

Borough Council of  
**King's Lynn &  
West Norfolk**



# Planning Committee

## Agenda

Monday, 7th December, 2020  
at 9.30 am

**Remote Meeting on Zoom and available for  
the public to view on [WestNorfolkBC on You  
Tube](#)**





King's Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX  
Telephone: 01553 616200  
Fax: 01553 691663

**PLANNING COMMITTEE AGENDA**

Please note that due to the number of applications to be considered it is proposed that the Committee will adjourn for lunch at approximately 12.30 pm and reconvene at 1.10 pm.

Please ensure that all mobile phones are switched to silent

**DATE:** Monday, 7th December, 2020

**VENUE:** Remote Meeting on Zoom and available for the public to view on WestNorfolkBC on You Tube - Zoom and You Tube

**TIME:** 9.30 am

**1. APOLOGIES**

To receive any apologies for absence and to note any substitutions.

**2. MINUTES**

To confirm as a correct record the Minutes of the Meeting held on 2 November 2020.

**3. DECLARATIONS OF INTEREST**

Please indicate if there are any interests which should be declared. A declaration of an interest should indicate the nature of the interest (if not already declared on the Register of Interests) and the agenda item to which it relates. If a disclosable pecuniary interest is declared, the Member should withdraw from the room whilst the matter is discussed.

These declarations apply to all Members present, whether the Member is part of the meeting, attending to speak as a local Member on an item or simply observing the meeting from the public seating area.

**4. URGENT BUSINESS UNDER STANDING ORDER 7**

To consider any business, which by reason of special circumstances, the Chairman proposes to accept, under Section 100(b)(4)(b) of the Local Government Act, 1972.

**5. MEMBERS ATTENDING UNDER STANDING ORDER 34**

Members wishing to speak pursuant to Standing Order 34 should inform the Chair of their intention to do so and on what items they wish to be heard before a decision on that item is made.

**6. CHAIRMAN'S CORRESPONDENCE**

To receive any Chairman's correspondence.

**7. RECEIPT OF LATE CORRESPONDENCE ON APPLICATIONS**

To receive the Schedule of Late Correspondence received since the publication of the agenda.

**8. INDEX OF APPLICATIONS (Page 7)**

The Committee is asked to note the Index of Applications.

**a) Decisions on Applications (Pages 8 - 90)**

To consider and determine the attached Schedule of Planning Applications submitted by the Executive Director.

**9. DELEGATED DECISIONS (Pages 91 - 120)**

To receive the Schedule of Planning Applications determined by the Executive Director.

**To: Members of the Planning Committee**

Councillors F Bone, C Bower (Vice-Chair), A Bubb, C J Crofts (Chair), M Howland, C Hudson, C Joyce, J Kirk, B Lawton, C Manning, T Parish, S Patel, C Rose, A Ryves, S Sandell, Mrs V Spikings, S Squire and M Storey



**Please note:**

- (1) At the discretion of the Chairman, items may not necessarily be taken in the order in which they appear in the Agenda.
- (2) An Agenda summarising late correspondence received by 5.15 pm on the Thursday before the meeting will be emailed (usually the Friday), and tabled one hour before the meeting commences. Correspondence received after that time will not be specifically reported during the Meeting.

**Note:**

1. Since the introduction of restrictions on gatherings of people by the Government in March 2020, it has not been possible to hold standard face to face public meetings at the Council offices. This led to a temporary suspension of meetings. The Coronavirus Act 2020 has now been implemented and in Regulations made under Section 78, it gives Local Authorities the power to hold meetings without it being necessary for any of the participants to be present together in the same room.

It is the intention of the Borough Council of King's Lynn and West Norfolk to hold Planning Committee meetings for the foreseeable future as online meetings, using the Zoom video conferencing system. If you wish to view the meeting you can do so by accessing [www.youtube.com/WestNorfolkBC](http://www.youtube.com/WestNorfolkBC).

