

**Weybourne  
Coastal Service Village  
Workshop**

**21 September 2007**



**Feedback  
Report**

**North Norfolk District Council  
Coastal Management Team**

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## Weybourne Village Workshop – Feedback Summary

This report provides an outline of the workshop held at Weybourne Methodist Church on 21<sup>st</sup> September 2007 and summarises the contributions of participants. (Some of the actual feedback gathered is attached as an appendix). We are grateful to all those who attended. The report has been posted on the Council's website [www.northnorfolk.org/ldf](http://www.northnorfolk.org/ldf) under the 'latest news' heading and has been sent to interested parties.

### ***Outline of the workshop***

The overall aim of the event was to provide an opportunity for key members of the local community to highlight the specific issues that they feel should be addressed in planning the future of Weybourne. This included discussion of matters relating to 'coastal change' (resulting from the Shoreline Management Plan and its consequences for the village), together with the identification places where new development could be considered to meet the settlement's needs. The outputs from the workshop will be used to inform the Coastal Management Plan and the Site Specific Proposals Document (part of the Local Development Framework).

The Workshop was chaired by Cllr Henry Cordeaux and participants included Members of Weybourne Parish Council, representatives from local businesses, clubs and other organisations. Altogether there were twenty-seven people present.



The event included presentations on planning policy and coastal management, followed by sessions in which participants highlighted the important issues for the village and identified the possible development options for its future. Question and answer sessions were followed by general discussion and feedback was gathered from participants about the event.

### ***What participants said***

#### **Summary**

Weybourne was felt to be an excellent place in which to live, with a host of services and facilities and a vibrant and active local community. It has a wealth of attractions and accommodation for visitors, although a major concern was that there was no central place for car-borne visitors to stop and that there are poor pedestrian connections between the village centre and the nearby attractions – particularly the beach, the Muckleburgh Collection and the North Norfolk Railway. There was a desire to see the number of visitors to the village increase.

It is recognised that the coast is an important characteristic of the village and that it is changing, though there was little concern that this would adversely

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affect Weybourne, except for the encroachment of the shingle bank on the car park.

Overall it was felt that Weybourne was ripe with opportunities and there was a desire to see new housing built (particularly to meet local needs); the development of new business accommodation; and for visitor facilities to be provided. The overriding view was that new development must respect the outstanding quality of the local environment.

### **Proud**

Participants were proud of many things relating to the quality of the natural environment, the character of the built environment, the history and heritage of the village, the attractions of the area, the village's facilities, its 'sense of community' and the vibrant local economy. It was felt that Weybourne is an excellent place to live and to visit.

### **Sorry**

Despite all that Weybourne has to offer, it was felt that it was a great shame that there was no central car park, with visitor facilities such as public toilets, and footpaths to encourage visitors to stop rather than just pass through. The attractions of the village, such as the churches and the remains of the priory, are not readily accessible to passing visitors and the nearby attractions are not connected by paths.

The capacity of the existing car park is restricted by constant flooding and it is in a generally poor state. There are no facilities here and pedestrian links are poor.

Housing is beyond the reach of local people and consequently the face of the village is changing due to an increasing number of incomers and holiday home-owners.

### **Hope**

The village needs both a supply of affordable housing and business investment to provide accommodation and jobs for young people. This, it was hoped would provide a balanced population which would help to support local facilities, particularly the nearby school at Kelling.

There was a heart-felt desire to protect and enhance the attractiveness of the area and for new development to play its part in that. It was hoped that Weybourne would be an example of 'environmental excellence' through innovative design and community development.

### **Fear**

There was fear that the identity of the village would be lost, either because of in-migration and second homes or through inappropriate development that doesn't meet needs or is poorly designed.

There was a fear that flooding from the inland watercourses, as well as overtopping of the shingle bank, would increasingly affect the village.

