

Examination Library Document Reference D8

North Norfolk District Council

Site Assessment (Regulation 19): Wells-next-the-Sea

Publication Stage Regulation 19, January 2022

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Site Assessment (Wells-next-the-Sea)

Part 1: Settlement Information

1.1. Introduction

This booklet provides a high-level overview of Wells-next-the-Sea as a growth location in the Draft Local Plan. It looks in detail at the promoted sites, identifying which are the most suitable to contribute towards the allocation requirements in this settlement. Collectively the identified sites contribute to the overall housing requirement for the settlement, provide for additional employment development on specifically allocated land, and protect important areas of various types of green open space. A site is also identified for a possible new Primary School.

The sites referred to in this booklet are shown together with their reference numbers in Section 2, and, at the rear of the document as an appendix. The maps detail all sites which were subject to consultation at Regulation 18 stage of plan preparation, and any additional sites which were suggested in response to that consultation. In the event that the sites are allocated, their development would be subject to the policies of the plan including the site specific policies in Part 3 of this document.

The intention is that the booklet will be updated throughout the remainder of the plan preparation process. It contains:

- **Part 1** - Contextual background information about Wells together with a summary of the Regulation 18 consultation responses from statutory consultees, individuals and town and parish councils.
- **Part 2** - Updated Sustainability Appraisal and assessment of each of the sites considered.
- **Part 3** - The Council's conclusions on the availability and suitability of each of the sites drawing together the Sustainability Appraisal and Site Assessment and the Regulation 18 consultation responses together with the proposed policies which will be applied when planning applications are submitted.
- **Part 4** - Open Space Designations

Plan Requirements

Wells-next-the-Sea is one of five identified **Small Growth Towns** in the settlement hierarchy and acts as a district centre where some growth can be accommodated. The Local Plan sets a modest housing target of **196** dwellings to be delivered over the plan period via a combination of small scale 'infill' developments, new allocations and existing commitments. New sites, to supplement those already consented and under construction, suitable for in the region of **70** dwellings, are necessary to achieve the housing requirement.

1.2. Sites Promoted & Considered (Regulation 18)

Residential Site Options

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx Site Capacity
W01/1	DS22	H0700	Land To Rear of Market Lane	0.78	20
W05	N/A	H1015	Land North Of Field View Adjacent Stiffkey Road	0.37	15
W07	N/A	H0699	Land Adjacent Holkham Road	5.34	214
W08	N/A	H1011	Land Adjacent 106 Mill Road	0.64	19
W10	N/A	No Ref	Land West of Polka Road	0.61	6

Mixed Use Site Options

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx Site Capacity
W06/1	N/A	H0285	The Old Coal Yard, East Quay	0.25	10
W07/1	DS23	H0699	Land Adjacent Holkham Road	2.60	50-60
W11	N/A	H0288	Land at Warham Road	14.37	430

Employment Site Options

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx Site Capacity
HE0121	N/A	HE0121	Land South of Stiffkey Road	7.10	N/A
HE0122	N/A	HE0122	Land at Warham Road	4.65	N/A

Additional Sites

New sites promoted through or following Reg 18 consultation:

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx Site Capacity
W11/A	N/A	N/A	Land South of Grove Road	2.19	65
W11/B	N/A	N/A	Land at Warham Road	5.91	120-150
W12	N/A	N/A	Former Allotments, South of Mill Road	0.96	29
W13	N/A	N/A	Land South of Former Railway, Two Furlong Hill	2.00	60
AGS/WEL20	N/A	N/A	Open Space Proposal Seawall, Wells East Quay (a)	0.01	N/A
AGS/WEL21	N/A	N/A	Open Space Proposal Seawall, Wells East Quay (b)	0.05	N/A
AGS/WEL22	N/A	N/A	Open Space Proposal Boat Storage Area & Quay Frontage, Wells East Quay	0.16	N/A

Withdrawn Sites

The following sites were withdrawn by the promoter during the Local Plan preparation process prior to Regulation 19 stage.

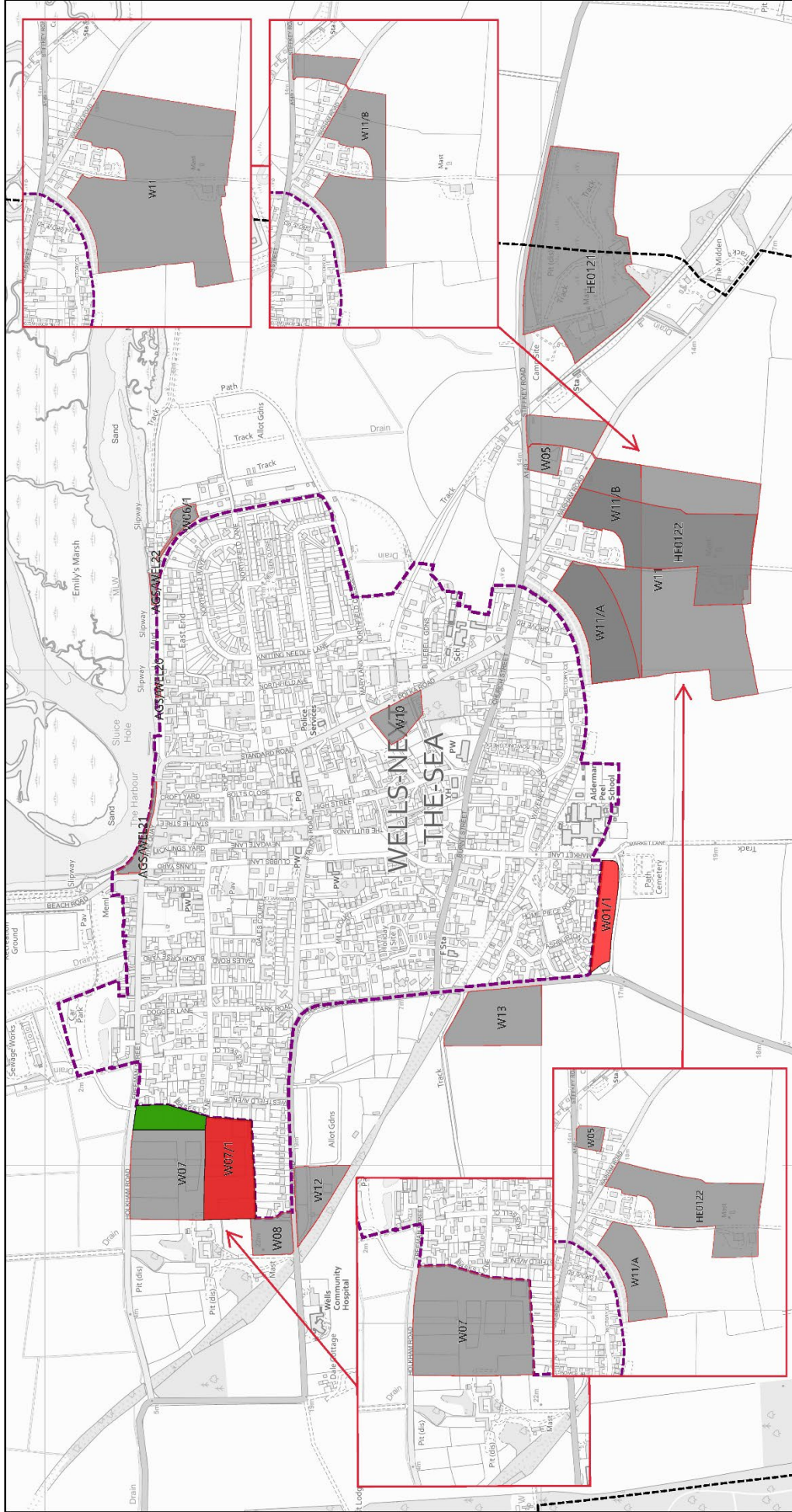
Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx Site Capacity	Reason Withdrawn
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Screened Out Sites

A number of potential development sites were initially screened out and excluded from further consideration as a Local Plan allocation. Sites were screened out where they met any of the given criteria in 'Table 1 - High Level Reasons for Excluding Potential Sites' in the **Site Selection Methodology Background Paper**.

Where applicable, these sites are shown below.

Site Ref	LP Policy Ref (Reg 18)	HELAA Ref	Site Name	Site Size (Ha)	Approx Site Capacity	Reason Discounted
N/A	N/A	H1594	Land Adj The Old Rectory, Church Street	0.35	14	Within settlement
W03	N/A	H1013	Two Furlong Hill	4.2	168	Not available
W06	N/A	H1016	Land at East Quay	0.58	23	Not available
W09	N/A	No Ref	Land at Cadamy's Yard	0.13	4	Below site size threshold.



Wells-next-the-Sea - Preferred & Alternative Sites (Reg 19)

- Preferred Housing / Mixed Use Allocation
- Preferred Employment Allocation
- Alternative Site Considered
- Public Open Space
- Parish Boundary
- Existing Settlement Boundary

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NOT TO SCALE CB
01/08/2022
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1.3. Background Information

Wells-next-the-Sea is identified as a Small Growth Town in the proposed Settlement Hierarchy. This means it has been identified as one of four towns, together with Holt, Sheringham and Stalham and the village of Hoveton, where a relatively modest scale of growth is promoted compared to the Districts three Larger Growth Towns which are North Walsham, Cromer and Fakenham. With a population of around 2,200, the town is a local centre for retail, leisure and other services but is also a thriving and popular tourist destination, which supports the economic vitality of the town and provides extensive employment.

Characteristics

The town is situated within the Norfolk Coast Area of Outstanding Natural Beauty, with the attractive surrounding countryside and coastline, quality built heritage reflected in the Conservation Area that covers the historic heart of the town and the proximity of a number of international wildlife designations making Wells-next-the-Sea an attractive but heavily constrained location which limits the potential to accommodate larger scale growth. Located on the North Norfolk Coast and the main coastal highway the settlement is an appealing seaside town and a popular tourist destination throughout the year which helps support the local economy. The town however is relatively remote from the key and principle settlements of the District, Fakenham, the nearest Large Town is approximately 10 miles and 20 minutes' drive away along the B110. The town has a good range of shops and services including a community hospital which provides a wide range of flexible and integrated health & wellbeing services for the community, GP Surgery, convenience and comparison shopping as well as a thriving harbour front and the recently-built state-of-the-art Maltings Theatre, Cinema and community hub.

Employment

Wells next the sea contains a limited supply of employment land; however, there is also little evidence of demand for new industrial development. Tourism and fishing are important sectors to the local economy. The town's location and relative inaccessibility is likely to discourage business start-ups. Any demand is likely to be from local businesses and service providers. The designated employment land in the town at Great Eastern Way Polka Road (EMP23), offers limited opportunities for the expansion due to environmental constraints. However, Egmer Enterprise Zone, situated 4 miles to the south of Wells, and provides opportunities for further economic development and the prospect of additional job creation over the Plan period.

Town Centre & Retail

The town centre plays an important role as a service centre for residents and tourists. A good range of shops and services along with community facilities are provided, however residents rely heavily on convenience goods shopping in the adjacent and higher order settlement of Fakenham. Expenditure rates on retail are low, which underlines the reliance and importance of the tourist spend in the town.

The town centre has a dual role in serving residents and tourists and is classified as a medium tier centre within the retail hierarchy. Given the smaller traditional units and the low expenditure retention rates a small locally derived impact threshold of 250 sqm is set for retail and leisure development in the town through policies in the emerging Local Plan (E4@Regulation 19). Growth in retail expenditure is expected to remain low in the Plan period and it is expected that future development should be through small infill opportunities and shop extension including expansion onto upper floors. Permitted Development rights that allow for the change of use from shop (A1) or financial and professional services (A2) to residential (C3) without the requirement to obtain planning permission are a local concern and may impact on the range and quantity of services and choice available in the future.

Designated Sites

Wells-next-the-Sea is located next to the Internationally designated North Norfolk Coast Special Area of Conservation (SAC) and Special Protection Area (SPA) which is also designated as a Site of Special Scientific Interest (SSSI), Ramsar site and a National Nature Reserve. Designated sites are those areas which are particularly important for their features, flora or fauna. Some are designated under the terms of international or European agreements such as the Ramsar convention and the EC Habitats Directive and are among the most important sites nationally.

The North Norfolk Coast Ramsar Site is a wetland of international importance and is designated under the Ramsar Convention. The SAC is strictly protected under the EC Habitats Directive, forming part of a European network (Natura 2000) and the site makes a significant contribution to conserving those habitats and species considered most in need of protection at a European level. The SPA forms the other part of the Natura 2000 network and is designated due to its importance for birds, in accordance with the EC Birds Directive. The site is further protected by UK law as an SSSI and National Nature Reserve.

Infrastructure

The proposed land allocations have been informed through consultation and engagement with relevant infrastructure providers and statutory consultees. Background Paper 4 - Infrastructure Position Statement contains more information and has informed the Infrastructure Deliver Plan.

The highway network in and around the town centre is constrained with the road network following the historic street pattern. Some streets adjacent to, and leading to, the town centre are narrow and are used for on street car parking. In busy periods these and some major junctions into the town can become congested and can result in conflict with pedestrians and other road users. As a busy tourist destination there is seasonal pressure on the highway network and on parking. However, public transport is available and for the visitors that arrive by car, there are permanent and additional seasonal public car parks.

Wells-next –the –Sea is identified in the Strategic Flood Risk Assessment as being at risk of flooding primarily driven by tidal/coastal influences and residual risk should defences fail. Tidal locking has potential to increase levels upstream not draining effectively during high tide. Surface water flood risks, however, are generally restricted to roadways and gardens.

The main infrastructure considerations are:

- Constrained road network;
- Seasonal traffic and parking issues.

Education

There are two schools in Wells-next-the-Sea: Wells-next-the-Sea Primary and Nursery School provides the primary provision while Alderman Peel High School provides secondary education. Alderman Peel High School has a wide catchment and also provides for secondary education from Langham, Walsingham, Hindringham and Blakeney.

Norfolk County Council consider that the capacity within the available education infrastructure is adequate to meet North Norfolk's proposed housing growth through the emerging Local Plan. Section 106 monies will be sought on new residential developments to mitigate the impact of additional housing growth where necessary.

Affordable Housing Zone & Policy Percentage

Wells-next-the-Sea is identified in Zone 2 for affordable housing with a plan requirement for 35% of the total dwellings provided on schemes of 6+ dwellings.

Connectivity

Wells is located on the A149 coast road. The coastal hopper provides regular bus services along the coast and connects the Town to Sheringham to the east and Hunstanton - Kings Lynn to the west. The closest large town is Fakenham approximately 10 miles inland on the B1105. The Norfolk Coastal Path and Peddars Way running along the Norfolk coast connects the town to other villages along the coast. A network of paths and lanes contribute to the local green infrastructure and increase permeability throughout the town. The local road network also connects the village to the surrounding countryside settlements of Holkham, Burnham Overy Staithe, Burnham Market, Warham, Little Walsingham and Egmere to name but a few. Beach Road and associated embankment path connects the town to Wells and Holkham beach as well as Pinewoods caravan park and a number of wooded trails along the coast towards Holkham and wider afield.

Sports Pitch Strategy

Tennis

Wells LTC and Alderman Peel High School are priority site for floodlighting.

Cricket

Limited or no cricket provision in Wells.

Open Space Requirements

The 2019 North Norfolk Open Space Assessment sets the quantum of open space for new residential developments across the district for the plan period. Assessed against these standards the study identifies that Wells-next-the-sea has a surplus of Allotments, but has a requirement for all other types of open space, particularly Parks and Recreation Grounds.

Constraints & Opportunities

There is very little previously developed land in and around the town which inevitably means that new locations for development are on the edge of town in countryside locations. Whilst over the Plan period it is expected that a process of re-development, infill developments, and changes of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified strategic need for new homes in particular. New greenfield allocations are therefore necessary in order to deliver the required growth.