**Public Speaking**

2. The Council has a scheme to allow public speaking at Planning Committee. If you wish to speak at the Planning Committee, please contact Planning Admin, [borough.planning@west-norfolk.gov.uk](mailto:borough.planning@west-norfolk.gov.uk) or call 01553 616234, to register your wish to speak by noon on the working day before the meeting, this will be **Friday 4<sup>th</sup> December 2020**.

When registering to speak you will need to provide:

- Your name;
- Email address;
- Telephone number;
- What application you wish to speak on; and
- In what capacity you are speaking, ie supporter/objector.

You will be speaking remotely via the Zoom video conferencing system and will receive an email confirming that you are registered to speak along with the relevant details to access the meeting. Please ensure that you can access Zoom. You can choose to speak being either seen and heard, or just heard and we would also ask that you submit a written representation in case of any issues with the software. If you do not wish to speak via a remote link, please let us know, and you can submit a written representation, which will be read to the Committee, subject to the time limits set out below.

**For Major Applications**

Two speakers may register under each category: to object to and in support of the application. A Parish or Town Council representative may also register to speak. Each speaker will be permitted to speak for five minutes

**For Minor Applications**

One Speaker may register under category: to object to and in support of the application. A Parish or Town Council representative may also register to speak. Each speaker will be permitted to speak for three minutes.

For Further information, please contact:

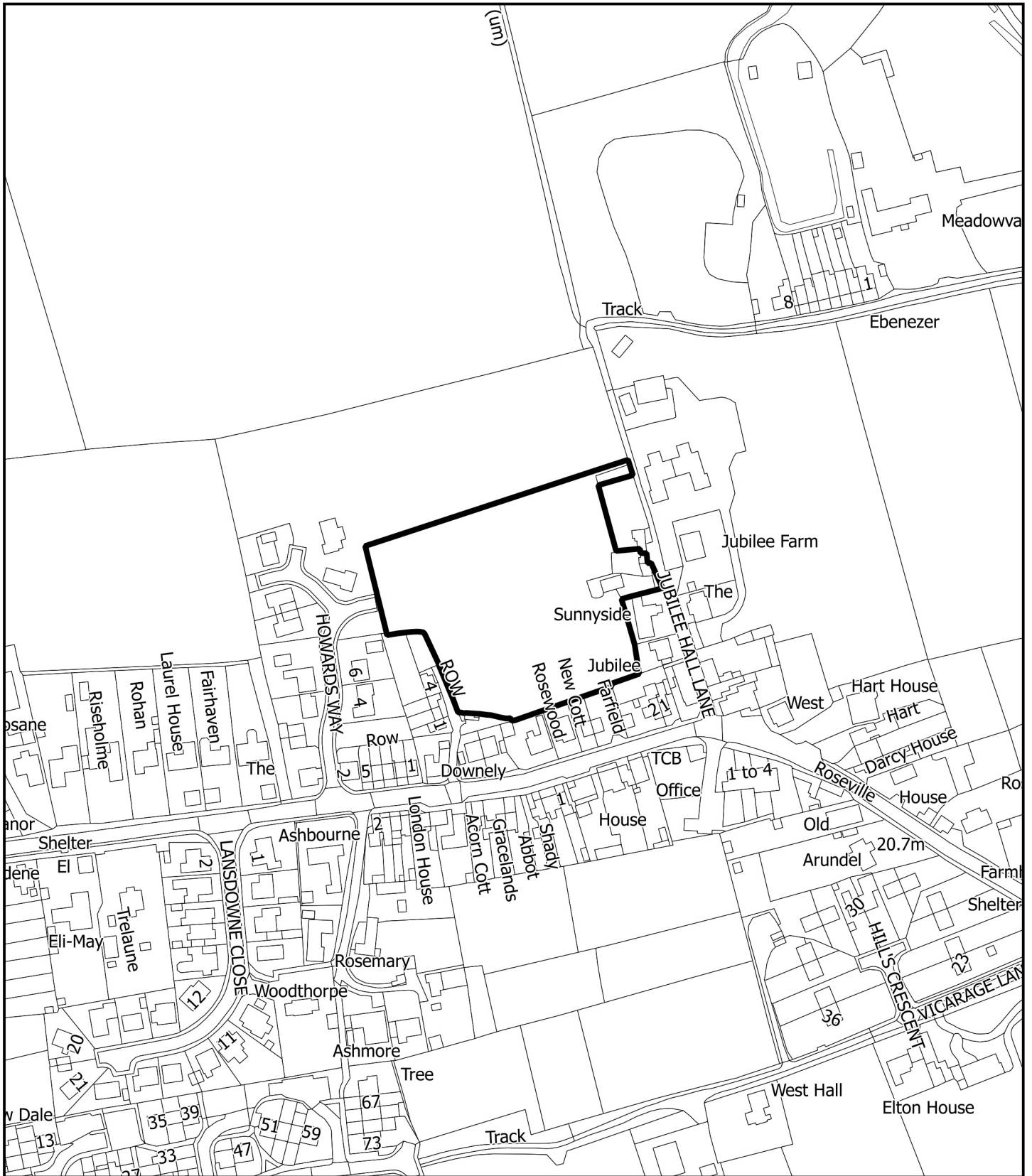
Kathy Wagg on 01553 616276  
kathy.wagg@west-norfolk.gov.uk