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### Key Issues

The village has many attractions for visitors but it does not have suitable car parking in a central location, there are no public toilets and there are poor pedestrian connections between the different attractions and facilities. The viability of village facilities would improve if there were more visitors and the residents would also benefit from improved facilities and footways.

The beach car park is in a poor condition and is likely to continue to be encroached upon by the shingle bank. There are no facilities at this car park.

### Site-specific issues/ ideas comments and suggestions

The following summarises the site-specific issues identified by participants, i.e. places where issues arise or can be addressed; sites that have development potential; sites that are under threat; sites that should be protected etc. These suggestions were made in the expectation that the village would be selected as a 'Service Village' in the LDF Core Strategy.

- The site that seems to be the catalyst to addressing many of the issues in the village is the Abbey Farm site at the corner of The Street and Beach Lane. This has potential to provide workshop space – which could double-up as a tourism attraction. Land within and adjacent to the farm complex should be considered for the development of a new car park, toilets and possibly other visitor facilities. This must, however, respect the sensitivity of its location and it must be recognised that this site lies within the floodplain.
- The church and adjacent ruined priory could be significant visitor attractions and access to and interpretation of these could be developed in conjunction with the Abbey Farm site.
- The field (paddock) behind the Ship Inn (adjacent to Holt Road) is an important site to the local community. It fulfils a role as a central area of open land in this tightly knit village. It was felt that this should be protected and should become a 'village green', though some people also felt there was scope for some affordable housing development here, if appropriately designed.
- The allotments site, off Station Road, was considered to be a good location for the development of affordable housing as long as the allotments are suitably replaced.
- The following possible housing sites were identified: land to the north of Pine Walk (adjacent to the allotments); land at the western side of Station Road (only extending as far as the existing development on the opposite side of the road); and land to the south of The Street (at the western end of the village) - although this was thought by many to be a very sensitive location. Some felt that there was also some scope for a small housing scheme on the car park of the Maltings Hotel (but many thought that this should be retained as a car park) and also at the end of Weynor Gardens.
- The former buildings at Weybourne Military Camp, presently used in connection with the Muckleburgh Collection, should be considered for conversion to industrial/business use if they become redundant.

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### **Questions and general discussion points**

- Q. What is a 'Coastal Service Village' and why is Weybourne proposed as one in the Core Strategy?
- A. This is a settlement where both 'infill' development and planned future expansion can take place. These were selected on the basis of the level of services and facilities in the village and nearby as well as the availability of public transport.
- Q. Could this justify the development of a doctor's surgery in the village?
- A. In itself this will not bring a surgery to the village but it may be more likely that one would choose to set up in a Service Village (which has more prospect of further growth) than elsewhere.
- Q. Does the number of houses proposed for Service Villages derive from need?
- A. This is not so much based on need as appropriate scale. Need will far outstrip the level of allocations, however, further affordable housing can be provided on 'exceptions' sites.
- Q. Would development of 'exceptions' sites (for affordable housing beyond designated development boundaries) be allowed if the village is not selected as a Service Village?
- A. Yes, if the proposed policy is adopted, as this includes criteria which could permit such sites in smaller non-selected settlements.
- Q. Are dwellings on exceptions sites counted in the total allocation numbers?
- A. They are counted in the total once completed but it is not easy to anticipate the numbers in advance over the whole plan period (up to 2021).
- Q. Can exceptions development take place in the Area of Outstanding Natural Beauty (AONB)?
- A. Yes, in principle, although as with other development regard will be had to the special qualities of the AONB.
- Q. What criteria are used to decide who can occupy affordable housing?
- A. For housing on exceptions sites the occupants are initially drawn from those in need (i.e. on the in the housing waiting list or needs register) within the parish and adjoining parishes, but affordable housing developed on allocation sites will be for those in need within the District as a whole.

