

Dereham Town Council

Heritage and Open Spaces Committee

September 2024

Agenda Notes

6. To consider granting vision splay for access to new Meeting Hall at Etling Green.

A planning application has been submitted for a replacement religious Meeting Hall and new access off the highway (plan enclosed). For the application to be approved, the applicants need to show that they have the necessary vision splay for the highway. Part of the required vision splay is under the Town Council's ownership. The Council has been asked if it would enter into an agreement never to plant or in any way permanently obstruct the vision splay. Generally speaking, where such a request is received, the value of the vision splay should be assessed and this would be the cost to the Council charge for such an agreement. In this case, as the request is for a community type activity, the council may be inclined to consider granting the vision splay at nil cost, provided that if there is ever a change of use on the land it serves then the value of the vision splay is assessed and paid to the Town Council.

7. To consider licencing traders at the Neatherd.

A number of mobile food and coffee traders have started to use the Neatherd parking areas for making sales to the public. As things stand this is contravening the bye-laws, but as they are making sufficient sales, to make it worth their while, they are probably providing something which is enjoyed by some members of the public. Current traders have been given a temporary licence pending the Council considering the matter.

The Council currently has no policy on this matter.

- Should the Council give consent for traders on the Common?

People have the right to access all parts of the Common including the road ways at all times. If the Council is going to licence traders it should consider and be satisfied that any licence does not unduly impede people's rights over the Common or that the presence of a trader enhances peoples enjoyment. It may be the case that a coffee or an ice cream serving people who are already enjoying the Neatherd is enhancing people's experiences, but is a fish and chip van where people are parking only to purchase fish and chips enhancing peoples enjoyment of the Common, or is this incidental to the use of the Common. That said the fish and chip van tends to attend at times when the Common is less busy, and seems very popular.

- Should the Council charge for the privilege to use its land to trade? If the Council is going to licence the traders, then there will be an administrative cost to this, so there should be some charge. The Council can decide whether it wished to charge for the ability of being able to trade on Council land.

- Complaints of obstruction. There have been complaints of obstruction, not so much from the traders, but the people parking and queuing to be served, examples below. There will be an attractiveness for the traders to be visible from the road, and in proximity to parking and the play area.





Councillors need to consider the principle of licencing traders, fees along with any restrictions, and be satisfied that any licence does not unduly impact on peoples rights of access and enjoyment of the Common.

8. To discuss potential impact on the introduction of Breckland car parking charges on the Neatherd.

If it is the case that a number of people use the town centre car parks to park and then take the bus to Norwich, then once parking charges are introduced, it may lead to pressure on any areas close to a bus stop to Norwich, where cars can park all day for free. Both the main Neatherd and the little Neatherd could be used for all day parking. The Parking is currently controlled by the Bye-laws, the bye-laws do not currently permit any parking anywhere on the Neatherd, without authorisation.

8. No person shall, without lawful authority, draw or cause to be drawn upon the Common other than the roadway (and then only for the purpose of passing over the same) any carriage, cart, caravan, truck, or other vehicle, except bath-chairs, perambulators, and bicycles, or without the consent in writing of the Council, or without other lawful authority, erect or permit to remain on the Common any building, shed, tent, fence, post, railing, or other structure, whether used in connection with the playing of any games or not, and any Officer of the Council may remove from the Common any vehicle drawn upon the Common or any structure erected thereon in contravention of this Bye-law.

While areas for parking have evolved, with the Managers tolerating this parking, as things stand there is no way of enforcing the parking. If the current bye-laws are complied with/enforced, to the letter, then all parking is prevented. If the Town Council wished to minimise the risk of parking spaces on the Neatherd being used by people other than users of the common, the Council could request that Breckland Council, as the Managers of the Common, revise the 1911 bye-laws by making it clear which areas are parking areas and for how long parking would be permitted. It would then need to enforce the bye-laws. Such a change would ensure that what parking is permitted on the Common is mostly used by people accessing the Common.

9. To discuss potential Parish Partnership Schemes for 2025.

This is not to make a recommendation, recommendations will come from the November Heritage Meeting, this is to make Cllrs aware of schemes that may come forward for consideration in September.