**INDEX OF APPLICATIONS TO BE  
DETERMINED BY THE PLANNING COMMITTEE AT THE  
MEETING TO BE HELD ON MONDAY 7 DECEMBER 2020**

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
<b>8/1</b>	<b>MAJOR DEVELOPMENTS</b>			
<b>8/1(a)</b>	<b>19/01325/RMM</b> Land NE of Downely, Lynn Road Major Reserved Matters: Constructions of 19 dwellings (phase 3)	<b>GAYTON</b>	<b>APPROVE</b>	<b>8</b>
<b>8/1(b)</b>	<b>20/00811/FM</b> Land at Southend Road Seatgate Construction of 32 apartments with associated access, cycle stores, infrastructure and landscaping	<b>HUNSTANTON</b>	<b>APPROVE</b>	<b>26</b>
<b>8/1(c)</b>	<b>20/00817/FM</b> Hunstanton Bus Station St Edmunds Terrace Construction of public library, retail/services unit (use class E), public conveniences and 47 apartments, with associated infrastructure and landscaping, including demolition of existing buildings	<b>HUNSTANTON</b>	<b>Report to Follow</b>	
<b>8/2</b>	<b>OTHER APPLICATIONS/ APPLICATIONS REQUIRING REFERENCE TO THE COMMITTEE</b>			
<b>8/2(a)</b>	<b>20/01274/F</b> Land S of 20 to 30 Bryggen Way and N of 73 to 93 Reid Way Erection of 7No self -contained one-bedroom single storey modular dwellings with associated parking and servicing facilities	<b>KINGS LYNN</b>	<b>REFUSE</b>	<b>53</b>
<b>8/2(b)</b>	<b>20/01585/F</b> Land W of Bramble Cottage Dades Lane New dwelling	<b>MARSHLAND ST JAMES</b>	<b>REFUSE</b>	<b>70</b>
<b>8/2(c)</b>	<b>20/00346/F</b> Old Rectory Hall Lane New Dwelling	<b>SOUTH WOOTTON</b>	<b>APPROVE</b>	<b>80</b>