Demographics

Population

Population in Wells-next-the-Sea (Census 2011): 2,165

	Number	%	District Comparison (%)
Aged 0 to 15	250	11.5	14.5
Aged 16 to 29	252	11.6	12.7
Aged 30 to 44	258	11.9	14.4
Aged 45 to 64	615	28.4	29.7
Aged 65+	790	36.5	28.8

Housing Stock

	Number	%	District Comparison (%)
Detached house or bungalow	484	30.2	44.0
Semi-detached house or bungalow	542	33.9	28.8
Terraced house or bungalow	387	24.2	16.2
Flat, maisonette or apartment - Purpose-built block of flats	102	6.4	6.4
Flat, maisonette or apartment - Part of a converted or shared house	40	2.5	2.7
Flat, maisonette or apartment - In a commercial building	43	2.7	1.2
Caravan or other mobile or temporary structure	3	0.2	0.8

Affordability

Location	Affordability Ratio (2016)	Affordability Ratio (2020)
Wells-next-the-Sea	20.56	21.07
North Norfolk	8.96	9.14

Data Source: Distribution of Growth Background Paper (2021). Affordability Ratio information in relation to wards obtained from ONS 'Ratio of median house price to median gross annual (where available) work-place-based earning by local authority district (England and Wales)' dataset¹

¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/2021>

Parish Boundaries

All of the considered sites are located within Wells-next-the-Sea Parish.

Services

Wells-next-the-Sea offers a wide range of shops and services which serve residents of the town and the surrounding area.

Services & Facilities		
Category	Services	Conclusion
Education	<ul style="list-style-type: none"> Wells-next-the-sea Primary & Nursery School Alderman Peel High School 	<ul style="list-style-type: none"> Wells-next-the-sea Primary & Nursery School Alderman Peel High School
Health care	<ul style="list-style-type: none"> Wells Health Centre Compass Dental Clinic Clark P M Dental Clinic 	<ul style="list-style-type: none"> Wells Health Centre Compass Dental Clinic Clark P M Dental Clinic
Retail	37 comparison retail units and 12 convenience retail units within the town's primary shopping area.	37 comparison retail units and 12 convenience retail units within the town's primary shopping area.
Public transport	Regular bus services to Fakenham and Holt.	Regular bus services to Fakenham and Holt.
Employment opportunities	A number of opportunities for employment within the sectors of: Wholesale and retail trade; Human health and social work activities; Construction; Education; and Accommodation and food service activities.	A number of opportunities for employment within the sectors of: Wholesale and retail trade; Human health and social work activities; Construction; Education; and Accommodation and food service activities.

1.4. Constraints

There are a range of factors which influence the potential location of development in the town including, environmental and landscape considerations and the need to take into account available infrastructure. Overall both the suggested scale and location of development has sought to balance the need for growth with protecting the nationally important landscape setting of the town.

Built Environment

Wells-next-the-Sea has the largest urban Conservation Area in the District, with the designation covering over 34 hectares from south of the A149 extending north to the harbour front and stretching west along Freeman Street.

There are a total of 182 Listed Buildings in Wells-next-the-Sea, four of which are Grade II*. Currently no buildings have been locally listed.

Natural Environment

Environmental Designations

Wells-Next-the-Sea is naturally constrained by marsh land to the north and by the North Sea beyond. These Marshes form part of the Greater Wash Special Area of Protection (SPA), the Wash Norfolk Coast Special Area of Conservation (SAC) and the North Norfolk Coast Ramsar. The marshes are also designated a Site of Specific Scientific Interest (SSSI) and a National Nature Reserve.

To the south East of the town Wells Chalk Pit is also designated as a SSSI with the Wells to Walsingham Railway line running to the south designated as a County Wildlife Site. To the north of the town Wells Meadow is also designated a SSSI.

The entirety of the town of Wells-Next-the-Sea is situated within an Area of Outstanding Natural Beauty (AONB).

Landscape Character

The **North Norfolk Landscape Character Assessment SPD (2021)** identifies that the town is situated within the Rolling Open Farmland character area. The area to the east of the town is defined as being within the River Valleys (River Stiffkey and Tributaries) character area, the area to the north east is defined as being within the Coastal Marshes character area while the area to the north west is defined as being within the Drained Coastal Marshes character area.

The **Rolling Open Farmland** is characterised by high level open, gently rolling arable farmland with relatively large, geometric fields enclosed by hedgerows. With the exception of the Holkham estate there is limited woodland cover and relatively few field/hedgerow trees. Flatter plateau areas are associated with former airfield sites. Settlement is focused principally on river valleys that pass through and alongside the Rolling Open Farmland – the Stiffkey Valley to the east and the Wensum Valley which cuts through the southern part of the area – which are assessed as a separate Landscape Character area. There is little habitation within the Character area other than farmsteads, small hamlets, development associated with airfields and the two towns: Wells-next-the-Sea and Fakenham.

The vision for this landscape character area is of a sustainably managed and actively farmed rural landscape that makes the most of field margins for biodiversity to provide a network of semi-natural features, and where increasing visitor numbers are managed in a sensitive and co-ordinated manner. New development within the existing settlements will reinforce traditional character and incorporate green infrastructure to provide visual screening and integration, improved habitat connectivity and

recreational links to the countryside and neighbouring settlements via pedestrian and cycle routes. A wild coastal edge with semi-natural habitats with opportunities to enjoy the landscape and the scenic long views along the coast, and dark skies at night.

The **River Valley** (Stiffkey and tributaries) character area is characterised by steep sided and canalised lower reaches, with a scenic coastal character. The natural beauty of the river valley landscape downstream of Wighton is recognised by its inclusion within the Norfolk Coast AONB, and, where the river meets the coastal marshes, the North Norfolk Heritage Coast.

The vision for this landscape character area is of intimate, small-scale landscapes with a wide variety of land uses / habitats, offering a contrast to the more expansive, open, largescale arable farming and coastal landscapes that surround the valleys. New development should be appropriate in scale, unobtrusive and readily accommodated into its landscape setting. Woodland and hedgerows should be a major landscape element, helping to contain development. The linear valley form should be apparent, and should dictate land use and development form. Valley sides should offer some degree of transition between the contrasting scales of the valley floors and surrounding arable farmlands.

The **Open Coastal Marshes** character area is characterised by an open, low-lying and naturally dynamic coastal barrier beach system with one of the largest single areas of undrained saltmarsh in Europe. Extensive areas of saltmarsh, with characteristic creek patterns, have formed behind a protective barrier of sand and shingle bars, which in some areas have led to the formation of significant areas of dune habitat. The marine and coastal habitats form a complex mosaic of shallow seas, intertidal sand and mud flats, coastal vegetated shingle, saline lagoons, salt marsh and creeks, largely devoid of any settlement and dominated by natural dynamic processes. All of this landscape carries the highest designations in relation to its landscape and ecological value.

The vision for this landscape character area is a naturally dynamic landscape comprising a mosaic of saltmarsh, mud and sandflats, shingle and dunes, which is shaped by the tides where natural forces predominate. An area which prioritises the conservation and enhancement of the highly valued coastal ecosystem and its wilderness qualities, including dark skies at night and scenic unspoilt views, and with sensitively managed recreational access.

The **Drained Coastal Marshes** character area is part of the former Open Coastal Marsh (inter-tidal marsh) that have been drained and enclosed, forming a flat open landscape comprising some important grazing marsh habitat as well as sand dunes, pine woodland and arable farmland. All parts of the Type fall within the Norfolk Coast AONB.

The vision for this landscape character area is an expansive, transitional coastal landscape, which is undergoing a gradual long-term transition from farmland to inter-tidal environment with natural wilderness qualities. Key features of geomorphological and habitat value are conserved within an increasingly natural, shifting mosaic of marsh and wetland habitats fringed by pasture and visitor numbers are managed to ensure the remote and naturalistic character of the landscape predominates.

Flood Risk

The **North Norfolk Strategic Flood Risk Assessment (SFRA) (2017)** climate change flood risk layers in regard to fluvial, tidal and surface water flooding indicates that the town is constrained to the north by the functional floodplain, which, as shown by the Tidal Climate Change layers, is encroaching on the town. The quay area and seaward side of the town and coastal marshes are subject to tidal flooding along with low lying land to the east of the town adjacent to Northfield Crescent and Great Eastern Way. These parts of the town and adjacent land including Marsh lane and western end of Burnt Street are also identified as falling into Flood Zone 2. Wells east bank defences provide flood defended coast line for approximately 150 properties and surrounding low lying land, infrastructure and historic assets((ref SLM Plan page 127) . The town itself is subject to pockets of surface water flooding, predominantly along the roads through the town in the area of Burnt Street / A149. The majority of the settlement and

site options are on higher ground and away from the quay area and as such are situated within Flood Zone 1 (low risk).

Coastal Change Management Area

North Norfolk’s coast is in places low-lying and in others it is characterised by cliffs comprising soft sandstone, clays and other material that is susceptible to erosion.

National Planning Practice Guidance sets out that local planning authorities should demonstrate that they have considered Shoreline Management Plans (SMPs). SMPs provide a large-scale assessment of the risks associated with coastal process, and set out how the coastline should be managed and determine appropriate, strategic policies for coastal management that balance the many and often competing aspirations of stakeholders with due regard to economic and environmental sustainability. The area of coast relevant to Wells-next-the-sea is included within SMP5 and super frontage 2- Thornham to Stiffkey. The wider landscape is dominated by intertidal saltmarsh and mudflats. There are long stretches of sand dunes at Holkham and Brancaster. With the exception of Deepdale and Holkham marshes, the entire super frontage is part of the North Norfolk Ramsar site, SPA, SAC and SSSI. Apart from the low lying defended area east of Wells –next –the –Sea the inland boundary of the designated areas roughly coincides with the tidal flood zone boundary.

The 2010 SMP states that for the overall Plan *“is to investigate the possibility of gradually increasing natural processes while continuing to provide flood defence where this is technically possible and economically viable. Where there is no active management now, the plan is to allow natural development to continue. In the medium to long term, the plan is to investigate ways to sustain or increase the role of natural process in providing flood defence. Ref 4.3 SMP main report p95*

The SMP intends to hold current defences where they are now at the River Burn outfall, Burnham Overy Staithe, Wells flood West embankment, Wells quay and Wells East bank.

Summary of SLM policies

Wells Flood Embankment

Policy PDZ 2J	To 2025	2025-2055	2055-2105	What this means
National SMP policy	Hold the line	Hold the line	Hold the line	Maintain all the defences where they are now to sustain current land use (tourism, beach access, agricultural, freshwater habitats and lifeboat station).
Local management policy	Maintain the defences where they are now.			

Source SMP main document p 141

Wells Quay

Policy PDZ3A.3	To 2025	2025-2055	2055-2105	What this means
National SMP policy	Hold the line	Hold the line	Hold the line	Maintain all the defences where they are now to sustain current land use of the quayside and associated features in Wells-next-the-Sea
Local management policy	Maintain the defences where they are now.			

Source SMP main document p 141

Wells East Bank

Policy PDZ 2L	To 2025	2025-2055	2055-2105	What this means
National SMP policy	Hold the line	Hold the line	Hold the line	Maintain all the defences where they are now to sustain the community of Wells-next-the-Sea and current land use in Warham marshes
Local management policy	Maintain the defences where they are now.			

Source SMP main document p 141

Policy CC5 of the emerging plan (Reg19) includes a wider requirement for coastal communities and new development in a coastal location. Proposals outside the Coastal Change management Area, will need to demonstrate that the long-term implications of coastal change on the development have been addressed

No Coastal Change Management Areas, CCMA are identified in or adjacent to the settlement as CCMA's represent erosion zones and the area suffers from tidal flooding rather than erosion

The key considerations which influence the suggested location of development sites are:

- Location on the coast, with coastal marshes and beach;
- European and Internationally designated wetland sites;
- very high landscape quality, including nationally protected landscapes as part of the North Norfolk Coast AONB and Heritage Coast;
- Conservation Area;
- constrained land supply; and
- Flood Risk area

1.5. Habitat Regulations Assessment / Appropriate Assessment

HRA Screening identified likely significant effects for all residential allocations, and one employment site (H27/1) with in-combination risks to various European sites specifically in relation to recreational impacts

The HRA (including Appropriate Assessment) recognise that the Local Plan includes a County-wide mitigation approach that has been developed to address the in-combination, cumulative effects of housing growth and recreational impacts on European sites. This approach, written by Place Services, involves a green infrastructure strategy and the RAMS which provides for access management on-site and associated measures. The green infrastructure strategy highlights the need for local planning authorities to secure the provision of green infrastructure at both a development site and plan-making level. Strategic opportunities for green space are identified and the strategy sets out criteria for Enhanced Green Infrastructure provision to ensure developers are aware of their responsibilities and to allow local planning authorities to audit their green infrastructure against the criteria. The RAMS component part includes a package of mitigation measures.

In embedding this strategic mitigation scheme within the North Norfolk Plan and clearly cross-referencing its requirements through policies all site allocations are required in the Plan to provide appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (RAMS). All allocations above 50 units are also required to provide enhanced green infrastructure in accordance with the strategy. The HRA subsequently concludes that the strategy and the Local Plan provides the means to address cumulative effects from recreation and ensures adequate mitigation is secured to address recreation concerns. With the strategy in place the Council can rule out adverse effects in-combination for all of the allocations in the Plan.

Six site options are flagged due to being in the immediate proximity to European sites and are identified as having the potential for LSE alone. These are located in Blakeney and Holt and further detail can be found in the relevant settlement booklets / site assessments.

In terms of hydrological impacts due to water resources the HRA identifies that the District is under significant pressures from population growth, climate change, sustainability reductions and the need to increase resilience. Anglian Water's own Water Resource Management Plan, 2019, suggests a total regional surplus of 150 MI/d in 2020 with a shift to a total regional deficit of -144MI/d by 2024. In order to address this, demand the Water Resource Management Plan includes a 25-year demand management strategy which will offset projected growth from household demand. In addition, the Environment Agency has committed to ensure abstraction licensing strategies and actions fully incorporate all environmental objectives and align with river basin management plans. They will only grant replacement licences where the abstraction is environmentally sustainable and abstractors can demonstrate they have a continued need for the water and that they will use it efficiently. In addition, for existing licences, the Agency will prioritise actions to protect and improve Natura 2000 sites and address the most seriously damaging abstractions during this plan period.

As a result, the Appropriate Assessment concludes that adverse effects in integrity from water supply issues can be ruled out, alone or in-combination.

Wells

The HRA screening identified that a number of individual sites in Wells may impact individually on the integrity of European sites. W11 and combination of, were identified as being close to the settlement and any allocation could result in impact on the supporting habitat of the North Norfolk

Coast SPA, where land outside the SPA may provide foraging localities for wintering Pink-footed and Dark-bellied Brent Geese, and breeding localities for Marsh Harrier.

The site underwent a subsequent Appropriate Assessment and the risks were seen as relatively low with the recommendation that any allocation should include wording to ensure project level HRA for sites W11 and W11/B, adverse effects on integrity alone or in-combination can be ruled out for the North Norfolk Coast SPA/Ramsar .

The Appropriate Assessment concluded there is no credible evidence of a real risk that the allocations together will have a meaningful effect of the qualifying features of the SPA.

In terms of allocated site W07/1 the final HRA/AA has clarified that local significant effects are ruled out subject to mitigation being secured through the GIRAMS.

1.6. Statutory Consultee Responses (Regulation 18)

The following section provides a summary of the representation received from key service providers and statutory bodies in relation to each of the proposed allocations during the Regulation 18 consultation period of May - June 2019.

The full responses to the consultation can be viewed in the Regulation 19 **Consultation Statement**. Where the term 'General Support for the allocation' has been used this is typically in relation to comments made by owners, developers and their agents who are promoting the development of sites.

Many of the sites were subject to standard comments from a number of statutory consultees which sought minor changes to policy wording to either reflect national advice or improve the effectiveness of the policy. The intention is that these will be incorporated into the Plan at the next stage'.

Norfolk County Council Highway Authority

W01/1

Policy DS22: Land To Rear of Market Lane

Sustainability

Schools are within acceptable walking distance. Wells provides shopping and leisure opportunities along with some employment. Bus services are accessible from the town.

Safety

Vehicular access to be via Home Piece Road and Market Lane only. Pedestrian and cycle access to also be provided via Ashburton Close. Junction(s) to accord with MfS.

Mitigation

PROW BR23 at southern boundary of site to be upgraded for use by cycles and pedestrians with access provided via site to Ashburton Close. No vehicular access via Ashburton Close.

W007/1

Policy DS23: Land Adjacent Holkham Road

Sustainability

Schools are within acceptable walking distance. Wells provides shopping and leisure opportunities along with some employment. Bus services are accessible from the town. Cycle and step-free pedestrian access should be provided to Bases Lane and Holkham Road. The footway is required to be improved to a minimum width of 2.0m between the Holkham Road pedestrian/cycle access and the boundary of 4 Laylands Yard.