Dropped curbs Girling Road –

It might be said that NCC should be installing dropped curbs at these locations anyways as they have a duty to ensure accessibility. This might be something that the Town Council feels it should not be contributing towards but something it encourages NCC to do anyway.



RB36 – Cherry Lane.

The Clerk has been working with Breckland Council to prepare a scheme for improving Cherry Lane. This is still in development. Because of the timings of funding commitments it can not be part of the parish partnership scheme, but if a scheme is developed which needs financial support from the Town Council, then the Council may need to bring next financial years parish partnership funding forward to this financial year to support this scheme.

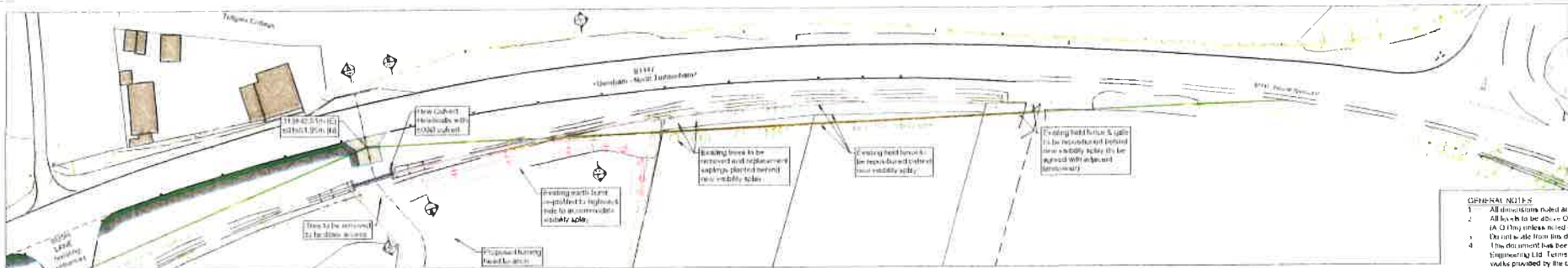


Bus Shelter Orchid Avenue

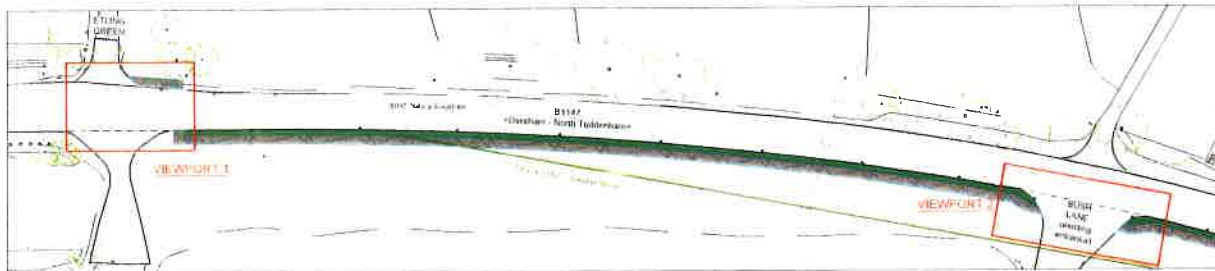


Trod Etling Green

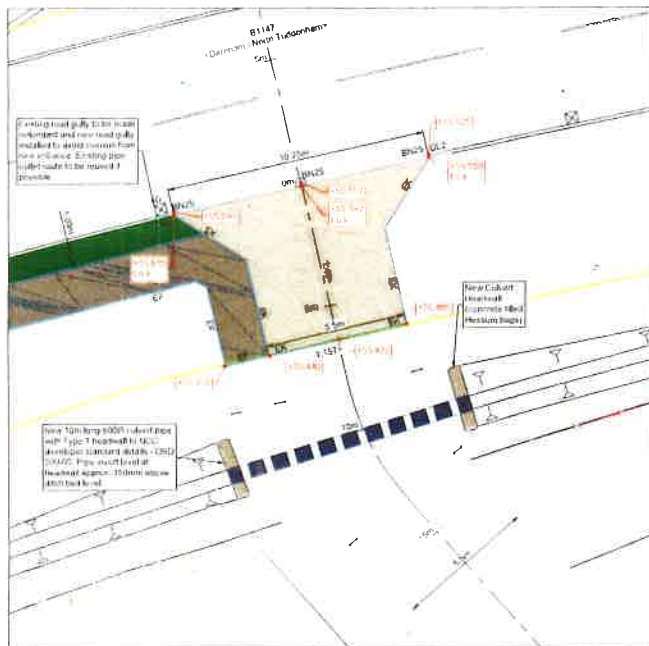
This would run from the new cemetery to the entrance at Etling Green – no plan or cost has been received to date.



