



---

# Appeal Decision

Site visit made on 18 April 2023

**by C Harding BA(Hons) PGCert PGDip MRTPI**

**an Inspector appointed by the Secretary of State**

**Decision date: 30 June 2023**

---

**Appeal Ref: APP/Y2620/W/22/3305941**

**Land Rear Of 67 Hempstead Road, 67 Hempstead Road, Holt NR25 6DQ**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant consent, agreement or approval to details required by a condition of a planning permission.
- The appeal is made by Mrs Sharon Levell on behalf of Hopkins Homes Ltd against the decision of North Norfolk District Council.
- The application Ref CD/21/3325, dated 9 December 2021, sought approval of details pursuant to condition No 42 of planning permission Ref PF/17/1803 granted on 2 June 2021.
- The application was refused by notice dated 29 July 2022.
- The development proposed is residential development of 52 dwellings (including the removal of No.67 Hempstead Road), provision of new vehicular access to Hempstead Road; associated landscaping, open space, pumping station and electricity substation.
- The details for which approval is sought relates to Condition 42 which states "*Before development hereby permitted is commenced, a scheme for the secure and covered parking of cycles for Plots 7-12 shall be submitted to and approved in writing by the Local Planning Authority*".

---

## Decision

1. The appeal is allowed, and approval is given to details submitted within application Ref CD/21/3325 dated 9 December 2021 pursuant to Condition 42 attached to planning permission Ref PF/17/1803 dated 2 June 2021.

## Preliminary Matter

2. The appellant submitted amended plans during the course of the application, all of which have been provided to me. In the interests of clarity, I have considered the appeal on the basis of the latest drawing "Cycle Store – Elevation, plans and details, 326.1 Rev C", which the Council made its decision on.

## Main Issues

3. The main issues are:
  - the effect of the proposed cycle store on the character and appearance of the area, and;
  - whether the proposed cycle store would provide safe and secure parking.

## Reasons

### *Character and appearance*

4. The appeal site comprises a modern housing development under construction at the time of my visit. The cycle storage proposed to serve Plots 7-12 would

be located at the edge of an area of hardstanding serving these plots, as well as plot 6, and would be located such that it would be largely screened from pedestrians and traffic moving through the site on the access road by substantial buildings.

5. The proposed cycle store would be constructed of timber. Whilst the dwellings are predominantly of brick-built construction, there are examples of stained timber weatherboarding on some plots, including on Plot 6. Although the provided details do not indicate that the cycle store would be similarly stained, timber forms part of the materials palette of the wider development, and furthermore there are timber boundary fences within the vicinity of where the cycle store would be situated. Accordingly, the proposed structure would not appear as unusual in this situation.
6. Additionally, it would be of a modest size and located close to the site boundary, against a timber fence, with an earth embankment behind. Along with the degree of screening provided by the block of plots 7-12 and plot 6, the store would be widely screened and would not form a prominent feature within the streetscene. Moreover, it would comprise a functional storage structure, and it is not unusual for such structures to utilise a simple and lightweight form of design and construction. Overall, it would not appear as incongruous in this context.
7. Although it has been put to me that the proposed store could be of a higher quality, for the above reasons, I conclude that it would be acceptable and not harm the character and appearance of the area. It would therefore accord with North Norfolk Local Development Framework Core Strategy<sup>1</sup> ('CS') Policy EN4 which development to be suitably designed for its context. It would also accord with the North Norfolk Design Guide ('NNDG'), which advises that cycle storage structures should be built in compatible materials.

#### *Safe and secure parking*

8. The provided plans indicate that the proposed cycle store would incorporate timber doors locked by means of a 'Sold Secure' Silver standard padlock with a hasp and staple coach bolt. Furthermore, within the store, Sheffield cycle racks root fixed within a concrete slab would be provided.
9. This arrangement would allow cycle owners to secure cycles to the Sheffield racks within the store using a means of their choice, with the outer door of the structure providing additional security. Accordingly, and acknowledging that a timber building would potentially be (and appear as) more vulnerable than a brick-built structure, I nevertheless consider that the proposed store would provide a sufficient level of safety and security, and would not discourage the use of cycles as a result.
10. Furthermore, although the timber construction of the store would be potentially less durable than a brick-built structure, it would nevertheless be of standard construction using treated materials. Although no maintenance details for the store have been provided, Condition 42 does not require the submission of such details. Moreover, the NNDG acknowledges that cycle storage may be provided in the form of a shed or non-solid structure. Accordingly, the cycle

---

<sup>1</sup> North Norfolk Local Development Framework Core Strategy incorporating Development Control Policies adopted September 2008.

store would be constructed such that it would provide an acceptable level of longevity.

11. For the reasons above, I conclude that the proposed cycle store would provide safe and secure parking. It would therefore accord with CS Policies EN4 and CT6 which require new development to create safe environments addressing crime prevention and provide secure cycle storage. It would also accord with advice contained within the NNDG which advocates the provision of secure and weatherproof cycle storage.

### **Other Matters**

12. I acknowledge the concerns raised by KLWNBUG The Norfolk and Fens Cycling Campaign with regards to the dimensions of the proposed cycle store. However, Drawing no 326.1 Rev C shows that the cycle store size would accord with the standards requested by this organisation, and that adequate room to store and remove cycles would be provided.

### **Conclusion**

13. For the reasons above the appeal is allowed.

*C Harding*

INSPECTOR