### **Conclusion**

Above all the character and attractiveness of the village and its surroundings should be maintained, however, there is a willingness to see new development that will reinforce the vitality of the village and the local economy if it comprises high standards of design and environmental quality. Housing development should be of an appropriate scale and carefully sited in a way that respects the character of the village and the attractiveness of its landscape setting. The local economy should be improved by conversion of suitable buildings to employment uses and by bolstering the tourism potential

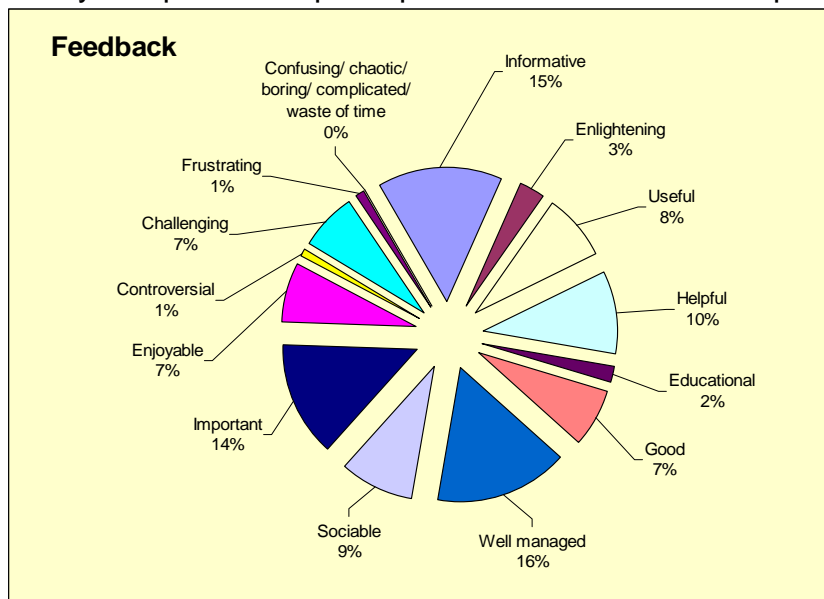
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of the village by provision of visitor facilities with links to existing attractions. Opportunities should be sought to improve accessibility by foot for residents and visitors.

### ***What participants thought about the workshop***

Participants were asked to give feedback on their impressions of the workshop and to provide further comments on the matters covered.

There was almost full agreement that the purpose of the event had been made clear, that there was adequate opportunity to participate and that this was an appropriate means of involving people in the planning process. Ninety-five percent of participants felt that the workshop was the right length.



### **Comments from the feedback forms**

“I thought it would mostly be about coastal erosion but was glad it covered a much broader spectrum.”

“If held at a different time (i.e. not work hours) would more locals have been able to attend?”

“Congratulations - very helpful. Look forward to your feedback.”

“Well run, helped to bring all interested parties together.”

“I just hope that our views will be taken into account and we are not being paid lip service to.”

“Very enjoyable day and very informative.”

“Concerning the car park flooding near the shoreline, if the pond was enlarged and a correctly located pipe leading to the sea (with a non-return plate) this would solve the problem. “

We charge visitors to Weybourne beach, why can't we provide a temporary toilet on the beach car park?

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### ***What happens next?***