Safety

Vehicular access required at Mill Road only. Visibility is required in accordance with DMRB and shall be 90m x 4.5m x 90m.

Mitigation

Footway improvement required at Holkham Road.

W11

Land at Warham Road

The Highway Authority has concerns associated with highway safety and would wish to object to allocation.

Sustainability

It does not appear feasible to deliver a footway at the south side of Warham Road between the site and the A149 due to difference in levels between the carriageway and adjacent land. The same seems to apply at the south side of the A149.

Safety

The Warham Road junction with the A149 is skewed and would require improvement to accommodate development traffic but the highway is constrained and would limit the ability to deliver a meaningful

improvement. Access to the site would need to accord with DMRB. Frontage footway would also be required along with a crossing to the north side of Warham Road. The required highway infrastructure would result in the requirement for wholesale removal of trees at the frontage. Pedestrian access to Wells and most significantly, all walking/cycling journeys to school would require crossing the A149, at least once.

Mitigation

Improvement to Warham Road junction with A149, along with comprehensive review of walk to school routes and delivery of any identified measures.

Cumulative Comments for Settlement

None received.

Minerals & Waste (Norfolk County Council)

W01/1

Policy DS22: Land To Rear of Market Lane

LP739- The following wording should be included in the allocation policy - The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. As the site is under 2 hectares it is exempt from the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 – ‘safeguarding’, in relation to mineral resources. If the site area is amended in the future to make the area over 2 hectares CS16 (or any successor policy) will apply.

W007/1

Policy DS23: Land Adjacent Holkham Road

LP739- The following wording should be included in the allocation policy - The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - ‘safeguarding’ (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority.

Utilities Capacity

Anglian Water

W01/1

Policy DS22: Land To Rear of Market Lane

Anglian Water: LP418 - Policy DS22 states that enhancements to the public foul sewerage network may be required based upon comments previously made by Anglian Water. However the opening sentence states that developments proposals will be required to comply with both Local Plan policies and site specific requirements. Wording relating to foul drainage be amended to ensure it is effective as follows: ‘details of any required enhancement to the foul sewerage network’.

Environment Agency

No comments received.

Education

Norfolk County Council

No comments received.

Others

Historic England

(Comments on all Preferred Sites)

LP705 - It is important that policies include sufficient information regarding criteria for development. Paragraph 16d of the NPPF states that policies should provide a clear indication of how a decision maker should react to a development proposal.

To that end we make the following suggestions.

a) The policy and supporting text should refer to the designated assets and their settings both on site and nearby. By using the word 'including' this avoids the risk of missing any assets off the list.
b) The policy should use the appropriate wording from the list below depending on the type of asset e.g. conservation area or listed building or mixture

c) The policy and supporting text should refer to specific appropriate mitigation measures e.g. landscaping or careful design or maintaining key views or buffer/set Therefore, please revisit the site allocations and ensure that policy wording/supporting text is consistent with the advice above. Where a site has the potential to affect a heritage asset, we would expect the following typical wording within the policy:

- listed building 'Development should preserve the significance listed building and its setting'. This is based on the wording in Part 1, Chapter 1, paragraph 1 (3) (b) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- conservation area 'Development should preserve or where opportunities arise enhance the Conservation Area and its setting'. This is based on the wording in Part 2, paragraph 69 (a) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- registered park and garden - 'Development should protect the registered park and garden and its setting.'
- scheduled monument 'Development should protect the scheduled monument and its setting.'
- combination of heritage assets 'Development should conserve and where appropriate enhance heritage assets and their settings.' This is based on the wording in the Planning Practice Guidance Paragraph: 003 Reference ID: 18a-003-20140306 Revision date: 06 03 2014

Alternatively, you may prefer to adapt the above and incorporate the following, 'preserve the significance of the [INSERT TYPE OF HERITAGE ASSET] (noting that significance may be harmed by development with the setting of the asset)'. This is perhaps technically more accurate but perhaps slightly less accessible.

There may be occasions where particular mitigation measures proposed should also be mentioned in policy e.g. landscaping, open space to allow breathing space around heritage asset etc.

Sometimes it may be appropriate to present proposed mitigation measures (both to heritage and other topics) in a concept diagram as this quickly conveys the key policy intentions.

By making these changes to policy wording the Plan will have greater clarity, provide greater protection to the historic environment and the policies will be more robust.

W01/1

Policy DS22: Land To Rear of Market Lane

There are no designated heritage assets on the site. Holkham Hall Registered Park and Garden (grade I) lies to the south and west of the site. Careful landscaping should ensure that the site is well screened from the registered park and garden. To that end we welcome bullet point 2.

W007/1

Policy DS23: Land Adjacent Holkham Road

There are no designated heritage assets within this site. However the Wells Conservation Area lies to the north east of the site and Holkham Hall grade I registered park and garden lies to the south west of the site. The site is reasonably prominent in the landscape. There is currently no mention of the proximity of the Conservation Area and Registered Park and Garden Paragraph 19.24 should be amended to reflect this. The policy should also make reference to these assets. However, with careful design, some limited development should be possible on this site. We welcome bullet point 1 of the policy that addresses design issues.

Suggested Change: Amend policy to reference the Conservation Area and Holkham Hall Registered Park and Garden.

Statements of Common Ground (SoCG)

None.

1.7. Summary Consultation Comments (Regulation 18) June 2019

The following section provides a summary of the representation received in relation to each of the proposed allocation sites during the Regulation 18 consultation period. These are grouped into individuals, parish & town councils, plus statutory bodies and other organisations.

The full responses to the consultation can be viewed in the Regulation 19 **Consultation Statement**. Where the term 'General Support for the allocation' has been used this is typically in relation to comments made by owners, developers and their agents who are promoting the development of sites.

Many of the sites were subject to standard comments from a number of statutory consultees which sought minor changes to policy wording to either reflect national advice or improve the effectiveness of the Policy. The intention is that these will be incorporated into the Plan.

W01/1

Policy DS22: Land at Market lane

Individuals	Number Received	Summary of Responses (Site Policy DS22)
Summary of Objections	3	Three objections received. Majority consider this to be a suitable site but affordable housing issue still applies. Concerns over the potential impact of development on the AONB, key to the future growth of the local economy. Linear development could comprise the valuable marsh environment and heritage of this settlement. Also potential impact on protected birds.
Summary of Support	2	Two comments of support, understands the need for housing especially affordable housing. Consider that this site would have the least adverse impact on the town. Raises concerns over significant housing developments due to the pressure on existing infrastructure and if there is sufficient amenities. Development should be sensitive to local environment and provide basic infrastructure. Disappointed that site would no longer be for solely affordable housing.
Summary of General Comments	0	None received
Overall Summary		Limited responses received. Majority consider this to be a suitable site for housing but expressed a preference for affordable housing. Some concerns over the potential impact of development on the AONB, key to the future growth of the local economy. Linear development could comprise the valuable marsh environment and heritage of this settlement. Potential impact on protected birds. Development should be sensitive to local environment and provide basic infrastructure.
Council's Response		Noted: Consider comments in the finalisation of the policy. Addressing ALL housing needs, including both market and affordable is an important consideration in meeting all identified housing needs across the district (both Local and District wide) and contributing to a balanced and sustainable community. The location of development in Wells has been informed by proximity to the designated sites on the marshes to the north of the town, the high quality of the landscape around the town and the potential impact on the AONB. Landscape and settlement considerations including environmental constraints and designations, the potential impact of development on landscape and views, along with a site specific SA have all informed site selections. Background paper no6 published with this consultation provides full detail on the methodology used and the results of each site assessment. The proposed allocation is subject to a specific policy which identifies requirements that development proposals would need to address in order to

		secure planning permission. This includes a requirement for the retention and enhancement of mature hedgerows and trees around the site. The Council will take into account consultation feedback from bodies such as Norfolk County Council, Norfolk Wildlife Trust and Natural England to inform decisions regarding the likely impact of developing a site for biodiversity and geodiversity and continue to work with site promoters to take into account biodiversity and geodiversity features. Mitigation measures will be a requirement to offset any potential adverse impact. The Parish Council is also developing its own neighbourhood plan and is currently understood to be assessing the level of additional local need to inform its own NP policies on additional growth to address local needs.
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Parish & Town Councils	Number Received	Combined Summary of Responses (Site Policy DS22)
Objection	0	One comment of support received.
Support	1	
General Comments	0	

Statutory & Organisations	Number Received	Combined Summary of Responses (Site Policy DS22)
Objection	1	General support for site allocation, considered suitable site for housing but expressed a preference for affordable housing. Historic England sought consistency in approach to heritage assets and requested consistent wording. Anglian Water and Minerals and Waste recommended consideration be given to the use of additional phrases in the policy wording.
Support	4	
General Comments	2	

W07/1

Policy DS23: Land Adjacent Holkham Road

Individuals	Number Received	Summary of Responses (Site Policy DS22)
Summary of Objections	8	<p>Eight objections received. A number of concerns raised, mainly the potential impact on the environment and the AONB (alignment with paragraph 172 of NPPF). Concerns that development would be prominent, have detrimental impact on views, the countryside and coastal paths and could impact on character of the town. Insufficient space for landscaping. Potential adverse impact on designated sites from new residents, unable to be mitigated by open space. Western boundary is arbitrary and hard to resist further development. Damage dark skies and impact on wildlife. Other concerns; impact on the capacity of local services, the amenity of existing residents, the loss of a beneficial use and access concerns. Traffic impact, especially in summer. Suggest that a safer access route could be onto Mill Rd or Holkham Rd. Part of the land is in different ownership with the right of way. Affordable homes should be for local people and market housing should not be available for second homes. Concerns over the design of the development.</p> <p>Suggestions that a number of smaller sites would be more beneficial or this site should be for 40 dwellings rather than 60. Development should form a coherent extension to the existing settlement and be sensitive to the existing townscape. Would require large amount of landscaping and restrict housing to maximum height of 1.5 stories. Add 'landscaping' to criterion 1.</p>

		Specify satisfactory vehicular access to the site within criterion 3. Amend criterion 5 to: retention and enhancement of mature hedgerows and trees around the site including provision of generous landscaping within the site and landscaping along the northern boundary of the housing.
Summary of Support	2	Two comments of support received. Understands the need for housing especially affordable housing. Consider that this site would have the least adverse impact on the town. Raises concerns over significant housing developments due to the pressure on existing infrastructure and suitability of the access road and the likelihood of the remaining section of the site being built once site is developed. Also whether there are sufficient amenities. Suggests that a safer access route would be onto Mill Rd or Holkham Rd. Development should be sensitive to local environment and provide basic infrastructure.
Summary of General Comments	0	None received
Overall Summary		A number of concerns raised, mainly the potential impact on the environment and the AONB (alignment with paragraph 172 of NPPF). Concerns that development would be prominent, have detrimental impact on views, the countryside and coastal paths and could impact on character of the town. Insufficient space for landscaping. Potential adverse impact on designated sites from new residents, unable to be mitigated by open space. Western boundary is arbitrary and hard to resist further development. Damage dark skies and impact on wildlife. Other concerns; impact on the capacity of local services, the amenity of existing residents, the loss of a beneficial use and access concerns. Traffic impact, especially in summer. Suggest that a safer access route could be onto Mill Rd or Holkham Rd. Part of the land is in different ownership with the right of way. Affordable homes should be for local people and market housing should not be available for second homes. Concerns over the design of the development. Suggestions that a number of smaller sites would be more beneficial or this site should be for 40 dwellings rather than 60. Development should form a coherent extension to the existing settlement and be sensitive to the existing townscape. Would require large amount of landscaping and restrict housing to maximum height of 1.5 stories. Add 'landscaping' to criterion 1. Specify satisfactory vehicular access to the site within criterion 3. Amend criterion 5 to: retention and enhancement of mature hedgerows and trees around the site including provision of generous landscaping within the site and landscaping along the northern boundary of the housing.
Council's Response		Noted: Consider comments in the development of the policy. The Local Plan is informed by a sustainability appraisal which reviews the key environmental, social and economic considerations that affect the District. Landscape and settlement considerations including environmental constraints and designations, the potential impact of development on landscape, views, the scale of development relative to the settlement size and whether the site preserves the separate identity of a settlement and the importance of natural and built features have been taken into account. Background paper no6 published with this consultation provides full detail on the methodology used and the results of each site assessment. A density of approximately 30 dwellings per hectare has been applied but it is considered that sites may not be suitable e.g. due to local character considerations, we have adjusted our assessment accordingly and this allows space for landscaping. The location of development in Wells has been informed by proximity to the designated sites on the marshes to the north of the town, the high quality of the landscape around the town and the potential impact on the AONB. The proposed allocation is subject to a specific policy which identifies requirements that development proposals would need to address in order to secure planning permission. This includes a requirement for the careful attention to site layout, building heights and materials in order to minimise the visual impact of development. And the retention and enhancement of mature hedgerows

		<p>and trees around the site including provision of landscaping along the northern boundary of the housing. Development proposals would need to comply with a number of policies (including those relating to affordable housing, open space, providing supporting infrastructure and design) elsewhere in the plan. Dark skies will be considered in line with Policy SD13 Pollution & Hazard Prevention & Minimisation, comments will be considered in the finalisation of this policy. The Council will take into account consultation feedback from bodies such as Norfolk County Council, Norfolk Wildlife Trust and Natural England to inform decisions regarding the likely impact of developing a site for biodiversity and continue to work with site promoters to take into account biodiversity features. Mitigation measures will be a requirement to offset any potential adverse impact. The draft Plan has been subject to an Interim Habitat Regulation Assessment (HRA) with the purpose to assess the potential impacts on Natura 2000 or European Sites and if necessary specify any mitigation measures. The results can be found within the published HRA. A further Green Infrastructure and Recreational Impact Avoidance Mitigation Strategy (RAMS) is currently being commissioned collectively by the Norfolk Authorities and Natural England. Both of these studies will inform the next stages of plan making. The Council has engaged with the County Highways Authority to ensure that highways impacts are manageable in terms of site access, road network considerations including suitability in relation to scale and potential cumulative impacts and potential mitigation measures. The Parish council is also developing its own neighbourhood plan and is currently understood to be assessing the level of additional local need to inform its own NP policies on additional growth to address local needs.</p>
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Parish & Town Councils	Number Received	Combined Summary of Responses (Site Policy DS22)
Objection	1	Given the prominent position limited access and existing use.
Support	0	
General Comments	0	

Statutory & Organisations	Number Received	Combined Summary of Responses (Site Policy DS22)
Objection	2	General support for site allocation, but though some raised a preference for alternative sites and the need to address high levels of affordable housing. Historic England sought consistency in approach to heritage assets and requested consistent wording. NCC (M & W) provided supporting comments to add to appropriate site policies.
Support	2	
General Comments	2	

Part 2: Assessment of Sites

2.1. RAG Assessment Matrix

The following table provides a visual summary of the site assessment through a traffic light system to 'grade' the merits of the site (green representing good) in relation to specific assessment criteria. Further details can be found in the Site Selection Methodology Background Paper.

Please note that the figures presented below relate to what was promoted at the site assessment stage, and therefore these figures represent a point in time.

