.

Q. Car parking spaces, 29 now and 20 additional, but you said 30 additional employees?

A. We are creating additional parking beyond the red line. It's just grass there at the moment.

Q. No impact on trees or hedges, but there would be if the additional parking was provided?

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A. No, it's just grass at the moment.

Q. Foul sewage by a package treatment?

A. Technical details unknown.

Q. No waste storage on the site or no need to dispose of any trade waste. What about dog waste?

A. The people who work there will dispose of it and we have bins.

Q. If you are manufacturing will there be trade waste?

A. No, the use category we have specified you can't have trade waste. It's not an industrial process.

Q. Operating hours are from 8 am to 8 pm for the shops but what about the restaurant?

A. The Café, is only open during the day and is more like a tea and cake shop and ice cream parlour.

Q. Dog training in the Polytunnel?

A. Yes, just three times per week.

Q. So this is the existing Grain store that is going to be the indoor Play Centre? These are the Dutch barns with the Micro-Brewery in here?

A. That's potentially being replaced by the manufacturing business. And the retail, we are in discussions with about three different people who want to use it, but for reasons of confidentiality cannot be identified at present. The kitchen showroom is the space that will be taken up by the three previously mentioned businesses.

Q Then a furniture shop, a hairdresser and one other?

A. The hairdresser shop will still be there, the furniture shop has fallen away, to leave two units but they will be taken up by the Chocolate manufacturer, who will also sell it from those units.

Q. So, this is the existing Grain store with a mezzanine floor in the proposed play barn. Is it like Farmer Fred's?

A. It is not like Farmer Fred's at all. There are plenty of those types of businesses around. We are dealing with a different demographic. This will be different, more of an educational facility re farming and AONB. There will be some fun stuff as well, though. These are basic drawings that give an idea of what roughly the buildings will look like. More detailed drawings of the buildings are currently being worked on. There will be separate applications for the signage on the buildings.

Q. With all the changes of use, there has been a very detailed traffic study carried out. Surveys were carried out last May, between the two Bank Holidays in what is a relatively quiet period. With the new development the prediction is for more than one thousand trips to be generated in a twelve hours period, with between 30% to 40% traffic on the A149 due to cars visiting Drove Orchards at the shoppers' peak time. Average speed was 37 mph past the site. No accidents reported in the last five years. There will be a bus drop off point at Drove House.

A. We are hoping to persuade the bus company to drop off passengers at Drove Orchard.

Q. Car parking will be for 49, but elsewhere in the report it says capacity is 250.

A. It is a long time since the Traffic Report was commissioned but we could come back with answers to specific questions.

Q. There is no footpath access from Holme. There is a permissive path from Thornham. Would you consider a footpath from Holme?

A. Yes. If we could devise a route along lanes from Holme that would allow people to access the orchards, that would be great.

Q. A neighbour has put a letter on the website about noise?

A. There shouldn't be anything to worry about. We are quite careful about noise.

Q. Pressure on Protected Sites, there is a suspicion that people are using the car parking to access the beach?

A. I don't think people are using our site for accessing the beach because of the distance. People may use The Lifeboat and the Deli in Thornham to access the beach, but not Drove Orchards. There

was a suggestion that we create access to the footpath through Drove Orchards, but that would encourage people to use the car park just to access the beach, to the detriment of our customers.

Q. Is there a CIL levy?

A. A question for the planning consultant.

At this point the public participation closed.

Planning Application for comment: Reference number 19/00285/F

Conversion of Dutch Barn to Micro-brewery (Class B1), Retail (Class A1), Hairdressers (Sui Generis), Change of use of Grain Store to Indoor Play Centre (Class D2), Change of Use of Polytunnel to Dog Training (Class D2), Erection of Cafe (Class A3) in lieu of that approved pursuant to 14/00193/F, New WCs and an Improved Vehicular Access at Drove Orchards, Thornham Road, Holme-next-the-Sea, Norfolk

Parish Councillor comments:

- I think it will be a benefit to the area.
- I am very concerned about the traffic implications. I am concerned the Traffic Survey was carried out on a quiet period in May.
- Yes, there is an issue at the moment, but once it has been rectified, I don't think there will be a problem.
- I go there regularly to the shop and Eric's and have never encountered a problem.
- I go there on Bank Holiday weekends and every Saturday, to Eric's and I have had no problem getting in or out.
- I went on Thursday before Good Friday and it was chaos. There is a problem there. It was a school holiday. I would have liked to have seen the plans for parking before making this decision.
- The main road is busy anyway. It will go to Highways for Consultation.
- There have been more accidents at Beach Road crossroads, Ringstead crossroads and Brancaster crossroads than there has been outside Drove Orchards and it's the same volume of traffic.
- The nature of the road is that there are S bends either side of Drove Orchards which naturally slows the traffic.
- We do not know what will happen in future but we need to know what the traffic situation will be to make a decision.
- Highways have not commented yet.
- Personally, I welcome it. I don't have a problem with it and I welcome it. People come here for holidays but, people who live here need work. For me it represents some jobs.
- So do I. I agree with you 100%.
- Redundant agricultural buildings have a right to diversify anyway under planning.
- Yes, but you may need change of use.
- I don't have a problem with it. I don't believe that 30% to 40% of the traffic on the A149 are going to Drove Orchards on a Saturday and Sunday in May. I can't believe it is as high as that.

I feel we need more information before coming to a decision. In conclusion, although there was a minority (2) who would prefer more detailed information before making a decision, there was a majority (4) of Councillors who were in favour of the application who did not feel it was necessary to be given more information. It was proposed, seconded and agreed by a majority, that the Parish

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Council accept this Application. In closing, Mr Jamieson confirmed he would be more than happy to supply the Parish Council with any additional detailed information they required.

The meeting closed at 7.53 pm.

Signed... *LS Devereux*.....Chairman

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