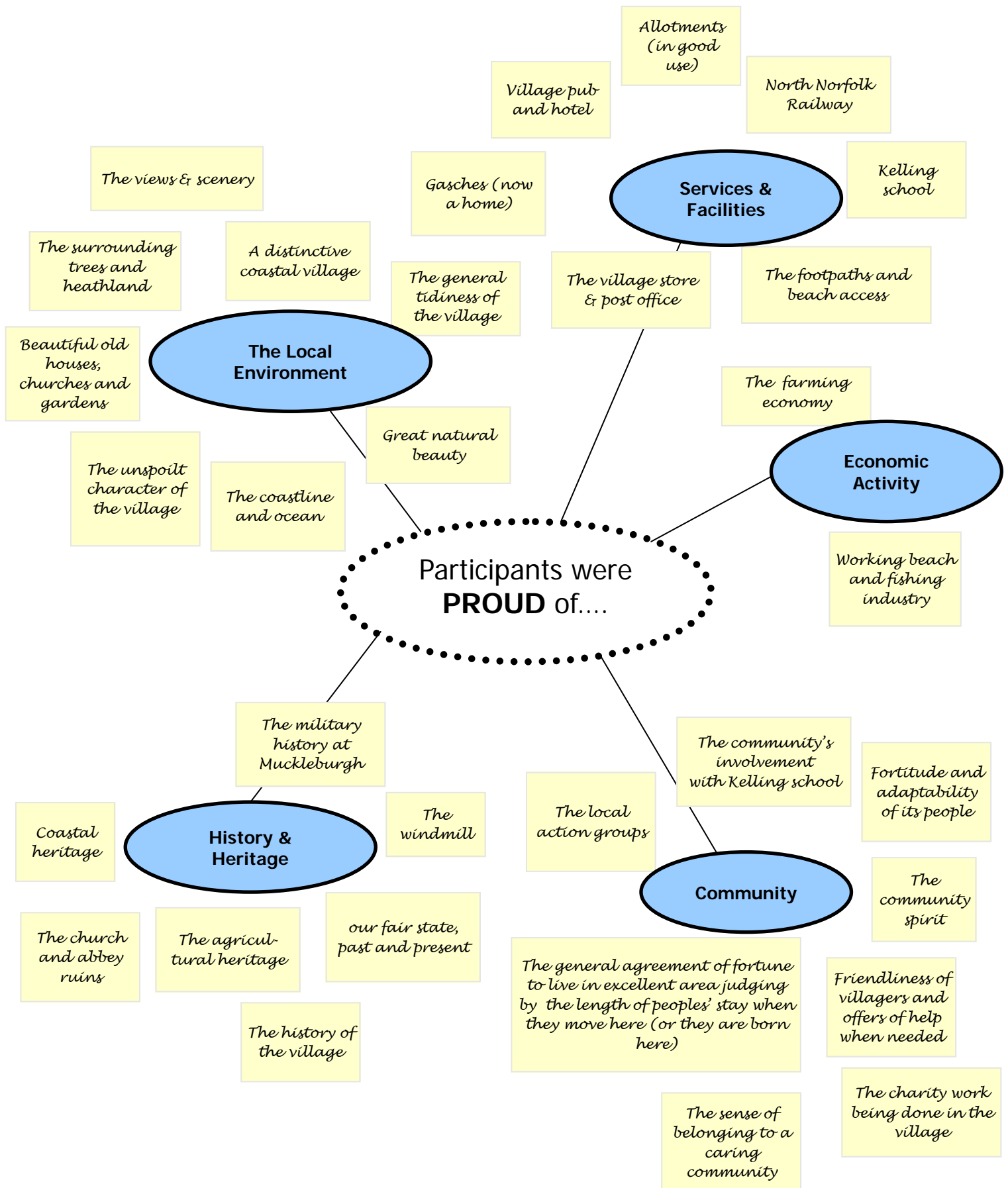
The feedback generated at the workshop has been recorded, it will now be analysed and fed into the preparation of the Site Specific Proposals (SSP) document and the Coastal Management Plan (CMP) as appropriate.

Publication of the preferred SSP options will await the outcome of the examination into the Core Strategy, which will set the context and determine, for example, the extent of the Coastal Erosion Risk Area and also confirm whether or not Weybourne is to be identified as a location for further development. It is hoped that this will be decided by June 2008. The SSP document will then be submitted for examination in summer 2009.