Site Ref	Site Name	Site Size (ha)	Proposed Use	Proposed Dwellings	Connectivity	Safe achievable access	Impact on utilities Infrastructure (Hazards)	Utilities Capacity	Contamination and ground stability	Flood Risk	Landscape Impact	Townscape	Biodiversity and Geodiversity	Historic Environment	Loss of beneficial use	Compatibility with Neighbouring/Adjoining Uses
W01/1	Land To Rear of Market Lane	0.78	Housing	20	Green	Green	Yellow	Yellow	Green	Green	Green	Green	Green	Green	Green	Green
W05	Land North Of Field View Adjacent Stiffkey Road	0.37	Housing	15	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Green	Green	Green	Green	Green
W06/1	The Old Coal Yard, East Quay	0.25	Mixed Use	10	Green	Orange	Yellow	Orange	Orange	Orange	Orange	Orange	Yellow	Green	Yellow	Orange
W07	Land Adjacent Holkham Road	5.34	Housing	214	Green	Green	Yellow	Yellow	Green	Yellow	Orange	Yellow	Green	Green	Green	Green
W07/1	Land Adjacent Holkham Road	2.60	Mixed Use	50-60	Green	Green	Yellow	Yellow	Green	Green	Yellow	Yellow	Green	Green	Green	Green
W08	Land Adjacent 106 Mill Road	0.64	Housing	19	Green	Green	Yellow	Yellow	Green	Green	Orange	Orange	Green	Green	Green	Green
W10	Land West of Polka Road	0.61	Housing / Open Space	6	Green	Green	Yellow	Yellow	Green	Orange	Orange	Orange	Green	Orange	Orange	Green

Site Ref	Site Name	Site Size (ha)	Proposed Use	Proposed Dwellings	Connectivity	Safe achievable access	Impact on utilities Infrastructure (Hazards)	Utilities Capacity	Contamination and ground stability	Flood Risk	Landscape Impact	Townscape	Biodiversity and Geodiversity	Historic Environment	Loss of beneficial use	Compatibility with Neighbouring/Adjoining Uses
W11	Land at Warham Road	14.37	Mixed Use	430												
W11/A	Land South of Grove Road	2.19	Housing	65												
W11/B	Land at Warham Road	5.91	Housing	120-150												
W12	Former Allotments, South of Mill Road	0.96	Housing	29												
W13	Land South of Former Railway, Two Furlong Mill	2.00	Housing	60												
HE0121	Land South of Stiffkey Road	7.10	Employment	N/A												
HE0122	Land at Warham Road	4.65	Employment	N/A												

2.2. Sustainability Appraisal Conclusions (Regulation 19)

Residential Sites

Site Ref	Conclusion (Residential Sites)
W01/1	<p>Overall the site scores as positive</p> <p>Reviewing the SA in light of the consultation comments/ objections it is concluded that the SA objectives scoring is unaltered.</p> <p>Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential negative biodiversity impact; within AONB, arable land, part of boundary comprised of mature hedgerow / trees. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement with good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper.</p> <p>Economic – Scores positively; edge of settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>
W05	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; loosely related to the settlement, FZ1, low to moderate & moderate to high susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light pollution. Potential negative biodiversity impact; within AONB, close proximity CWS (Wells to Walsingham Railway), SSSI & local geodiversity site (Wells Chalk Pit), grass field, mature trees / hedgerow surrounding. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; loosely related to the settlement, good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper. Limited scope for open space provision.</p> <p>Economic – Scores neutral; loosely related to the settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre accessible from the site. Likely to rely on car.</p>
W06/1	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; edge of settlement, part PDL (boatyard), within FZ2, FZ3a, 0.5% & 0.1 % AEP Tidal (CC), moderate to high susceptibility GWF, not considered at risk of SWF (CC). Potential for remediation of contamination. Potential negative biodiversity impact; within AONB, close proximity of NNR (Holkham), SAC (The Wash & North Norfolk Coast), RAMSAR, SPA & SSSI (North Norfolk Coast), boat yard, some mature trees. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper. Limited scope for open space provision.</p> <p>Economic – Scores positively; edge of settlement, good access to educational facilities, services / facilities, some access to employment (but loss of undesignated employment land – small boat yard). High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>
W07	<p>Overall the site scores as negative and positive</p> <p>Environmental – Scores negatively; edge of settlement, north boundary just within FZ2, FZ3a, 0.5% & 0.1 % AEP Tidal (CC), low / low to moderate susceptibility GWF, not</p>

Site Ref	Conclusion (Residential Sites)
	<p>considered at risk of SWF (CC). Potential to affect setting of CA. Potential negative biodiversity impact; within AONB, close proximity of SAC (The Wash & North Norfolk Coast), arable surrounded by mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper.</p> <p>Economic – Scores positively; edge of settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>
W07/1	<p>Overall the site scores as positive</p> <p>The consultation comments/ objections are noted. They do not alter the scoring of any of the SA objectives.</p> <p>Environmental – Scores mixed; Holkham Road and edge of north boundary (area proposed for open space) within FZ2, FZ3a, 0.5% & 0.1 % AEP Tidal (CC), low / low to moderate susceptibility GWF, not considered at risk of SWF (CC). Potential to affect setting of CA. Potential negative biodiversity impact; within AONB, arable / grazing land, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper.</p> <p>Economic – Scores positively; edge of settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>
W08	<p>Overall the site scores as positive</p> <p>Environmental – Scores neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Potential negative biodiversity impact; within AONB, grazing land, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper.</p> <p>Economic – Scores positively; edge of settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>
W10	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; within settlement, within FZ2, FZ3a, low to moderate susceptibility GWF, whole of site considered potentially at risk of SWF (CC). Potential to affect settings of Grade II* Listed Buildings (Marsh House & Church of St Nicholas) and CA. Potential negative biodiversity impact; within AONB, close proximity of NNR (Holkham), SAC (The Wash & North Norfolk Coast), RAMSAR, SPA & SSSI (North Norfolk Coast), grazing land. Loss of agricultural (1-3) land.</p> <p>Social – Scores neutral; within settlement, good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper. Would result in loss of designated open land area.</p> <p>Economic – Scores positively; within settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>
W11	<p>Overall the site scores as negative</p> <p>The consultation comments are noted. They do not alter the overall SA objectives scoring.</p>

Site Ref	Conclusion (Residential Sites)
	<p>Environmental – Scores negatively; loosely related to settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light pollution, potential significant detrimental impact on landscape. Potential negative biodiversity impact; within AONB, close proximity CWS (Wells to Walsingham Railway), SSSI & local geodiversity site (Wells Chalk Pit), arable, mature trees / hedgerow to majority of boundaries. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; loosely related to settlement, good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper.</p> <p>Economic – Scores neutral; loosely related to settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre accessible from the site. Likely to rely on car.</p>

Additional Residential Sites (Reg 19)

Site Ref	Conclusion (Additional Residential Sites - Reg 19)
<p>W11/A (north western section of W11)</p>	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; loosely related to settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light pollution, potential detrimental impact on landscape. Potential negative biodiversity impact; within AONB, close proximity CWS (Wells to Walsingham Railway), SSSI & local geodiversity site (Wells Chalk Pit), arable, mature trees / hedgerow to majority of boundaries. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; loosely related to settlement, good access to local healthcare service, education facilities, leisure and cultural opportunities. Limited public transport links mainly rely on Coastal Hopper.</p> <p>Economic – Scores neutral; loosely related to settlement, good access to educational facilities, services / facilities and some access to employment. High speed broadband in vicinity, limited transport links. Town centre accessible from the site. Likely to rely on car.</p>
<p>W11/B (inc. part W11)</p>	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; loosely related to settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light pollution, potential detrimental impact on landscape. Potential negative biodiversity impact; within AONB, close proximity to Heritage Coast, CWS (Wells to Walsingham Railway), SSSI & local geodiversity site (Wells Chalk Pit), arable, paddocks & mature trees / hedgerow to majority of boundaries. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; loosely related to settlement, good access to local healthcare service, education facilities, leisure and cultural opportunities. Limited public transport links mainly rely on Coastal Hopper.</p> <p>Economic – Scores neutral; loosely related to settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre accessible from the site. Likely to rely on car.</p>
<p>W12</p>	<p>Overall the site scores as negative and positive</p> <p>Environmental – Scores negatively; edge of settlement, FZ1, low to moderate susceptibility GWF, not considered at risk of SWF (CC). Potential negative biodiversity</p>

Site Ref	Conclusion (Additional Residential Sites - Reg 19)
	<p>impact; within AONB and adjacent to undesignated woodland plus limited trees and hedging on site. Potential for limited detrimental impact to landscape. Loss of agricultural land (1-3)</p> <p>Social – Scores positively; edge of settlement, good access to local healthcare service, education facilities, leisure and cultural opportunities. Limited public transport links, mainly rely on Coastal Hopper.</p> <p>Economic – Scores positively; edge of settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>
W13	<p>Overall the site scores as negative and positive</p> <p>Environmental – Scores negatively; edge of settlement, FZ1, low to moderate susceptibility GWF, not considered at risk of SWF (CC). Potential negative biodiversity impact; within AONB, arable with hedgerows to two boundaries. BR W57/2 runs along north side of site so potential to impact or enhance. Potential for significant detrimental impact to landscape as remote from settlement in landscape terms. Loss of agricultural land (1-3)</p> <p>Social – Scores positively; edge of settlement, good access to local healthcare service, education facilities, leisure and cultural opportunities. Limited public transport links, mainly rely on Coastal Hopper.</p> <p>Economic – Scores positively; edge of settlement, good access to educational facilities, services / facilities, some access to employment. High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>

Employment Sites

Site Ref	Conclusion (Employment Sites)
HE0121	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; loosely related to settlement, part PDL, FZ1, low / low to moderate susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Rural; potential to increase light / noise / odour pollution, likely significant detrimental impact on landscape. Potential for remediation of contamination. Potential negative biodiversity impact; within SSSI and Local Geodiversity Site (Wells Chalk Pit), within AONB, close proximity CWS (Wells to Walsingham Railway), part PDL, scrub, mature hedgerows / trees to boundary. Loss of agricultural (1-3) land.</p> <p>Social – Scores negatively; loosely related to settlement.</p> <p>Economic – Scores mixed; loosely related to settlement, potential to provide a range of employment opportunities, access to potential employees and good transport links. High speed broadband in vicinity. Likely to result in reliance on the car.</p>
HE0122	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; loosely related to settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light / noise / odour pollution, potential significant detrimental impact on landscape. Potential negative biodiversity impact; within AONB, close proximity CWS (Wells to Walsingham Railway), SSSI & Local Geodiversity Site (Wells Chalk Pit), arable, mature trees / hedgerow surrounding. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores neutral; loosely related to settlement</p>

Site Ref	Conclusion (Employment Sites)
	Economic – Scores mixed; loosely related to settlement, potential to provide a range of employment opportunities, access to potential employees and transport links. High speed broadband in vicinity. Likely to result in reliance on the car.

Mixed Use Sites

Site Ref	Conclusion (Mixed Use Sites)
W06/1	<p>Overall the site scores as negative</p> <p>Environmental – Scores negatively; edge of settlement, part PDL (boatyard), within FZ2, FZ3a, 0.5% & 0.1 % AEP Tidal (CC), moderate to high susceptibility GWF, not considered at risk of SWF (CC). Potential for remediation of contamination. Potential negative biodiversity impact; within AONB, close proximity of NNR (Holkham), SAC (The Wash & North Norfolk Coast), RAMSAR, SPA & SSSI (North Norfolk Coast), boat yard, some mature trees. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.</p> <p>Social – Scores positively; edge of settlement, good access local healthcare service, education facilities, leisure and cultural opportunities. Public transport links mainly rely on Coastal Hopper. Limited scope for open space provision. Limited scope to provide new services.</p> <p>Economic – Scores positively; edge of settlement, good access to potential employees, educational facilities, services / facilities, some access to employment (but loss of undesignated employment land – small boat yard). Limited potential to accommodate a range of uses. High speed broadband in vicinity, limited transport links. Town centre easily accessible from the site.</p>

2.3. Site Planning History (as at Regulation 19)

This section provides details of any relevant planning history, including for those sites which were identified as Proposed Allocations at Regulation 18 and/or 19 stage, along with details of any planning applications which had been made and the stage reached at the point of publication of the Proposed Submission Version Local Plan.

No relevant planning history.

2.4. Site Assessment

This section draws together the Site Assessment and Sustainability Appraisal processes, the results of the Regulation 18 stage consultation and the various evidence documents to make a recommendation as to whether each site is considered suitable for retention in the next stage of plan preparation, or if no further consideration should be given.

Site Ref	Assessment
W01/1	<p>Land To Rear of Market Lane</p> <p>SA Conclusion: The site scores as positive. The Environmental objectives score is mixed due to its greenfield status, being edge of settlement, within Flood Zone 1 but having a potential negative biodiversity impact being within the AONB. The Social and Economic objectives both score positively as the site has good access to educational facilities, services / facilities, some access to employment with the town centre being easily accessible from the site.</p> <p>Connectivity: The site has good connectivity to the town centre which is within reasonable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all readily accessible from the site. The site is within 50m of the High School and less than 1km from the primary school. The site is adjacent to the previous 2011 site allocation which has been completed Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service.</p> <p>Highways: Suitable highway access can be achieved from the existing estate road, Home Piece Close, and Market Lane. This access is acceptable to the Highway Authority who would also like to see PROW BR23 upgraded for use by cycles and pedestrians.</p> <p>Environmental: This is a small field located on the southern edge of the town. It is the remnant of an arable field that was developed to the north. To the north of the site is a recent residential development. To the south is a mature hedge and tree boundary.</p> <p>HRA (where relevant) The site is within 2500m of the North Norfolk Coast SAC/SPA/Ramsar site. Within 2500m of The Wash and North Norfolk Coast SAC. Within 5000m of the Greater Wash SPA. The site is identified as having the potential for triggering likely significant effects in relation to recreational pressures. The Appropriate Assessment however concludes that the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy, GIRAMS provides the means to address cumulative effects from recreation and ensures adequate mitigation is secured to address recreational concerns. Any allocation will require suitable policy wording.</p> <p>Landscape and Townscape: The site is currently a grassed area of the land, adjacent and to the south of a recent residential development and former allocation. There are strong hedgerows to the south east and west of the site with a fence separating the existing dwellings from the grassed area</p>

of land. The dwellings to the north are two storey. Beyond the hedgerow to the south lies further agricultural fields, the school is situated to the east while further agricultural fields lie beyond the B1105 to the west. The site itself is flat and is enclosed by hedgerows to the south, east and west and existing residential dwellings to the north. There are, therefore, no key long range views from the site.

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

This small site is located to the south of a recent residential development and is very well contained in the landscape being screened behind existing houses and a mature hedge and tree boundary. Residential development on the site would be a natural continuation of the urban development to the north.

Heritage Impact Assessment

No heritage assets are identified as being onsite, however a number of historic assets are identified to be within the vicinity. The Wells – next the Sea Conservation Area is situated 240m to the north west of the site, where the the key characteristics of the CA revolve around the setting of the natural landscape (the creek and the marshes), the Quay and Yards with the rural market town behind, the shop fronts along Staithe Street and High Street, and the great diversity of building types, dates and architectural styles throughout the residential areas. There is a significant amount of existing residential development between the site and the Conservation Area. Other nearby historic assets include, but not limited to: Holkham Hall, Grade 1 Historic Park and Gardens which is situated approx. 1km to the west of the site, and a number of grade 11 listed buildings including The Church of Our Lady of the Sea, Church of St Nicholas & The walls of Church of St Nicholas, Belmont house, ostrich house and the white house. There is a significant amount of existing residential development between the site and the Conservation Area. The HIA considered that the development of the site for a residential use would have **no impact** upon the significance (including any contribution made to that significance by setting) of this heritage asset.

The site itself is flat and is enclosed by hedgerows to the south, east and west and existing residential dwellings to the north. There are, therefore, no key long range views from the site.

The HIA concluded that development would have limited impact on the historic environment and recommended that existing hedgerows are retained and enhanced through landscaping along the southern, eastern and western boundaries

Other

The site has been promoted as a potential exception site for a number of years but it has not been possible to bring this forward.

Conclusion:

The site is available and if allocated there is no evidence to suggest that development is undeliverable.

The site is located to the south of the much larger recently developed site. The site is well positioned for access to the town centre, school and services. It has acceptable highway access off the development to the north. Although the site is within the Area of Outstanding Natural Beauty, it is well-contained in the landscape, adjacent to the

previous allocation which has fully been built out. The site scores positively in the Sustainability Appraisal.

The site is considered to be one of the most suitable of the Wells alternatives.

Recommendation:

That this site is identified as a **Proposed Allocation** for approximately 20 dwellings subject to the detailed policy requirements.

W05

Land North Of Field View Adjacent Stiffkey Road

SA Conclusion:

The site scores as **negative**. The Environmental objectives score is negative due to its greenfield status, being loosely related to the settlement, and a potential negative biodiversity impact being within the AONB and in close proximity to CWS (Wells to Walsingham Railway), SSSI and a local geodiversity site (Wells Chalk Pit). The social objectives score positively, having good access local healthcare service, education facilities, leisure and cultural opportunities, whilst the Economic objectives score neutral due to being loosely related to the settlement and there being limited transport links.

Connectivity:

The site has good connectivity to the town centre which is within reasonable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is an acceptable walking distance from both schools; however, it would require a crossing of the main road in order to access the primary school.

Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service.