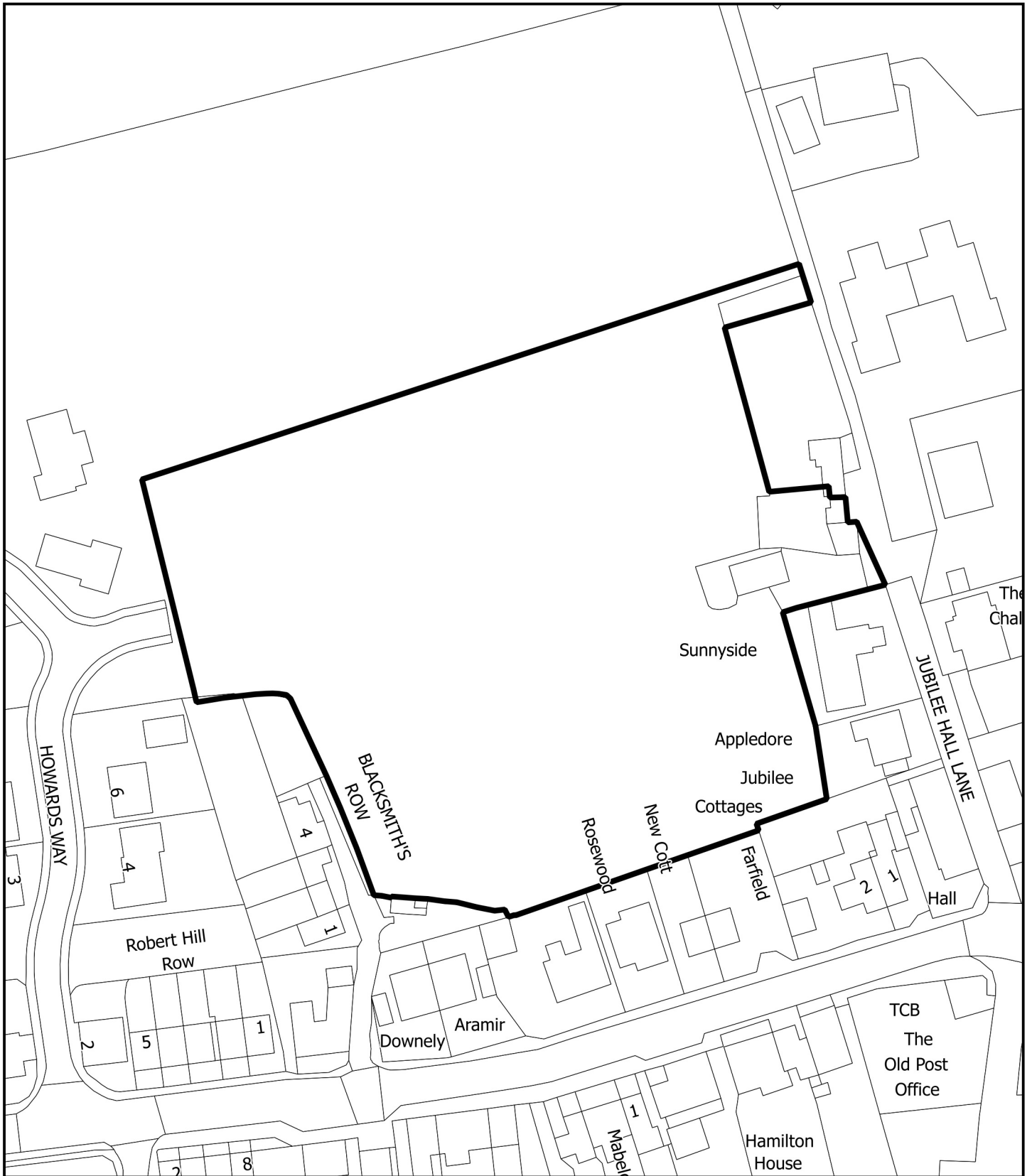
# 19/01325/RMM

Land NE of Downely Lynn Road Gayton



# 19/01325/RMM

Land NE of Downely Lynn Road Gayton



**AGENDA ITEM NO: 8/1(a)**

<b>Parish:</b>	<b>Gayton</b>	
<b>Proposal:</b>	<b>Major reserved matters: Construction of 19 dwellings (phase 3)</b>	
<b>Location:</b>	<b>Land NE of Downely Lynn Road Gayton Norfolk</b>	
<b>Applicant:</b>	<b>KMH Builders Ltd</b>	
<b>Case No:</b>	<b>19/01325/RMM (Reserved Matters - Major Development)</b>	
<b>Case Officer:</b>	<b>Mrs K Lawty</b>	<b>Date for Determination:</b> <b>29 October 2019</b> <b>Extension of Time Expiry Date:</b> <b>9 November 2020</b>

**Reason for Referral to Planning Committee** — Parish Council objection and called in by Cllr de Whalley

**Neighbourhood Plan:** No

**Case Summary**

Outline planning permission was approved on this site in 2016 when the borough did not have a 5 year housing land supply (lpa ref: 15/01776/OM). Outline consent was granted for up to 29 dwellings, with access being the only matter determined at this stage. The approved access is via a single access point onto Lynn Road to the south, known as Howard's Way. These 29 dwellings are now known as Phases 2 and 3 of the Howard's Way development.