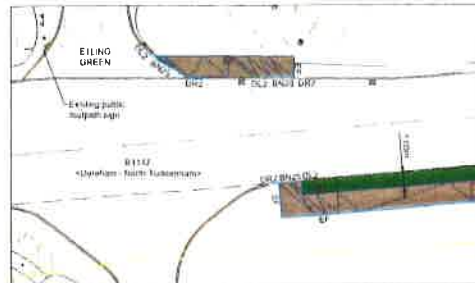
SITE ENTRANCE PLAN
Scale 1:500



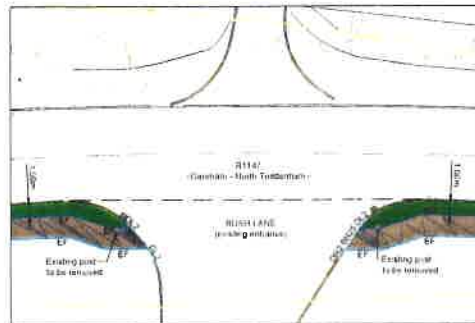
FOOTWAY PLAN - GRANGE FARM TO SITE ENTRANCE
Scale 1:500



NEW SITE ENTRANCE GENERAL ARRANGEMENT PLAN
Scale 1:100



VIEWPOINT 1
Scale 1:200



VIEWPOINT 2
Scale 1:200

KEY

Ownership Boundary	---
Site Boundary	---
Highway Boundary	---
Highway Visibility Splays (L x R) 215m	---
Existing Survey Levels	---
Proposed Levels	---
Existing Road Gully to remain	---
Proposed 1.8m Footway (Broken Gravel Surface)	---
Vehicle Access Grading	---
Existing Grass verge boundary	---
Proposed Re-graded Existing Earth Burd	---
Existing Road Markings	---
Proposed Pipe Culvert	---
Existing Vegetation (to be retained or relocated)	---
PCC Slab Kerb (45°) E Ending	---
PCC Bituminous Kerb (Existing)	---
PCC Bituminous Kerb with 20mm upstand	---
PCC Kerb Flat Top Edging (vehicle crossover)	---
PCC Kerb Flat Top Edging (footway)	---
PCC Transverse Kerb only to be retained (Left & Right)	---

The Contractor shall give advance notice to Nuffolk County Council to allow the Highway Inspector to inspect and check the works at the following designated stages:

1. Prior to the start of works a photographic record of the existing highway condition shall be taken and agreed and recorded.
2. Start of the works.
3. Before backfilling any trenches under new highway.
4. Completion of formation.
5. Completion of sub-base.
6. Arrival and planting of trees.
7. Laying of base.
8. Laying of binder course.
9. Laying of surface course.
10. All damage to existing highway resulting from construction traffic is to be repaired before the Inspector will terminate works for a given day of adoption.