Highways:

Suitable highways access is possible from the Stiffkey Road, however, highways do have concerns regarding the impact on traffic on the coast road.

Environmental:

The site is a small grass and scrub field with hedge boundaries. To the south are the detached properties along Warham Road and to the east is an arable field.

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

The site is reasonably well contained in the landscape, however, residential development would detrimentally alter the character of this edge of settlement parcel of land. The approach into Wells is predominately rural until the Warham Road and residential development on the site would be an obvious urban extension into open countryside on the edge of town.

Conclusion:

The site is remote and detached from the town and services. It would be a development in open countryside and could have an adverse impact on the landscape. Highways

Site Ref	Assessment
	<p>access and the local network are considered to be unsuitable. The site is not considered to be suitable for development.</p> <p>Recommendation: That this site is discounted from further consideration.</p>
W06/1	<p>The Old Coal Yard, East Quay</p> <p>SA Conclusion: The site scores as negative. The Environmental objectives score is negative due to it being edge of settlement, within Flood Zone 2, Flood Zone 3a, 0.5% & 0.1 % AEP Tidal (CC) and having moderate to high susceptibility to Groundwater Flooding. In addition, there is a potential negative biodiversity impact, being within the AONB and in close proximity to NNR (Holkham), SAC (The Wash & North Norfolk Coast), RAMSAR, SPA & SSSI (North Norfolk Coast). The Social and Economic objectives both score positively as the site has good access to educational facilities, services / facilities and some access to employment, with the town centre being easily accessible from the site.</p> <p>Connectivity: The site has good connectivity to the town centre which is within reasonable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is an acceptable walking distance from both schools. Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service</p> <p>Highways: Suitable access to the site cannot be achieved.</p> <p>Environmental: This site is a small enclosed boat yard with an access track located adjacent to the harbour. The site has hedge boundaries to the south and east.</p> <p>Landscape and Townscape: The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area. The site is a boat yard within the harbour area. There is little residential development in the area and, as such, development in the area would be out of character to the area which is as a working harbour and associated boat yard.</p> <p>Other: Majority of the site is in Flood Zone 2 and 3b</p> <p>Conclusion: The development would be an extension into the countryside and the port area. The site is in a Flood Risk Zone. The site is considered to have unsuitable highways access and network connections. The site is not considered to be suitable for development.</p> <p>Recommendation: That this site is discounted from further consideration.</p>

W07

Land Adjacent Holkham Road
(this site wholly includes W07/1)

SA Conclusion:

The site scores as **negative and positive**. The Environmental objectives score is negative due to being edge of settlement where there is a potential to affect the setting of Wells CA and a potential negative biodiversity impact, being within the AONB and in close proximity of a SAC (The Wash & North Norfolk Coast). The Social and Economic objectives both score positively as the site has good access to educational facilities, services / facilities, some access to employment with the town centre being easily accessible from the site. Would result in loss of designated open land area.

Connectivity:

The site has good connectivity to the town centre which is within reasonable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is around 1.3km walking distance from both schools.

Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service.

Highways:

Suitable highway access can be achieved from Mill Road. NCC Highways require that the access should be constructed to the appropriate DMRB standards. Cycle and step-free pedestrian access should be provided to Bases Lane and Holkham Road. The footway is required to be improved to a minimum width of 2.0m between the Holkham Road pedestrian/cycle access and the boundary of 4 Laylands Yard.

Environmental:

The site is a large grass field, partly used for paddocks and for seasonal CL camping. To the east and south is existing residential development. The site slopes from north to south with the frontage along the Holkham Road at sea level with southern portion approximately 20m higher. There are no other obvious environmental features on the site.

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

The site comprises greenfield land on the western edge of Wells-next-the-Sea. and is a mix of equestrian activities, camping and overgrown grassland. The site currently seems to acts as a informal public right of way from Westfield Avenue to the Holkham Road (though is not registered. The site is bordered to the east by two-storey development of a relatively low – medium density. The site rises to the south and offers views toward the North Sea.

Prominent hedgerows along the boundaries of the site. The site is prominent on views back towards the town from Beach Road and the coast.

Development on the site would change the existing character of the land from a pasture field to an urban, edge of settlement, residential development with public open space. The existing character of the land contribute to the landscape character type.

Residential development on the whole site could have an adverse impact on localised and medium distance views from Holkham / Beach Road. The character and amenity value of the view could be adversely impacted if residential development was brought to the northern edge of the field along the Holkham Road at this scale.

Heritage Impact Assessment

An HIA in relation to part of the site W07/1 was undertaken – see assessment below for W07/1

Other:

The site abuts Flood Zone 2 & 3a.

Conclusion:

This site is on the western edge of the town. It is well located to the town and services, however, the overall numbers that this site could deliver (approx. 214) is significantly in excess of the housing requirement for Wells-next-the-Sea. It is considered that the development of the whole site is likely to have an adverse impact on the landscape, and townscape of the surrounding area, as well as on the Area of Outstanding Natural Beauty. Development at a reduced scale and with layout in line with the assessment contained in W07/1 is considered more suitable and appropriate for residential development along with onsite open space provision. There remains the potential to also maintain the current informal access through the site.

Recommendation:

That part of this site (W07/1) is identified as a **Proposed Allocation** subject to the detailed policy requirements.

W07/1

Land Adjacent Holkham Road (part of larger site W07)

SA Conclusion:

The site scores as **positive**. The Environmental objectives score is mixed due to its greenfield status, being edge of settlement where there is a potential to affect the setting of Wells CA and a potential negative biodiversity impact, being within the AONB. The Social and Economic objectives both score positively as the site has good access to educational facilities, services / facilities, some access to employment with the town centre being easily accessible from the site.

Connectivity:

The site has good connectivity to the town centre which is within reasonable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is around 1.3km walking distance from both schools.

Wells does have limited public transport options with the only regular bus service in the town being the ‘Coast Hopper’ service.

Highways:

Suitable highway access can be achieved from Mill Road. NCC Highways require that the access should be constructed to the appropriate DRMB standards. Cycle and step-free pedestrian access should be provided to Bases Lane and Holkham Road. The footway is required to be improved to a minimum width of 2.0m between the Holkham Road pedestrian/cycle access and the boundary of 4 Laylands Yard.

Environmental:

The site forms part of a large grass field, partly used for paddocks and for seasonal CL camping. To the east and south is existing residential development. The site slopes from north to south with the frontage along the Holkham Road at sea level with southern portion approximately 20m higher. There are mature hedge and trees on the eastern and northern boundary. There are no other obvious environmental features on the site.

HRA (where relevant)

The site is within 2500m of the North Norfolk Coast SAC/SPA/Ramsar site. Within 2500m of The Wash and North Norfolk Coast SAC. Within 5000m of the Greater Wash SPA.

The site is identified as having the potential for triggering likely significant effects in relation to recreational pressures. The Appropriate Assessment however concludes that the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy, GIRAMS provides the means to address cumulative effects from recreation and ensures adequate mitigation is secured to address recreational concerns. Any allocation will require suitable policy wording.

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area

The site comprises greenfield land on the western edge of Wells-next-the-Sea. The site currently seems to act as a public right of way from Westfield Avenue to the Holkham Road (though is not registered) and is a mix of equestrian activities, camping and overgrown grassland. The site is bordered to the east by two-storey development of a relatively low – medium density. The site rises to the south and offers views toward the North Sea. Prominent hedgerows along the boundaries of the site. The larger site W07 is prominent on views back towards the town from Beach Road and the coast

Development on the site would change the existing character of the land from a pasture field to an urban, edge of settlement, residential development with public open space. The existing character of the land contributes to the landscape character type. There is a mix of existing housing types and land uses in the area with detached properties to the south on large plots with gardens abutting the site. To the east the residential development is denser with a number of terraced and semi-detached properties and to the west is a farm with farmhouse and associated buildings. The majority of the residential properties to the east reflect typical and unsympathetic national building design of the time and do not reflect or incorporate features that would typify the North Norfolk or Wells vernacular.

Development of the site would be visible in the landscape when viewed from the Holkham Road. The view into the site immediately adjacent to the site from the Holkham Road is reasonably open and development would be on the elevated portion of the site although in the rear portion of the site which is nestled in with the other residential properties in the area.

The view into the site is predominantly a long distance view. Residential development on the site would have a moderate adverse impact on medium and long distance views from the Beach Road, Though could enhance the existing townscape. The character and amenity value of the view would, effectively, be similar to existing: i.e. the new residential development on the edge of this part of Wells would replace the existing view of the urban edge of the village. With landscaping to the north of the site the impact on short and long distance

views into the site would be significantly mitigated.

Heritage Impact Assessment

There are no designated heritage assets within this site. However, there are a number of historical assets within the vicinity. The Wells Conservation Area lies to the east of the site and Holkham Hall grade I registered park and garden lies approximately 630 to the south west of the site. However, between the site and the Registered Park and Garden there is existing residential development, Mill Road, the former railway line (now heavily wooded) and Wells Cottage Hospital. It is considered that due to the distance and established physical separation that the development of the site for a residential use would have **no impact** upon the significance (including any contribution made to that significance by setting) of the Historic Park and Garden and the Listed Building. The Wells – next the Sea Conservation Area adjoins the site to the east. The key characteristics of the CA revolve around the setting of the natural landscape (the creek and the marshes), the Quay and Yards with the rural market town behind, the shop fronts along Staithe Street and High Street, and the great diversity of building types, dates and architectural styles throughout the residential areas. Given the proximity to the CA the HIA considers that there could be some impact upon the setting without appropriate mitigation to the east.

A number of grade 11 listed buildings are also nearby, however whilst some are close by there is already newer build between the site and the listed heritage assets. The HIA concludes that development of the site for a residential use would have **no impact** upon the significance (including any contribution made to that significance by setting) of this heritage assets.

The HIA concludes overall that any development should include the following mitigation measures

- Retain hedgerows along the boundaries of the site
- Enhance landscaping along the eastern boundary of the site, between the site and the Conservation Area
- Careful consideration must be given to the topography of the site and the scale and height of the dwellings proposed
- Limited residential development to be proposed on the northern part of the site (extending towards Holkham Road).

Other

The site abuts Flood Zone 2 & 3a.

Consultation feedback raised issues around that development would be prominent, have detrimental impact on views, the countryside and coastal paths and could impact on character of the townscape. There is a lack of accessible open space at this side of the town.

Conclusion:

The site scores positively in the Sustainability Appraisal.

The site is well positioned for access to the town centre, school and services. Highway access can be achieved off Mill Road. Although the site is within the Area of Outstanding Natural Beauty, considerate landscaping to the north of the site, sympathetic design and layout, together with the on-site open space in the more visible part of the site, will mitigate the impact on the landscape and assist in providing additional public open space in Wells.

	<p>Residential development on this smaller site (in comparison to W07) site would have a reduced level of impact on the character of the Holkham Road approach and would have a reduced impact on the wider character of the southern part of Wells next the Sea. If the site was developed for residential development, the resulting character of the landscape provides an opportunity to enhance the build environment and provide a cohesive design, provide for open space and maintain the current informal access through the site.</p> <p>Taking into consideration the feedback given it is considered that reducing the overall numbers of dwellings (60 dwellings proposed at Regulation 18) on the site will allow for mitigation and reduce development impacts</p> <p>Recommendation: That this site is identified as a Proposed Allocation for approximately 50 dwellings and an area of public open space, and is subject to the detailed policy requirements including access from Mill Road.</p>
W08	<p>Land Adjacent 106 Mill Road</p> <p>SA Conclusion: The site scores as positive. The Environmental objectives score is neutral due to being edge of settlement, within Flood Zone 1 and having a potential negative biodiversity impact being within the AONB. The Social and Economic objectives both score positively as the site has good access to educational facilities, services / facilities, some access to employment with the town centre being easily accessible from the site.</p> <p>Connectivity: The site has good connectivity to the town centre which is within reasonable walking distance. Wells’ offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is around 1.5km walking distance from both schools. Wells does have limited public transport options with the only regular bus service in the town being the ‘Coast Hopper’ service</p> <p>Highways: Suitable highway access can be achieved off Mill Road.</p> <p>Environmental: The site is part of a small grass field adjacent to residential properties on Mill Road. To the north is the continuation of the field and the farm house and buildings beyond. To the east is the former railway line.</p> <p>Landscape and Townscape: The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area. The site is an open field which fronts Mill Road. There are residential properties to the east, however, the site forms part of the green, open aspect, edge to the town and residential development on the site would detrimentally change the character of this part of town and have an adverse impact on the landscape.</p>

Conclusion:

The site would be a pronounced and obvious extension into the countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. The site is not considered to be suitable for development.

Recommendation:

That this site is **discounted from further consideration.**

W10

Land West of Polka Road

SA Conclusion:

The site scores as **negative**. The Environmental objectives score is negative as whilst the site is within the settlement, it falls within Flood Zone 2 and Flood Zone 3a and where the whole of the site is potentially at risk of Surface Water Flooding (CC). In addition, there is potential to affect the settings of Grade II* Listed Buildings (Marsh House & Church of St Nicholas) and Wells Conservation Area, as well as a potential negative biodiversity impact, being within the AONB and being in close proximity of NNR (Holkham), SAC (The Wash & North Norfolk Coast), RAMSAR, SPA & SSSI (North Norfolk Coast). The Social objectives score neutral, as development of the site would result in loss of a designated open land area. The Economic objective scores positively as the site has good access to educational facilities, services / facilities, some access to employment with the town centre being easily accessible from the site

Connectivity:

The site has good connectivity to the town centre which is within reasonable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is an acceptable walking distance from both schools.

Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service.

Highways:

Suitable highway access can be achieved off Polka Road.

Environmental:

The site is a small grass field currently used as paddocks. To the south east is the church yard and to the west and north are detached residential properties. The site fronts Polka Road with an employment site opposite.

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

The site is an open area within the residential area. It is formally designated as an 'Open Land Area' as its open nature contributes to the setting of the town and residential development would have a detrimental impact on the character of the area, on the landscape and would impact on views across to the church.

Other:

The site is within the Conservation Area and development on the site would potentially have a detrimental impact on the character of the conservation area.
 Whole site is in Flood Zone 2 and 3b. Whole site is at risk of surface water flooding.

Conclusion:

The site is an important designated open space in the heart of the town and development would impact on the openness and setting of the St. Nicholas' Church and have a detrimental impact on the conservation area. Development would result in a loss of beneficial use. The site is considered to have unsuitable highways access and network connections and unsuitable for residential development given its flood risk. The site is therefore not considered to be suitable for development.

Recommendation:

That this site is **discounted from further consideration.**

W11

Land at Warham Road (incorporates W11A and W11B)

SA Conclusion:

The site scores as **negative**. The Environmental objectives score is negative due to its greenfield status, being loosely related to the settlement and having a potential significant detrimental impact on landscape, as well as a potential negative biodiversity impact; within AONB, close proximity CWS (Wells to Walsingham Railway), SSSI & local geodiversity site (Wells Chalk Pit). The Social objectives score positively, having good access to local healthcare services, education facilities, leisure and cultural opportunities, whilst the Economic objectives score neutral due to being loosely related to the settlement and the likely to reliance on the car.

Connectivity:

The site has reasonable connectivity to the town centre which is within an acceptable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is an acceptable walking distance from both schools, however, it would require a crossing of the main road in order to access the primary school.
 Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service.

Highways:

The Highway Authority has concerns associated with highway safety. The Warham Road junction with the A149 is skewed and would require improvement to accommodate development traffic but the highway is constrained and would limit the ability to deliver a meaningful improvement. Frontage footway would also be required along with a crossing to the north side of Warham Road. The required highway infrastructure would result in the requirement for wholesale removal of trees at the frontage. Pedestrian access to Wells and most significantly, all walking/cycling journeys to school would require crossing the A149, at least once.

Environmental:

The site consists of 2 large arable fields with a track running through the centre and agricultural buildings. To the south of the site are a collection of agricultural buildings and a telecommunications mast. To the north west of the site is the former railway line cutting. To the north is a farm house and farm buildings. The site has a small frontage along Warham

Road opposite residential buildings.

HRA

HRA screening identified likely significant effects in relation to loss of supporting habitat/function. The HRA identified relatively low risks which should be addressed at project level on the North Norfolk Coast SPA/ Ramsar. LSE in-combination for recreation and The Wash and North Norfolk Coast SAC; North Norfolk Coast SAC/SPA/Ramsar

The Interim HRA states: that a project-level HRA would be required which will require detailed site-specific survey work to be undertaken, checking for the use by geese on the site and surrounding fields. Given the proximity to the settlement and the school any issues are likely to relate to the southern portion of the site, as geese will be unlikely to use the land close to existing housing and the school. Careful site design, planting and siting of buildings will be options to resolve issues at project level.