All other matters, including layout, appearance, scale and landscaping were reserved for later consideration and form the subject of this reserved matters application.

Phase 1 of the Howard's Way development for 6 dwellings was approved under a separate permission and has been completed and Phase 2 is nearing completion. Phase 2 related to 10 of the 29 dwellings approved under the outline consent referred to above.

This current application therefore seeks reserved matters for the remaining 19 dwellings of the outline consent approved under ref: 15/01776/OM and is referred to as Phase 3.

Gayton, combined with Grimston and Pott Row, is classified as a Key Rural Service Centre according to Policy CS02 of the Local Development Framework Core Strategy.

The application site lies on the northern side of Lynn Road, Gayton and is approximately 1.01 hectares of the original outline site of 1.63 hectares. The land levels are generally flat.

The outline application was subject to a S106 Agreement to secure an affordable housing contribution, county contributions, open space and SUDS management and maintenance.

## **Key Issues**

Principle of Development  
Appearance, layout and scale  
Neighbour Amenity  
Affordable Housing  
Highway Safety  
Archaeology and Heritage Assets  
Flood Risk and Drainage  
Landscaping and open space  
Other matters

## **Recommendation**

**APPROVE**

## **THE APPLICATION**

Outline planning permission was approved on this site in 2016 when the borough did not have a 5 year housing land supply (lpa ref: 15/01776/OM). Outline consent was granted for up to 29 dwellings, with access being the only matter determined at this stage. The approved access is via a single access point onto Lynn Road to the south, known as Howard's Way. These 29 dwellings are now known as Phases 2 and 3 of the Howard's Way development.

All other matters, including layout, appearance, scale and landscaping were reserved for later consideration and form the subject of this reserved matters application.

Phase 1 of the Howard's Way development for 6 dwellings has been completed under planning permission ref: 15/00499/F and Phase 2 is nearing completion (ref: 17/02355/F). Phase 2 is 10 of the 29 dwellings approved under the outline consent referred to above.

This current application therefore seeks reserved matters for the remaining 19 dwellings of the outline consent approved under ref: 15/01776/OM and is referred to as Phase 3. In total the 3 Phases would provide 35 dwellings.

Gayton, combined with Grimston and Pott Row, is classified as a Key Rural Service Centre according to Policy CS02 of the Local Development Framework Core Strategy.

The application site lies on the northern side of Lynn Road, Gayton and is approximately 1.01 hectares of the original outline site of 1.63 hectares. The land levels are generally flat.

The outline application was subject to a S106 Agreement to secure an affordable housing contribution, county contributions, open space and SUDS management and maintenance.

The site layout provides for 19 dwellings. This would result in a density of 19 dwellings per hectare.

The four affordable housing units have been provided in a single detached unit and a terrace of three units to reflect the local need identified by the Housing Development Officer. Two affordable units were approved on Phase 2, and these are a pair of semi-detached properties.

Since originally submitted the application has been amended in response to comments from the Highways Authority, Planning Officer and third parties.

## **SUPPORTING CASE**

The applicant has submitted the following supporting text:

The application site is located to the north east of Downley, Lynn Road, Gayton in a central location to the village. The application seeks approval of Reserved Matters following the granting of Outline Approval by the Planning Committee in March 2016 (Decision dated August 2016). The first phase of this Outline Approval received Reserved Matters approval in August 2018 and this phase is now 75% complete.

The submitted scheme has developed through the application process and is a result of working closely with the planning officers and NCC Highway Authority to improve the special separation with the existing surrounding properties and minimise overlooking and impact on private amenity. The properties are a continuation of the density, style and high standards of quality already being provided in the first phase and the previous developments at the entrance to the site.