- GENERAL NOTES**
1. All dimensions noted are in meters unless stated otherwise.
 2. All levels to be above Ordnance Survey Datum unless stated otherwise.
 3. Do not scale from this drawing. If dimensions are not clear ask the draughtsman for clarification.
 4. This drawing is to be used in accordance with the contract documents and shall be used in conjunction with the contract documents and shall be used in conjunction with the contract documents.
 5. PDC Engineering Ltd. is not responsible for any errors or omissions in this drawing.
 6. The drawing is to be used in conjunction with all other relevant documents relating to the project.
 7. All settings out to be coordinated by the Contractor and to be checked onsite prior to construction.
 8. All proprietary materials to be used shall be in accordance with manufacturer's recommendations using materials approved by the manufacturer.
 9. Inspections by the Local Authority shall be arranged by the contractor to suit their program.
 10. Until in final approval has been obtained from the relevant authorities it should be understood that all drawings issued are preliminary and not for construction. The contractor shall ensure that work does not proceed until all necessary approvals are in place.
- HIGHWAY NOTES**
1. All proprietary materials to be used shall be in accordance with manufacturer's recommendations using materials approved by the manufacturer.
 2. Inspections by the Local Authority shall be arranged by the contractor to suit their program.
 3. Until in final approval has been obtained from the relevant authorities it should be understood that all drawings issued are preliminary and not for construction. The contractor shall ensure that work does not proceed until all necessary approvals are in place.
 4. All highway works are to be constructed in accordance with the Highway Code and the Highway Regulations and the TFL Specifications for Highway Works.
 5. All existing drainage and highway details are to be retained unless otherwise stated.
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FOR PLANNING

Code	Date	Author	Appr.	Description
A	14/02/24	MAE	AF	Site entrance revised to suit SLK submissions
B	14/02/24	MAE	AF	NCC highway boundary added and submitted to suit NCC submission
A	06/02/24	JA	AF	Identical to be removed
O	17/01/24	-	AF	Final Issue

pdc PLANNING DESIGN CIVIL

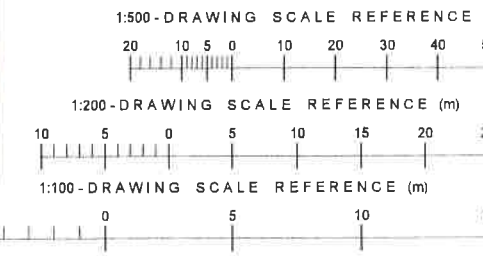
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Breckland Group

Proposed Community Church Hall, Penhill Bush Lane Elling Green. NR20 3EY



Proposed Site Entrance and Footway Plan

Scale: 1:100 Date: 14/02/24 Drawn By: MAE

As Noted (A1)	January 2024	MAE
Drawing No:	29340/600	Rev: C

Dear XXXX

Thank you for your phone call this morning and interest in trading from Neatherd Moor in Dereham.

Please can you provide the following information and documents in order to be considered for an arrangement to trade at the Neatherd Moor in Dereham:

- Name, address & contact information.
- Completed Emergency Contact Details Form (form attached)
- What will you be selling.
- What times/days of the week will you be looking to trade.
- Copy of your Street Trading Licence.
- Evidence of your registration with your Local Authority, as you are selling food.
- Confirmation of your Food Standards Agency Hygiene Rating.
- Copy of your Public Liability Insurance (minimum cover £2m).

In regards to trading times, the fish & chip van trades between 4pm-8pm on Friday's, therefore we would not be able to accommodate you on this evening.

Once we have the above information your application will be considered for a 4-month trial period. The trial period will be based on the following requirements:

- That Dereham Town Council have the right to withdraw permission at any point, or cancel the arrangement following the trial period, if any complaints or other issues arise.
- That any other required permissions and licensing from Breckland District Council are valid and kept up to date.
- That copies of updated documents are provided to the Town Council Office as soon as they are available, including Public Liability Insurance, Street Trading License, Gas Safety Certificate, Food Hygiene Rating.
- That waste bins are provided for customers and any waste generated on site is taken away with you.
- That consideration is taken as to how the van is orientated in regards to where customers will stand/queue/wait in relation to roads, etc. Please make the safety of your customers a priority.
- That consideration is taken as to how many parking spaces you will take up. The less spaces taken, the less likely people/shops/businesses are to complain, and therefore less scope for objections to carry on trading after the 4-month trial.
- There may be parked cars when you arrive, causing an obstacle when setting up, so you may need to be fluid in regards to where you park each time you trade. The Town Council will not be able to hold a space for you.

Town Councillors are due to consider a formal agreement for traders on the Neatherd Moor in September & October 2024. Councillors will consider:

- If permission to trade will be continued, and on what terms.
- If rent will be charged. If so, as a guide, Dereham Market Casual Traders are currently charged £1.18 per foot, per attendance.

If you have any questions, or wish to discuss the above, please do not hesitate to contact me.

I look forward to hearing from you again in due course.

Kind regards