If the site is allocated, specific policy wording will need to be in an allocation policy to ensure issues are addressed through a project level HRA. Any project level HRA will need to address issues relating to supporting habitat and the design of buildings and inform any development proposal. A detailed AA will also need to be undertake. Recreational impacts will also need to be addressed.

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

The site is made up of a number of agricultural fields located to the south east of Wells-next-the-sea. The site is located in an area where there is little residential development and expands out into the open countryside. There are views from the site to the Historic Core of the settlement, including views of the church. The topography of the site rises to the south and so views are more prominent the further south on the site. There are a number of key hedgerows and trees on the site.

The site is reasonably well contained in the landscape behind the Warham Road and existing properties and the (now wooded) former railway embankment. However, a public footpath runs through the site and views into the site are open and the character of the area would change from a rural, arable landscape with medium distance views in all directions to an urban enclosed environment. Development of the whole site would constitute a significant urban expansion into open countryside.

Historic Impact Assessment

There are no designated historic assets on the site however a number of heritage assets are identified to be within the vicinity. These are mainly grade 11 listed buildings and include The Church of St Nicholas & The walls of Church of St Nicholas , where the tower is visible from within the site when at the south of the site to the northwest and this is only partially visible over the existing tree line. The Wells –next-the-Sea conservation area is located appraox. 100m to the northwest of the site. The HIA assessment concludes that given the substantial amount of existing development between the site and the listed buildings that further development on this site would have no impact upon the significance (including any contribution made to that significance by setting) of these heritage assets. In relation to the church the HIA concludes that Development of this site would not inhibit existing views of the church.

In relation to the CA the HIA study also concludes that Given the key characteristics of the Conservation Area and the existing landscaping and residential development between the site and the CA, it is considered that the development of the site for a residential use would have no impact upon the significance (including any contribution made to that significance by setting) of this heritage asset

Overall the HIA concludes a Limited impact on the historic environment should the site be developed subject to appropriate mitigation and advises that:
Development should include the following mitigation measures (as set out in further detail in the Historic Impact Assessment):

- Retain hedgerows and trees on site;
- Enhance landscaping along the north western boundary of the site in order to provide sufficient screening of the historic core of the settlement;
- Lower density and single storey to the south and east and north western parts of the site.

Other:

The site may need remedial action in relation ground contamination associated with the agricultural buildings

Conclusion:

The site is relatively detached from the town and services. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. Highways access and the local network are considered to be unsuitable. The site is not considered to be suitable for development.

Recommendation:

That this site is **discounted from further consideration.**

W11/A

Land at Warham Road (part of larger site W11)

(Note SA states **it is** north western section of W11)

SA Conclusion:

The site scores as **negative**. The Environmental objectives score is negative due to it being loosely related to the settlement and where there is potential detrimental impact on landscape, as well as a potential negative biodiversity impact; within AONB, close proximity CWS (Wells to Walsingham Railway), SSSI & local geodiversity site (Wells Chalk Pit). The Social objectives score positively, having good access to local healthcare services, education facilities, leisure and cultural opportunities, whilst the Economic objectives score neutral due to being loosely related to the settlement and the likely reliance on the car.

Connectivity:

The site has reasonable connectivity to the town centre which is within an acceptable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is an acceptable walking distance from both schools, however, it would require a crossing of the main road in order to access the primary school.

Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service

Highways:

The Highway Authority has concerns associated with highway safety. The Warham Road junction with the A149 is skewed and would require improvement to accommodate development traffic but the highway is constrained and would limit the ability to deliver a meaningful improvement. Frontage footway would also be required along with a crossing to the north side of Warham Road. The required highway infrastructure would result in the requirement for wholesale removal of trees at the frontage. Pedestrian access to Wells and most significantly, all walking/cycling journeys to school would require crossing the A149.

Environmental:

The site forms the northern portion of a larger arable field. It is bounded to the north by the former railway cutting. To the west is the playing field of the High School and to the north east are 3 detached residential properties.

HRA

Interim HRA screening identified LSE in-combination for recreation and The Wash and North Norfolk Coast SAC; North Norfolk Coast SAC/SPA/Ramsar

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

The site is reasonably well contained in the landscape behind the Warham Road and existing properties and the (now wooded) former railway embankment. However, a public footpath runs through the site and views into the site are open and the character of the area would change from a rural, arable landscape with medium distance views in all directions to an urban enclosed environment for a portion, however, this could be mitigated with careful design and layout.

Historic Impact

HIA was undertaken for the larger site W11 and which concluded that overall there would be limited impact on the historic environment should the larger site be developed subject to appropriate mitigation. Should the smaller site be developed regard should be had to the appropriate findings of the HIA in relation to W11.

Conclusion:

The site is relatively detached from the town and services. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty without significant landscaping mitigation. Highways access and the local network are considered to be unsuitable. The site is not considered to be suitable for development.

Recommendation:

That this site is **discounted from further consideration.**

W11/B

Land at Warham Road (includes W11A and northern part of W11 plus land to the north of Stiffkey Road and Warham Road)

SA Conclusion:

The site scores as **negative**. The Environmental objectives score is negative due to the site being loosely related to the settlement, where there is a potential detrimental impact on the landscape, as well as a potential negative biodiversity impact being within the AONB, in close

proximity to the Heritage Coast, a CWS (Wells to Walsingham Railway) and a SSSI & local geodiversity site (Wells Chalk Pit). The Social objectives score positively, having good access to local healthcare services, education facilities, leisure and cultural opportunities, whilst the Economic objectives score neutral due to being loosely related to the settlement and the likely reliance on the car.

Connectivity:

The site has reasonable connectivity to the town centre which is within an acceptable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is an acceptable walking distance from both schools, however, it would require a crossing of the main road in order to access the primary school.

Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service

Highways: (updated post working party, August 2020)

The Highway Authority have concerns around the accessibility of W11 and W11A sites from Warnham Road and this amended site includes additional land to the north of the alternative sites and proposes constructing a new road that would link the Warham Road with the A149 Stiffkey Road through a new junction and stop up the existing Warham Road/Stiffkey Road junction. The scheme proposed would reroute Warham Road traffic to a potentially more suitable junction with the A149. A highways feasibility study was provided on behalf of the site promoters in July 2020 and NCC Highways advised that:

The access to the site may be acceptable in principle, but further development and evidence/justification are required advising that it remains to be demonstrated that suitable vehicular and pedestrian access can be achieved for the site and surrounding business to the satisfaction of the Highways Authority.

- The 30mph speed limit ends approximately 100m east of the proposed new junction and may need to be reviewed;
- A single access plus emergency access should be appropriate for the quantum of development proposed
- In order to maintain access to the business at the existing Warham Rd junction an additional turning head should be provided at the west end of Warham Road that is to be closed to motor vehicles
- Some form of pedestrian crossing facility will be required at the former junction / A149 and that the pedestrian route would require review and improvements may be required to enable safe access to local facilities

Highways advise that in their view it was unlikely that an acceptable turning area could be formed within the existing junction area but concluded that an acceptable solution might be to arrange a closure and turning head at the proposed development frontage. It was also noted that classified traffic counts and observed speeds for a neutral period would be required to inform further discussion. Data was provided in the Highways Feasibility Assessment but was unfortunately captured during May 2020 e.g. during COVID-19 lockdown, would be atypical and unsuitable to support further consideration

Environmental:

This site consists on the northern portion of two large arable fields with a track running through the centre. A further field is included in this site option on the opposite side of Warham Rd. To the north west of the site is the former railway line cutting. To the north is a farm house and farm buildings and the site has a small frontage along both sides of Warham Road.

HRA

HRA screening identified likely significant effects in relation to loss of supporting habitat/ function. The HRA identified relatively low risks which should be addressed at project level on the North Norfolk Coast SPA/ Ramsar. LSE in-combination for recreation and The Wash and North Norfolk Coast SAC; North Norfolk Coast SAC/SPA/Ramsar

The interim HRA advises:

Project-level HRA will require detailed site-specific survey work to be undertaken, checking for the use by geese on the site and surrounding fields. Given the proximity to the settlement and the school any issues are likely to relate to the southern portion of the site, as geese will be unlikely to use the land close to existing housing and the school. Careful site design, planting and siting of buildings will be options to resolve issues at project level.

If the site is allocated, specific policy wording will need to be in an allocation policy to ensure issues are addressed through a project level HRA. Any project level HRA will need to address issues relating to supporting habitat and the design of buildings and inform any development proposal. A detailed AA will also need to be undertaken. Recreational impacts will also need to be addressed.

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

The site is reasonably well contained in the landscape behind the Warham Road and existing properties and the (now wooded) former railway embankment. However, a public footpath runs through the site and views into the site are open and the character of the area would change from a rural, arable landscape with medium distance views in all directions to an urban enclosed environment for a portion, however, this could be mitigated with careful design and layout.

The third field to the north of Warham rd is proposed as a new access road between Warham Road and the A149, Stiffkey Road and is part of a wider field. Part of the wider field is used to accadate and provide access to the Wells and Walsingham light railway attraction. In the main the wider field is grass land/ arable and development could constitute the creation of a significant element of urban engineering in this edge of settlement, rural setting. This area is reasonable well contained with hedgerows; however, it could have a detrimental impact on the character of the area and on the landscape setting and change the existing townscape , edge of town. The site is bordered by residential housing / gardens to the west.

Historic Impact

HIA was undertaken for the larger site W11 and which concluded that overall there would be limited impact on the historic environment should the larger site be developed subject to appropriate mitigation. Should this site option be developed regard should be had to the appropriate findings of the HIA in relation to W11.

Other

The proposal is for 120 – 150 dwellings which exceeds the total number required for the settlement through allocations. If the site numbers were reduced in line with the required it is unclear if the highway work would remain viable.

The wider field between the A149, Stiffkey Rd and Warnham Rd provides access to the Wells and Walsingham light railway. The station and car parking are outside the section of land put

forward with this site option but are in the same wider field. The opportunity exists for access improvements to the facility.

Conclusion:

The site is relatively detached from the town and services. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty without significant landscaping mitigation. Highways access and the local network improvements are put forward as part of the site, and advise that the access to the site may be acceptable in principle, but further development and evidence/justification are required. At the time of the assessment it is yet to be demonstrated that suitable vehicular and pedestrian access can be achieved for the site and surrounding business to the satisfaction of the Highways Authority and more evidence would be required in order to allocate the site. Any further detail should also include improved access and amenity proposals for the adjacent light railway. The housing numbers proposed exceed the housing requirement for Wells.

Recommendation:

That this site is **discounted from further consideration**.

W12

Former Allotments, South of Mill Road

SA Conclusion:

The site scores as **negative and positive**. The Environmental objectives score is negative due to its greenfield status, being edge of settlement, within Flood Zone 1 and having a potential negative biodiversity impact being within the AONB and adjacent to undesignated woodland. The Social and Economic objectives both score positively as the site has good access to educational facilities, services / facilities, some access to employment with the town centre being easily accessible from the site.

Connectivity:

The site has reasonable connectivity to the town centre which is within an acceptable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is an acceptable walking distance from both schools.

Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service. A public footpath exists on the A149 along the frontage of the site but on the opposite side of the road.

Highways:

Suitable Highways access can be achieved off Mill Road. However, access layout and visibility to be as required by the Highway Authority. The site is located on an A road that is subject to seasonal traffic peaks and as such is separated from the Wells settlement. Mill Road is subject to a 30mph speed limit in vicinity of the site but compliance is a concern. The Highway Authority would request that the site has an active frontage along Mill Road. A 2.0m wide footway is required for full extent of site frontage. Provision of a pedestrian crossing required at Mill Lane required.

Environmental:

This is a small triangular site that is currently used as small paddocks. There is a small area of

trees and scrub and to the south is the former railway line which is now mostly tree and scrub covered. To the north are properties on Mill Road and to the east are allotments.

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

The site forms part of a large open area on the south west of the town. This large triangular area which is open to the Mill Road contributes to the open character on the approach into town with development concentrated on the northern side of Mill Road. Residential development on the site could significantly and adversely impact on the open / rural character of the area and the landscape setting / approach to Wells

The site itself abuts the A149 to the north and is screened to the south by woodland / scrub along the former railway embankment. To the east are the current allotments. Opposite on the road frontage residential development already exists. The site consists of a number of smaller parcels of land currently used as paddock land

Other

The site is currently part of a larger designated open land are, (OSP147) and is adjacent to the current built up area.

Conclusion:

Development on the site could have an adverse impact on the landscape, the character of the area and on the Area of Outstanding Natural Beauty The site is currently designated as open space and would result in the loss of such space. Any scheme would need to be appropriately and sensitively designed to help mitigate any impacts. It is understood the site is subject to a restrictive covenant and is not currently available.

Recommendation:

That this site is **discounted from further consideration.**

W13

Land South of Former Railway, Two Furlong Hill

SA Conclusion:

The site scores as **negative and positive.** The Environmental objectives score is negative due to its greenfield status, being edge of settlement, within Flood Zone 1 and having a potential negative biodiversity impact being within the AONB. The Social and Economic objectives both score positively as the site has good access to educational facilities, services / facilities, some access to employment with the town centre being easily accessible from the site.

Connectivity:

The site is on the outskirts of the existing town, and detached from it on the opposite side of the B1105 which connects the Town to Fakenham. The site fronts onto the B1105 where there are no existing footpaths. In terms of distance, given the small size of Wells as a whole the site is considered to be within has reasonable walking distance to the town centre. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. The site is an acceptable walking distance from both schools.

Wells does have limited public transport options with the only regular bus service in the town being the 'Coast Hopper' service

Highways:

Suitable highway access can be achieved from B1105. Access to be provided to satisfaction of Highway Authority; it will need to provide sufficient stagger from Home Piece Road to the east and the ability to provide acceptable visibility splays within the proposed allocation/highway is a concern. 2.0m wide footway required for full extent of site frontage and to provide connection with existing facility at Burnt Street.

Environmental:

The site is a corner portion of a large arable field. To the north of the site is the former railway line that is now tree and scrub covered. To the east is the B1105 with new residential development on the opposite side.

Landscape and Townscape:

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment, SPD (2021) identifies that the town is situated within the Rolling Open Farmland character area. The site is the north eastern corner of a large arable field. On this (western) side of the road there is no residential development, however, there is the recent Market Lane residential development adjacent. Views across this area would be significantly impacted and would detrimentally impact on the special qualities of the AONB. However, residential development in this location would constitute a development in open countryside and would have an adverse impact on the character of the area and on the landscape.

Other:

Small area in the centre of site is at risk of surface water flooding.

Conclusion:

Development on the site would have an adverse impact on the landscape, the character of the area and on the Area of Outstanding Natural Beauty. The site is not considered to be suitable for development.

Recommendation:

That this site is **discounted from further consideration.**

HE0121

Land South of Stiffkey Road

SA Conclusion

Overall the site scores as negative

Environmental – Scores negatively; loosely related to settlement, part PDL, FZ1, low / low to moderate susceptibility GWF, insignificant area potentially susceptible to SWF (CC). Rural; potential to increase light / noise / odour pollution, likely significant detrimental impact on landscape. Potential for remediation of contamination. Potential negative biodiversity impact; within SSSI and Local Geodiversity Site (Wells Chalk Pit), within AONB, close proximity CWS (Wells to Walsingham Railway), part PDL, scrub, mature hedgerows / trees to boundary. Loss of agricultural (1-3) land.

Social – Scores negatively; loosely related to settlement.

Economic – Scores mixed; loosely related to settlement, potential to provide a range of employment opportunities, access to potential employees and good transport links. High speed broadband in vicinity. Likely to result in reliance on the car.

Connectivity:

The site is on the outskirts of the existing town, and detached from it. The site fronts onto the Coast Road where there are no existing footpaths

Highways

Access is currently achieved off a joint track serving Blue Skies campsite and Neil Thompson boats which are both adjacent to the site. However, access layout and visibility improvements may be as required by the Highway Authority to accommodate any sustained use. Footpath provision would also be required.