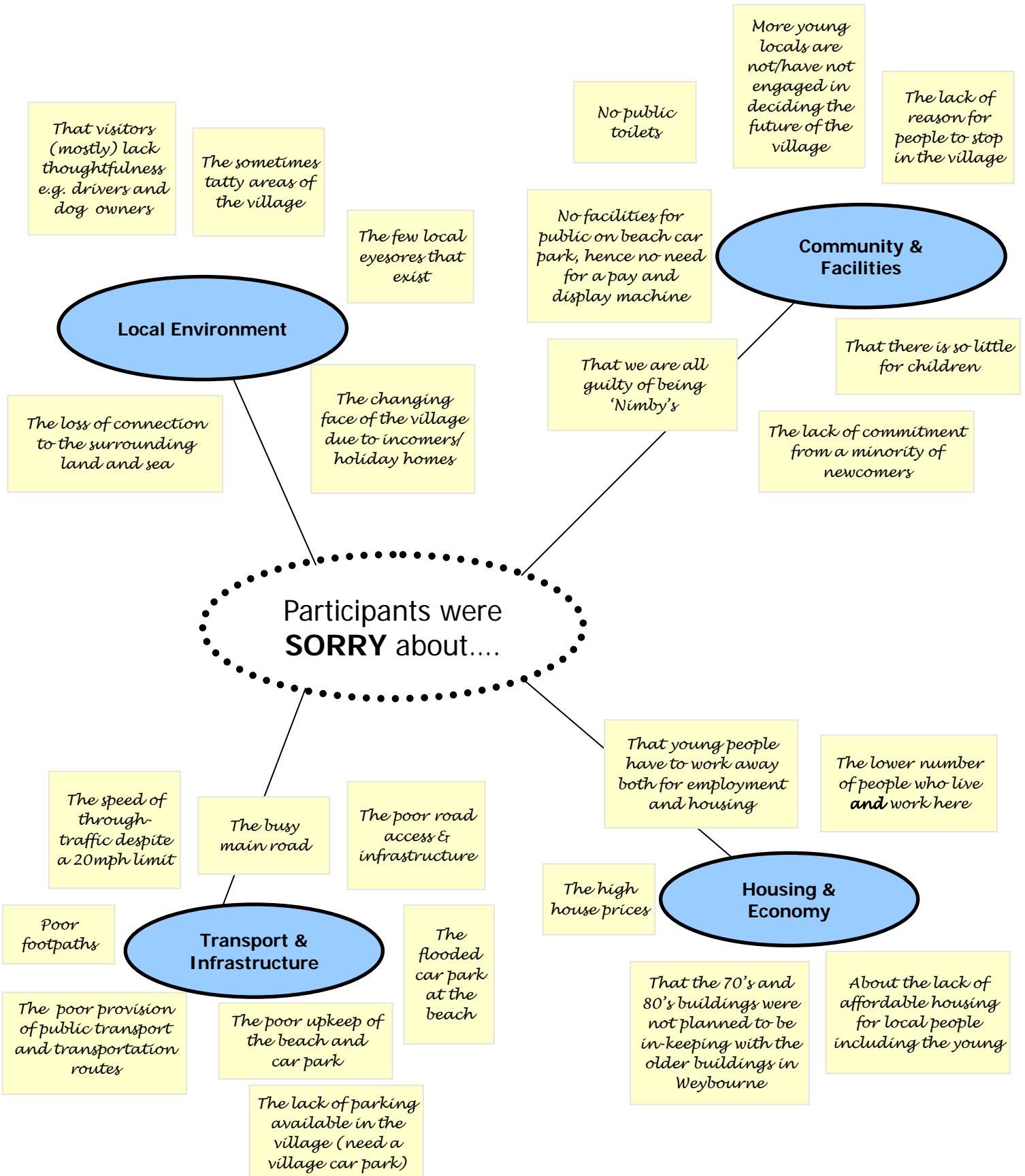
The Coastal Management Plan is not part of the LDF and will follow a separate process. This will involve developing issues, options and a vision for the whole North Norfolk coastline over the coming year. A detailed timetable for this will be published in due course.