The proposal is considered to be compliant with material planning policy at both local and national level.

The site will be the natural progression of the overall development with the utility framework in place and is therefore suitable and available to deliver quality family homes without harm to policy, landscape or amenity.

It is therefore requested that planning permission be granted.

In answer to concerns raised by the Parish Council: -

The frontages of the properties are open and generous with grass seeded areas in addition to the parking /drive areas which can be planted to the preferences of the future residents.

The affordable housing requirement is for six properties which has been provide in a single detached unit, a pair of semi-detached units and a terrace of three units throughout the scheme as can be seen on drawing no.720C/15-3003C. This shows a reasonable spread of the units interspersed into the development and storage sheds now provided to the units. The detailing and materials used on the units are the same as all the other properties on the development and the terrace of three is in keeping with terracing in the area as can be seen along Lynn Road and Blacksmiths Cottages to the south and Ebenezer Cottages to the North East.

Density of the development is similar to the existing density at the entrance of the site and the approved scheme of the first phase and in line with the outline approval for the site.

## **PLANNING HISTORY**

15/01776/DISC\_B: Under consideration: - Discharge of conditions 6, 13 and 21 of planning permission 15/01776/OM: OUTLINE APPLICATION WITH SOME MATTERS RESERVED: Residential development



15/01776/DISC\_A: Discharge of Condition final letter: 08/02/19 - DISCHARGE OF CONDITIONS 7, 8, 10, 17 AND 19: OUTLINE APPLICATION WITH SOME MATTERS RESERVED: Residential development

15/01776/VAR1A: Application Permitted: 05/09/18 - Modification of Planning Obligation, reference LC/S106/16/58 relating to Planning Application reference 15/01776/OM

15/01776/OM: Application Permitted: 03/08/16 - OUTLINE APPLICATION WITH SOME MATTERS RESERVED: Residential development

## **RESPONSE TO CONSULTATION**

**Parish Council: OBJECTION** - Gayton Parish Council wishes to recommend refusal on the above application. For the following reasons:

There are no boundary treatments, no hedges, no green verges though there is one tree in the property's front gardens. This is not in keeping with a rural village. The affordable houses are all together not interspersed throughout the development and look very different. The affordable

houses also do not access to any storage facilities e.g. no garages or storage sheds. The density of the site is not in keeping with the surrounding area, with a density of 18 neighbouring areas of

Grimston Road being 14 and Lynn Road being 8 properties per hectare. The Council have asked Cllr de-Whalley to call this application in to allow for the Parish Council and Parishioners to make their comments known.

**Highways Authority: NO OBJECTION** – no further conditions required

**Environment Agency: NO COMMENTS** to make on this application.

**Water Management Alliance: NO OBJECTION** - The site is near to the Internal Drainage District (IDD) of the Kings Lynn Internal Drainage Board (IDB) and is within the Board's Watershed Catchment (meaning water from the site will eventually enter the IDD). Maps are available on the Board's webpages showing the Internal Drainage District ([https://www.wlma.org.uk/uploads/128-KLIDB\\_index.pdf](https://www.wlma.org.uk/uploads/128-KLIDB_index.pdf)) as well as the wider watershed catchment ([https://www.wlma.org.uk/uploads/KLIDB\\_Watershed.pdf](https://www.wlma.org.uk/uploads/KLIDB_Watershed.pdf)).

I am pleased to see that initial testing shows that a drainage strategy reliant on infiltration is likely to be achievable on the proposed development. If for any reason a strategy wholly reliant on infiltration does not prove viable and a surface water discharge is proposed to a watercourse within the watershed catchment of the Board's IDD then we request that this be in line with the Non-Statutory technical standards for sustainable drainage systems (SuDS), specifically S2 and S4. Resultantly we recommend that the discharge from this site is attenuated to the Greenfield Runoff Rates wherever possible. The reason for our recommendation is to promote sustainable development within the Board's Watershed Catchment therefore ensuring that flood risk is not increased within the Internal Drainage District (required as per paragraph 163 of the National Planning Policy Framework). For further information regarding the Board's involvement in the planning process please see our Planning and Byelaw Strategy, available online.