Environmental

The site is bordered by high hedgerows and contains mature scrub and trees. Flood Zone 1

Townscape and Landscape

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment, SPD (2021) identifies that the town is situated within the Rolling Open Farmland character area. The site is within SSSI and a Local Geodiversity Site (Wells Chalk Pit). Residential development in this location would constitute a development in open countryside and although potentially screened due to the hedgerows from the main road, development would be visible on the approach to Wells and wider countryside and would have an adverse impact on the character of the area as a whole.

Other

The site was identified as a potential site option through an early stakeholder exercise (as part of the HELAA part 2). An alternative land assembly promoted by landowner. See W11, W11/A, W11/B. **No further assessment undertaken**

Conclusion

The site has high biodiversity value and detached from the settlement. Residential development would be in open countryside away from the existing build form of Wells. An alternative land assembly is promoted by landowner-See W11, W11/A, W11/B.

Recommendation:

That this site is **discounted from further consideration.**

HE0122

Land at Warham Road

Sites forms part of W11

SA Conclusion

Overall the site scores as negative

Environmental – Scores negatively; loosely related to settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Rural; potential to increase light / noise / odour pollution, potential significant detrimental impact on landscape. Potential negative biodiversity impact; within AONB, close proximity CWS (Wells to Walsingham Railway), SSSI & Local Geodiversity Site (Wells Chalk Pit), arable, mature trees / hedgerow surrounding.

Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.

Social – Scores neutral; loosely related to settlement

Economic – Scores mixed; loosely related to settlement, potential to provide a range of employment opportunities, access to potential employees and transport links. High speed broadband in vicinity. Likely to result in reliance on the car.

Connectivity

The site has reasonable connectivity to the town centre which is within an acceptable walking distance. Wells offers a range of employment, shopping and leisure opportunities together with a primary and high school which are all accessible from the site. In order to access on foot the site would require crossing of the main coast road, A149.

Wells does have limited public transport options with the only regular bus service in the town being the ‘Coast Hopper’ service.

Highways

The Highway Authority has concerns associated with highway safety. The Warham Road junction with the A149 is skewed and would require improvement to accommodate development traffic but the highway is constrained and would limit the ability to deliver a meaningful improvement. Frontage footway would also be required along with a crossing to the north side of Warham Road. The required highway infrastructure would result in the requirement for wholesale removal of trees at the frontage. Pedestrian access to Wells and most significantly, all walking/cycling journeys to school would require crossing the A149, at least once.

Environment

The site is currently an agricultural field with a track running through the site where there is a collection of agricultural buildings

Townscape and Landscape

The site is within the North Norfolk Coast Area of Outstanding Natural Beauty (as is the whole of Wells parish). The North Norfolk Landscape Character Assessment (2021) identifies that the town is situated within the Rolling Open Farmland character area.

The site is made up of agricultural fields located to the south east of Wells-next-the-sea. The site is located in an area where there is little residential development and expands out into the open countryside. There are views from the site to the Historic Core of the settlement, including views of the church. The topography of the site rises to the south and so views are more prominent the further south on the site. There are a number of key hedgerows and trees on the site.

The site is reasonably well contained in the landscape behind the Warham Road. Views into the site are open and the character of the area would change from a rural, arable landscape with medium distance views in all directions to an urban enclosed environment

HRA

Likely significant effects in relation to loss of supporting habitat/ function. Screening identified relatively low risks which should be addressed at project level on the North Norfolk Coast SPA/ Ramsar. LSE in-combination for recreation and The Wash and North Norfolk Coast SAC; North Norfolk Coast SAC/SPA/Ramsar

The Interim HRA, in relation to the larger site W11, which this site is wholly part of, states in relation to the larger site: that a project-level HRA would be required which will require

Site Ref Assessment

detailed site-specific survey work to be undertaken, checking for the use by geese on the site and surrounding fields. Given the proximity to the settlement and the school any issues are likely to relate to the southern portion of the site, as geese will be unlikely to use the land close to existing housing and the school. Careful site design, planting and siting of buildings will be options to resolve issues at project level.

If the site is allocated, specific policy wording will need to be in an allocation policy to ensure issues are addressed through a project level HRA. Any project level HRA will need to address issues relating to supporting habitat and the design of buildings and inform any development proposal. A detailed AA will also need to be undertaken. Recreational impacts will also need to be addressed.

Historic Environment Assessment.

HIA was undertaken for the larger site W11 and which concluded that overall there would be limited impact on the historic environment should the larger site be developed subject to appropriate mitigation. Should the smaller site be developed regard should be had to the appropriate findings of the HIA in relation to W11.

Other

The site was identified as a potential site option through an early stakeholder exercise (as part of the HELAA part 2). An alternative land assembly is promoted by landowner. See W11, W11/A, W11/B. No further assessment undertaken

Conclusion

The site is relatively detached from the town and services. It would be a development in open countryside and could have an adverse impact on the landscape and the Area of Outstanding Natural Beauty. Highways access and the local network are considered to be unsuitable. An alternative land assembly promoted by landowner. See W11, W11/A, W11/B.

Recommendation:

That this site is **discounted from further consideration.**

Further Comments

The following additional comments have been received since the Regulation 18 consultation.

Further Comments	
Agent for Landowner of Site W11 (including W11/A & W11/B)	Information was provided in June 2020 regarding a potential new access arrangement for W11 which would aim to allay the concerns raised by the Highway Authority. A Highways Feasibility Assessment (May2020) was submitted on behalf of Holkham Estate By Create Consulting Engineers Limited for further consideration in The Highway Authority was consulted on these proposals. New proposals put forward are considered in the site assessment for site W11/B.
County Council Highway Authority comments in relation to new access	The access to the site may be acceptable in principle, but further development and evidence/justification are required and advised that it remains to be demonstrated that suitable vehicular and pedestrian access can be achieved for the site and surrounding business to the satisfaction of the Highways Authority. In support of this, the lack of a turning head at the existing A149 junction (which

arrangement for W11 and W11/B (July 2020)

would be closed) was an issue, along with the need to maintain access to the business at the Warham Road junction. From the information provided the view was formed that it was also unlikely that an acceptable turning area could be formed within the existing junction area, however it was advised that an acceptable solution might be to arrange a closure and turning head at the proposed development frontage. Classified traffic counts and observed speeds for a neutral period would be required to inform further discussion. Data was provided in the Highways Feasibility Assessment, but was unfortunately captured during May 2020 (e.g. during COVID – 19 lockdown), so would not be atypical and unsuitable to support further consideration.

Part 3: Overall Site/Settlement Conclusions

3.1. Proposed Site Allocations: Reasoned Justification

There are few straightforward options for development in Wells. The town is subject to a high number of environmental designations and there is no previously developed (brownfield) land. Undeveloped areas within the town largely comprise of attractive or functionally important green spaces which have been assessed as important to the character of the settlement and should hence be protected from future development. This means that in order to address future housing need it is necessary to identify one or more development sites in the countryside which surrounds the settlement.

Wells is a small growth settlement in the Local Plan and as such has a housing requirement through the strategic policies of the Plan. The scale and location of development has sought to balance the need for growth whilst protecting the setting and the special qualities of the Norfolk Coast Area of Outstanding Natural Beauty. All of the sites in the Wells parish are within the AONB so no non-AONB alternatives are available.

Two sites have been identified as preferred sites: W01/1 and W07/1. Following on from the Reg 18 consultation and in order to address concerns around visual impact and to allow for onside landscape mitigation the number of dwellings these sites are intended to deliver, collectively, has been reduced from approximately 80 to 70 dwellings over the Plan period. The sites will include affordable homes, open space and contributions towards road, drainage and other necessary infrastructure. The site assessment concludes that the preferred sites are the best option for growth in the AONB as they are reasonably contained within the landscape and will have less of an impact on special qualities of the AONB than the alternatives. Even so, development on site W07/1 will be reasonably prominent in the local landscape so a relatively low density of development is proposed. The number of dwellings on W07/1 has been reduced from 60 to 50, which results in a density of approximately 25 dph. The density is less than the 30/40dph set out in the site methodology, but this reduction is considered to be appropriate given the prevailing character of the area, where a relatively low density of development will allow for comprehensive landscaping and open space. This level of landscaping is deemed necessary to accommodate the development on the site due to its location within the AONB and the wider landscape views of the site. In relation to this careful consideration of design, layout and building heights is required. In terms of open space there is a provision of 0.6 hectares to the north of the site. The open space requirement recognises the deficiency of open space to the west of the town, and provides a formalisation of informal access that is currently taking place. In relation to this access there is a requirement for cycle and footway provision from Mill Road through to Bases Lane and Holkham Road in order to provide connectivity of the site to the surrounding areas. Whilst not shown the vehicular access to site allocation W07/1 is to be provided off Mill Road across adjacent land, which is in the same ownership as the allocated site.

The preferred sites are considered to be the most suitable sites available for Wells and subject to the detailed policy requirements they are considered to be the most appropriate options to meet the housing requirement.

The alternative sites were not chosen for a number of reasons including: their location in Flood risk areas, the impact development could have on Landscape/ townscape considerations and the AONB, loss of public open space and Highway concerns.

Those sites with adverse junction and cumulative highway network impacts and those where suitable vehicular access isn't achievable were also ruled out. In relation to site W11 further details were submitted by the promoter suggesting a new junction and access arrangement from the site. This included additional land on between Stiffkey Road and Warham Rd which would be used to provide a new access route to Warham Rd and the revised site, W11/B. Development of the site

would include closing the up the existing Warham Road, and Stiffkey Road junction and creating a new junctions to the east of the dwellings on the Warham Road & Stiffkey Rd on land in the same ownership as the site being promoted. The County Council Highway Authority have advised they would not be able to support access to the Warham Road sites without the new access scheme and although an initial transport assessment was but forward by the promoters it is yet to be demonstrated that suitable vehicular and pedestrian access can be achieved for the site and surrounding business to the satisfaction of the Highways Authority and more evidence would be required in order to allocate the site. The revised scheme submitted for W11/B is for approximately 120 – 150 dwellings. This level of growth well exceeds the 70 dwellings allocated, and a reduction in number of dwellings from 120 – 150 to 70 is thought likely to challenge the viability of providing the new access scheme.

Some sites were removed / remote from the settlement and not well connected to key services via existing footpaths or separated from the town by key local roads. The identification of preferred sites has also sought to avoid sites which are detached from the town, and not well related to the existing built up areas.

Car parking designations have been reviewed to ensure clarity and alignment with boundaries and planning permissions. The car park off Freeman Street has been included in the car park designation and the boundary altered to include the area covered by the planning permission for such car park.

The Sustainability Appraisal (SA) for Wells concludes that both the preferred sites score positively in the overall assessment.

The following sites have been selected as the preferred sites to meet the identified growth requirements for Wells-next-the-Sea:

W01/1: Land South of Ashburton Close is adjacent to a previous allocation in the adopted Site Allocations DPD (W01). That development has now been constructed. The site has good connectivity to the town centre, school and services. Despite being located within the AONB the site is well contained within the landscape. The site will allow for development of approximately 20 dwellings. This site could deliver 7 affordable homes in addition to market housing, public open space and associated on and off site infrastructure. The site scores positively in the Sustainability Appraisal.

W07/1: Land Adjacent Holkham Road has good connectivity to the town centre, school and services. The site will allow for the development of approximately 50 dwellings. The site could deliver 18 affordable homes in addition to market housing, public open space and associated on and off site infrastructure. The site scores positively in the Sustainability Appraisal.

3.2. List of Site Allocations

Residential Sites

Site Ref	Description	Gross Area (ha)	Indicative Dwellings
W01/1	Land South of Ashburton Close	0.78	20
W07/1	Land Adjacent Holkham Road	2.60	50

3.3. Policy Wording (Regulation 19)

The following tables detail the emerging policy text as intended for inclusion in the Regulation 19 stage Local Plan.

Policy W01/1

Land South of Ashburton Close

Land amounting to 0.7 hectares, as defined on the Policies Map, is allocated for residential development of approximately 20 dwellings, public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies in this Plan, and the following site specific requirements:

1. Delivery of high quality design that pays careful attention to site layout, building heights and materials in order to minimise the impact of the development on the Norfolk Coast AONB;
2. Provision of convenient and safe vehicular access from Home Piece Road to the north, and Market Lane to the west;
3. Retention and enhancement of mature hedgerows and trees around the site boundaries;
4. Submission, approval and implementation of a Surface Water Management Plan ensuring that there is no adverse effects on European sites and greenfield run off rates are not increased;
5. Submission, approval and implementation of a Foul Water Drainage Strategy setting out how additional foul flows will be accommodated within the foul sewerage network;
6. On-site delivery of not less than 0.05 hectares of public open space;
7. Upgrading and enhancement of the public right of way (BR23) to the south of the site to provide pedestrian and cycle access, including access from Ashburton Close;
8. Provision of landscaping to the south and west of the site to minimise the visual impact of the development from Holkham Hall Registered Park and Garden (Grade I); and,
9. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

Policy W07/1

Land Adjacent Holkham Road

Land amounting to 2.6 hectares, as defined on the Policies Map, is allocated for residential development of approximately 50 dwellings, 0.6 hectares public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

1. Delivery of high quality design that pays careful attention to site layout, building heights and materials in order to minimise the visual impact of the development on the Norfolk Coast AONB and long distance wider landscape views;
2. Provision of 0.6 ha of high quality public open space including facilities for play & informal recreation;
3. Provision of convenient and safe vehicular access to the site from Mill Road;
4. Retention and enhancement of mature hedgerows and trees around the site boundaries including provision of landscaping along the northern and eastern boundaries;
5. Provision of cycle and step free pedestrian access from Mill Road through the site and public open space to both Bases Lane and Holkham Road, including footway improvements to a minimum width of 2.0m between the Holkham Road pedestrian and cycle access and the boundary of the property known as 4 Laylands Yard;
6. Submission, approval and implementation of a Surface Water Management Plan ensuring that there is no adverse effects on European sites and greenfield run off rates are not increased;
7. Submission, approval and implementation of a Foul Water Drainage Strategy including details of any off-site mains water reinforcement, enhancements and setting out how additional foul flows will be accommodated within the foul sewerage network;
8. Delivery of a scheme that pays careful attention to design and landscaping to minimise any potential impacts on Holkham Hall Registered Park and Garden (Grade I) to the south and west of the site, and to the Wells Conservation Area directly adjacent to the north east and east of the site; and,
9. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS)

The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority.

Part 4: Open Space

4.1. Open Space Designations

A number of the areas tabled below, and all those shown on the map in **Appendix 2**, are proposed to be protected in the Local Plan through designation as one or more types of open space. These areas comprise mainly of functional open space, allotments and other visually important green spaces.

Open space areas, including proposals for Local Green Space, were assessed for potential designation through the Amenity Green Space Topic Paper (2019). These areas were consulted on at the Regulation 18 stage. Some further sites which were put forward for consideration through the Regulation 18 consultation were also assessed. All propose designations were shown on an updated Policies Map at the Regulation 19 consultation stage.

The starting point of the study was to undertake a review of existing designations, which included a Call for Sites process allowing Parish & Town Council's to nominate site suggestions. The process followed a detailed assessment using proformas completed on location. A summary of the conclusions for each site are detailed below.

The Amenity Green Space Study is available in the Document Library.