Contact Rob Young (01263 516162) for further information.  
[robert.young@north-norfolk.gov.uk](mailto:robert.young@north-norfolk.gov.uk)

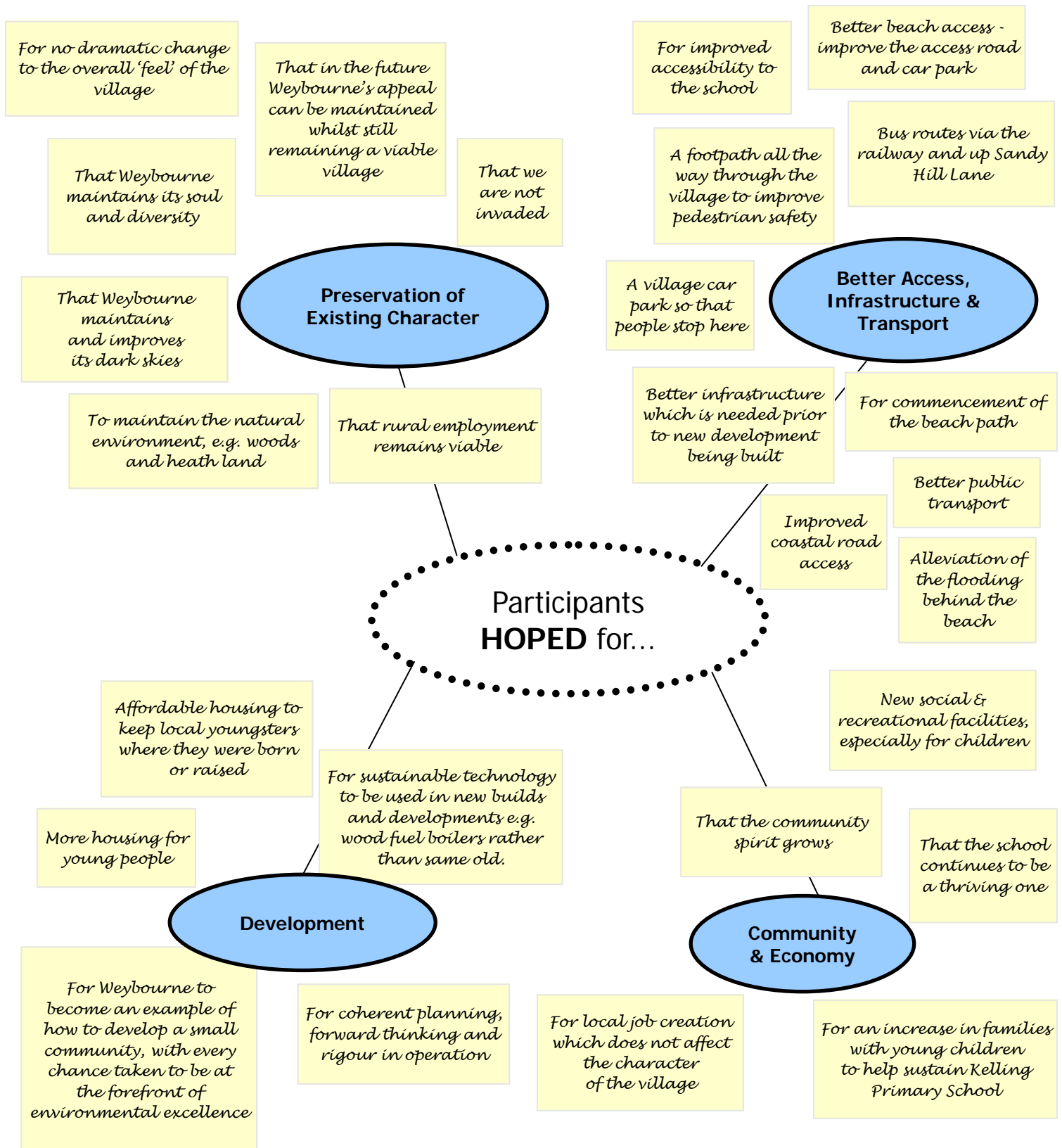
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