**Lead Local Flood Authority: NO OBJECTION** - We previously objected to this reserved matters application in the absence of any specific drainage information to support the application. The applicant has now provided a Surface Water Drainage report (Plandescil

ref: 24595 Rev 0 dated July 2020). We welcome that Sustainable Drainage Systems (SuDS) had been proposed in the development (via infiltration).

The drainage strategy document submitted states that the surface water runoff from the proposed hardstanding (0.510ha including roofs, drives, and access) will discharge into an infiltration system, which will comprise of the following;

- Surface water runoff from the roofs will be collected in plot/shared soakaways
- Surface water runoff from the highway will discharge into a highway soakaway located in the POS, to the south of the highway.
- The private access and drives will be constructed using pervious techniques.
- Water butts should be provided to each plot.

It is noticed that the half drain times are in excess of 24 hours, therefore to demonstrate that the capacity of the crate system are appropriate, Micro Drainage Design Simulations have been produced, demonstrating that the system has sufficient storage to contain consecutive 1% AEP and 10% AEP rainfall events. A preliminary maintenance and management plan has been provided detailing the activities required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development. The Local Planning Authority should note that there are long term practicality issues for maintaining soakaways which potentially could be within the back gardens of properties and not within public open space to allow easy access. They may also wish to consider if permitted development rights are removed to prevent accidental damage to the structures or building over them. The documentation provided now demonstrates that the proposed SuDS features can be accommodated within the development layout. We therefore can remove our objection to this reserved matters application.

**Environmental Health & Housing – Environmental Quality: NO OBJECTION** - We assessed the outline application 15/01776/OM for potential air quality and contaminated land concerns. I have reviewed the proposed layout and have no further comments regarding contaminated land.

The proposed dwelling floor plans for house types 1A, 1B and 2A (making up 6 of the 19 dwellings) include a chimney and provision for a solid fuel burner. We therefore recommend the applicant should be aware of our advice on burning wood and coal at [www.west-norfolk.gov.uk/solid-fuel](http://www.west-norfolk.gov.uk/solid-fuel) in order to minimise potential pollution or nuisance for the solid fuel appliances.

**Housing Development Officer: NO OBJECTION** – I have reviewed the affordable housing scheme today. I note that plot 27 is now proposed as a 2 bed 4 person bungalow. I can confirm this unit meets our space standards and have no objections. To meet housing need I would request the bungalow is switched from shared ownership to rent, and one of the end terrace 3 bed units is for shared ownership.

**Natural England:** No comments to make on this application.

**Greenspace/Database Officer: NO OBJECTION** - With reference to the submitted landscaping/layout plans, having consulted with my colleagues in Public Open Space, we would like to offer feedback as follows.

We request details of how the equipped play space will be laid out what equipment will be installed; a development of this size would typically provide:

- 1 x significant element of multi-play (suitable for under 8s), delivered to BSEN1176;

- suitable safety surfacing underneath equipment (i.e. resin bound rubber mulch) to BSEN1177;
- 1.2m bow topped fencing to surround – with 1 x pedestrian gate and 1 x combined (partially lockable) pedestrian and maintenance gate (although, in this case, the maintenance gate may need to be completely lockable, to avoid a direct route out onto the roadway);
- concrete wear pads covering the full width of both pedestrian and maintenance gate;
- 1 x bin (crescent style/with lid, i.e. no open top);
- 1 x bench, with concrete wear pad in front & below.

In previous response to consultation, we also recommended that a pedestrian barrier be provided on the roadside edge next to the pedestrian gate.

We would also caution against providing trees within the equipped play space, as they are particularly prone to damage/vandalism and, once established, can cause 'greening' of the play equipment underneath.