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
Alderman Peel School Playing Fields, Market Lane	AGS/WEL01 REC/WEL01	OSP135	Open Land Area Formal Education / Recreation	Provides important sporting facilities for the school and Amenity Green Space
Former Railway Embankment, west of B1105	AGS/WEL02	N/A	De-designated	No public access. Does not contribute to setting of settlement or immediate area. The former railway embankment is not safeguarded under core strategy policy CT7 – which seeks to save guard suitable tracks of land for sustainable transport use. Limited justifications for special protection should be afforded to this parcel of former railway land – especially now the W01 site has been built out.
St Nicholas Church, Cemetery, Church Street/ Polka Road	AGS/WEL03	OSP136	Open Land Area	Public access is available via a surfaced path called 'Old Staithe Walk' which runs to the cemetery and south of the paddock. Provides an open oasis in the heart of the town and provides a setting for the church.
Land at Marsh Lane, Polka Road	AGS/WEL04	OSP137	Open Land Area	Public access is available via a surfaced path called

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
				'Old Staithe Walk' which runs to the south of the paddock. Provides an open oasis in the heart of the town and provides a setting for the church.
The Buttlands, Plummers Hill	AGS/WEL05	OSP138	Open Land Area	Historic neighbourhood type park surrounded by local roads and houses. Recreational benefits and forms an integral part of the character of the area.
Wells Town Bowls Club, Mill Road	REC/WEL02	OSP139	Formal Education / Recreation	Offers a recreational function
Wells Tennis Club & Elsmith Bowls Club, Gales Court	REC/WEL03	OSP140	Formal Education / Recreation	Offers a recreational function.
East Quay	AGS/WEL06	OSP141	Open Land Area	Heavily used and important amenity function. Preserves the openness of the quayside.
Land at Northfield Lane	AGS/WEL07	N/A	No Designation	The site appears to be the remnants of part of a large garden of one of the historic houses. There is no public access to the site or views into it. The site is enclosed by neighbouring properties and a high fence on Northfield Lane. The site does not function as open space.
Land at Market Lane (North)	AGS/WEL08	OSP142	Open Land Area	Site is the Open Space for the W01 allocation and completed and provides residential amenity space.
Land at Market Lane (South)	AGS/WEL09	OSP143	Open Land Area	Site is Open Space for the W01 allocation and completed. See approved site layout plans and provides residential amenity space.
Additional Sites				
Market Lane Cemetery	AGS/WEL10	OSP144	Open Land Area	Wells Cemetery located end of Market lane and adjacent to W01 allocation and Alderman Peel Playing fields.
Seawall, Wells East Quay (a)	AGS/WEL20	N/A	No Designation	The site is a small area of land that predominantly functions as private residential parking and

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
				garden with no public access. It does have open views across the channel therefore does enhance the character but does not meet the criteria. The existing uses maintain the openness and the views across and does not detract from the character of the area. The site does not meet the criteria for AGS.
Open Space Seawall, Wells East Quay (b)	AGS/WEL21	N/A	No Designation	The site forms a utilitarian function providing an area for public car parking and for port activity. These existing uses currently maintain the openness and the views. However, the site does not have the characteristics that would ordinarily be associated with public open space or open land areas in line with the methodology. The site does not have any natural features with the site essentially the man-made quayside which is used as public car parking and busy quayside associated with the working port. The site does not meet the criteria for AGS.
Boat Storage Area & Quay Frontage, Wells East Quay	AGS/WEL22	OSP184	Open Land Area	The site is a medium sized area with public access, which has excellent and unique views across the harbour, channel and marshes. The site is adjacent to the residential area and the more industrial working element of the Port. The openness and views that the site affords contributes to the character of the settlement.

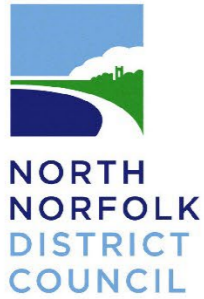
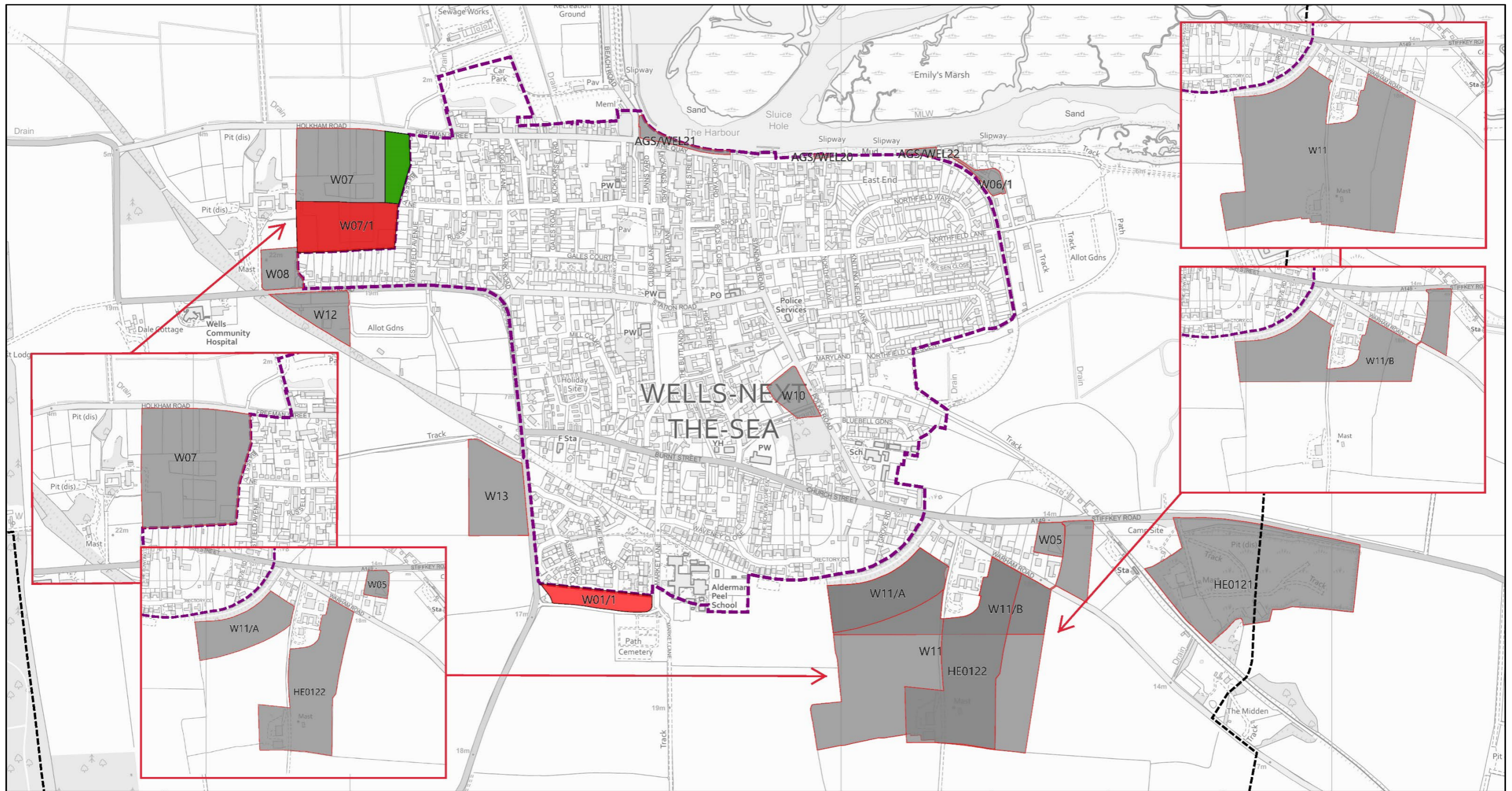
Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
Wells Town FC, Beach Road	LGS/WEL01 AGS/WEL11 REC/WEL04	OSP145	Open Land Area Formal Education / Recreation	The site does not meet the tests for LGS. The location has been a football field and place of public recreation for at least the last 50 years. It is also part of a strip of open land alongside the Beach Road that functions as AGS/recreational area.
Beach Road Playground, Eliza Adams Memorial & Public Toilets	LGS/WEL01 AGS/WEL12	OSP146	Open Land Area	The site does not meet the tests for LGS. Provides large play area (owned by WTC) and immediately abuts the settlement boundary.
Tennis, Bowls and Croquet Club, Gales Road	LGS/WEL01	OSP140	Formal Education / Recreation	The site does not meet the tests for LGS. This site already benefits from open land area designation. Considered no additional local benefit would be gained from LGS designation
Mill Road Allotments	LGS/WEL04 AGS/WEL13	OSP147	Open Land Area	The site does not meet the tests for LGS. Provides allotments to the south of Mill Road adjacent to settlement to boundary.
Northfield Lane Allotments	LGS/WEL05 AGS/WEL14	OSP148	Open Land Area	The site does not meet the tests for LGS. Provides allotments to the east of Northfield Road adjacent to settlement to boundary
Town Green, The Buttlands	LGS/WEL06	OSP138	Open Land Area	The site does not meet the tests for LGS. This site already benefits from open land area designation. Considered no additional local benefit would be gained from LGS designation.
Congregational Church / Hall Grounds, Clubbs Lane	LGS/WEL07 AGS/WEL15	OSP149	Open Land Area	The site does not meet the tests for LGS. The green space around the Congregational Hall is regularly used for public recreation, particularly during carnival and other town events & functions as AGS
Marsh Field, Polka Road	LGS/WEL08	OSP137	Open Land Area	The site does not meet the tests for LGS. This site

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
				already benefits from open land area designation. Considered no additional local benefit would be gained from LGS designation.
Parish Churchyard, Church Plain	LGS/WEL09	OSP136	Open Land Area	The site does not meet the tests for LGS. This site already benefits from open land area designation. Considered no additional local benefit would be gained from LGS designation
Polka Cemetery (Churchyard Extension), Polka Road	LGS/WEL10	OSP136	Open Land Area	The site does not meet the tests for LGS. This site already benefits from open land area designation. Considered no additional local benefit would be gained from LGS designation
Tug Boat Yard, East End	LGS/WEL11	OSP141	Open Land Area	The site does not meet the tests for LGS. This site already benefits from open land area designation. Considered no additional local benefit would be gained from LGS designation
Eliza Adams Lifeboat Memorial Site, Beach Road	LGS/WEL12	OSP146	Open Land Area	The site does not meet the tests for LGS. Has characteristics of AGS. Has not been demonstrated to be particularly special to the local community. Should be including in wider play area designation - WEL02.
Old Railway Cutting (1), Northfield Lane	LGS/WEL13	N/A	No Designation	The site does not meet the tests for LGS. This site is protected under other legislation as a public right of way and therefore it is considered that no additional local benefit would be gained from LGS. Has not been demonstrated to be particularly special to the local community.
Old Railway Cutting (2), Mill Road	LGS/WEL14	N/A	No Designation	The site does not meet the tests for LGS. Has not been

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
				demonstrated to be particularly special to the local community.
Northfield Crescent Green Space 1	LGS/WEL15 AGS/WEL16	OSP150	Open Land Area	The site does not meet the tests for LGS. This important space provides residents with amenity areas and open vistas.
Northfield Crescent Green Space 2	LGS/WEL16 AGS/WEL17	OSP151	Open Land Area	The site does not meet the tests for LGS. This important space provides residents with amenity areas and open vistas.
Wells Primary School	LGS/WEL17 AGS/WEL18 REC/WEL05	OSP152	Open Land Area Formal Education / Recreation	The site does not meet the tests for LGS. Provides AGS and formal playing fields as School Playing fields.
High School Field, Market Lane	LGS/WEL18	OSP135	Open Land Area Formal Education / Recreation	The site does not meet the tests for LGS. This site already benefits from education and formal recreation area designation. Considered no additional local benefit would be gained from LGS designation.
Neilsen Close Play Area	LGS/WEL19 AGS/WEL19	OSP153	Open Land Area	The site does not meet the tests for LGS. A small children's playground providing AGS /play area on the Northfield Estate.
Grazing Land, Northfield Lane	LGS/WEL20	N/A	No Designation	The site does not meet the tests for LGS or AGS. Extensive tract of land. Has not been demonstrated to be particularly special. To be designated LGS, "particular" significance is expected, going beyond the everyday reverence which is paid to such places.
Field Behind Sea Wall & Boat Store, Off Northfield Lane	LGS/WEL21	N/A	No Designation	The site does not meet the tests for LGS or AGS. Extensive tract of land. Has not been demonstrated to be particularly special. To be designated LGS, "particular" significance is expected, going beyond the everyday reverence which is paid to such places.

Site Location	AGS Study Reference	Local Plan Reference	Recommendation	Reasoned Justification Summary
Land off Beach Road	LGS/WEL22	N/A	No Designation	<p>The site does not meet the tests for LGS or AGS. Extensive tract of land. Has not been demonstrated to be particularly special. To be designated LGS, “particular” significance is expected, going beyond the everyday reverence which is paid to such places.</p>

Appendix 1: All Sites Considered



Wells-next-the-Sea - Preferred & Alternative Sites (Reg 19)

- Preferred Housing / Mixed Use Allocation
- Public Open Space
- Preferred Employment Allocation
- Parish Boundary
- Alternative Site Considered
- Existing Settlement Boundary

NOT TO SCALE

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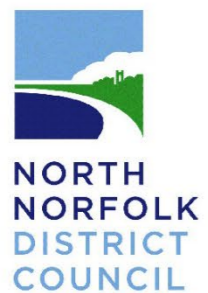
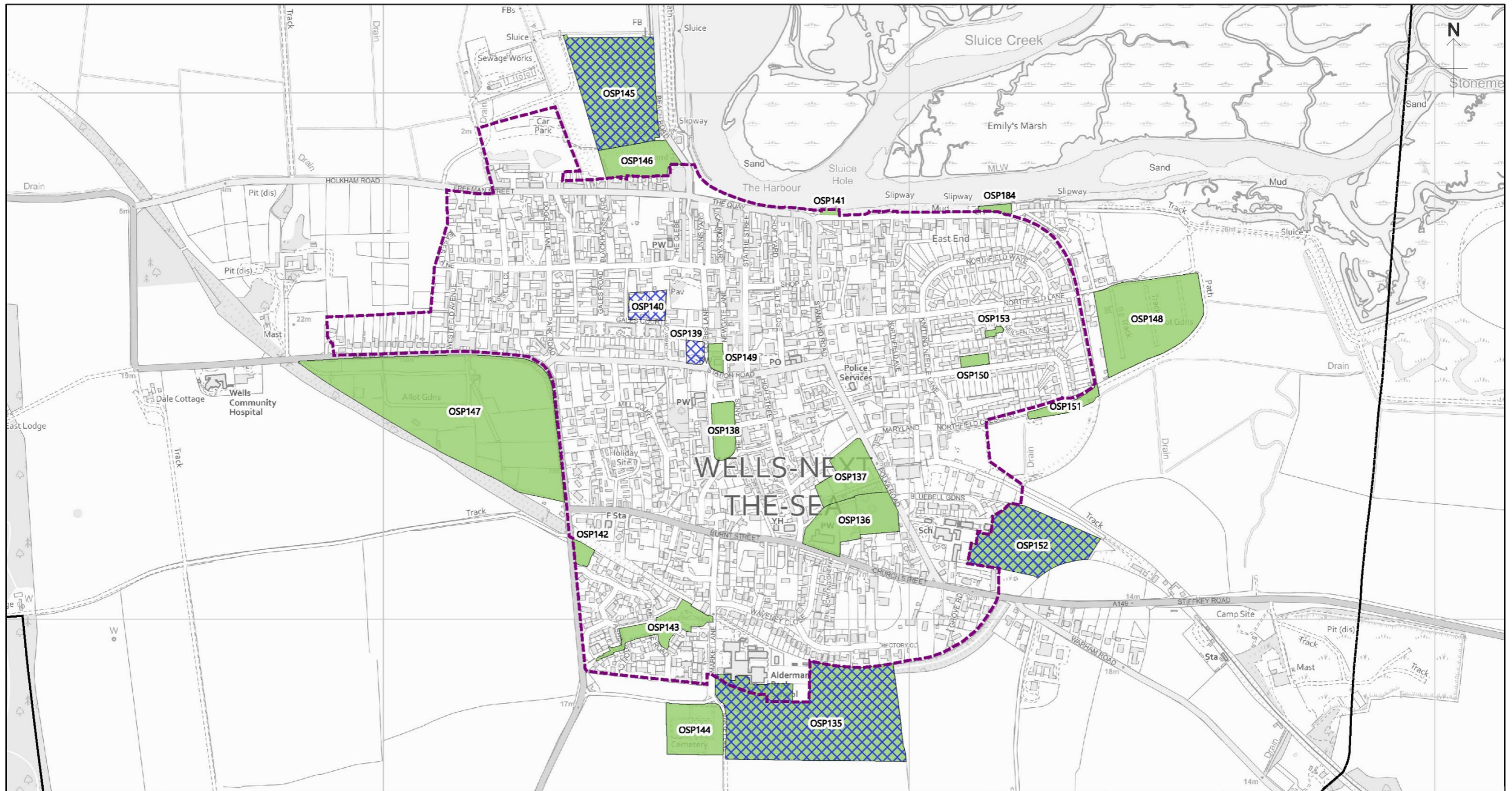
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Appendix 2: Open Space Designations



Wells-Next-The-Sea - Open Spaces (Reg 19)

- Open Land Area
- Open Land + Education / Formal Recreation Area
- Education / Formal Recreation Area
- Local Green Space
- Parish Boundary
- Existing Settlement Boundary

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