We would also query how some of the areas outside of private residences/garden space (but not included in the open space area) are to be managed, for instance:

- shingle in grid matting between plots 26/27 and north of plots 20-22. Presumably this will be the collective responsibility of individual purchasers, but how will this be managed/transferred, and responsibility divided up?;
- field/potential future development access – how will this be presented and who will be responsible for future maintenance?.

As previously advised, the Borough Council do not maintain any equipped play space within Gayton Parish. An alternative will need to be sought to secure the permanent maintenance of the open space, in accordance with the s106 agreement.

**Green Infrastructure Officer (Public Rights of Way): NO OBJECTION** - in principle to the application but would highlight that a Public Right of Way, known as Gayton Footpath 2 is aligned adjacent to the proposed site. The full legal extent of this footpath must remain open and accessible for the duration of the development and subsequent occupation.

**Norfolk Constabulary Architectural Liaison Officer: NO OBJECTION** but made comments - As the local Architectural Liaison Officer my role within the planning process is to give advice on behalf of Norfolk Constabulary in relation to, the layout, environmental design and the physical security of buildings, based upon the established principles of 'Designing out Crime'.

The layout of this application is disappointing in that it doesn't display the SBD preferred back to back garden design, although it does benefit having a primary vehicle access point.

It is very difficult to comment on the layout as I cannot see from the documentation provided, how this phase interlinks with the existing constructed phases.

If the development eventually provides through access to another phase / further development the increase in permeability will make the site more vulnerable to crime. Likewise, also placing more vulnerability on the existing phases this development is linked. The SBD approved 'no through route' would provide residents with a feeling of ownership and encourage a feeling of community.

At present the rear boundaries to plots 28, 22, 21 and 20 are exposed. Research shows that up to 85% of burglaries are committed via the rear of the property. Creating a back to back

garden design within this development would resolve this vulnerability. It is recommended that all rear fencing across this development to be at a minimum height of 1.8m and of a high standard with a view to privacy, keeping children and animals in and intruders out. Access gates to rear gardens should be a minimum height of 1.8metres and capable of being locked by key from both sides. Gates should be located on, or as near to the building line as possible.

## **REPRESENTATIONS**

6 pieces of correspondence received relating to the application referring to the following: -

- object to the need to access my land for drainage
- object to the position of amenity land
- potential 'rat run' at the back of the Lynn Road houses on a narrow strip of land that might be used as a short cut to the chip shop and impact on residents.
- Is Unit 27 an HMO?
- ownership of strip of land behind Lynn Road properties
- moves have been made to lessen the impact upon my property, and for which I am extremely grateful; I have to accept the loss of this lovely paddock.
- potential overshadowing and overlooking of Sunnyside. Can internal rooms be moved to avoid overlooking?
- object to new properties being built in the paddock.
- Blacksmiths Row will be dwarfed by properties on all sides. We will end up as an isolated group of cottages surrounded by towering buildings looking down on us.
- noise from building work which has already been going on for a long time.
- misleading details on plans; a bungalow cannot be the similar height to a two storey property.
- When I built my bungalow, Appledore, next door, it had to be a bungalow to compliment Sunnyside. To have three big two-storey houses close to both bungalows, over powering and intruding on bedroom windows is unfair and intrusive.
- Sunnyside has a small back garden which when this was a paddock, was not a problem, but will be now
- my property will be completely surrounded by footpaths; I enjoy the exercise but not picking up the dog poo & rubbish out of my garden.
- When I first purchased the property, it was surrounded by trees and paddocks. In the last 6 years to the east and west I've lost most of them including a large walnut tree located in the paddock on my west boundary.
- The small orchard area to the north of my garden is enjoyed by my children, rabbits, hedgehogs, nesting birds and numerous butterflies and insects. It would be a great shame to put a footpath through it or interfere with it in any way.
- I have a 6ft. high chain-link fence erected to secure my garden on the west and east side but not obscure the view, with phase 3 I have concerns my privacy will be lost.

## **LDF CORE STRATEGY POLICIES**

**CS01** - Spatial Strategy

**CS02** - The Settlement Hierarchy

**CS06** - Development in Rural Areas

**CS08** - Sustainable Development

**CS09** - Housing Distribution

**CS11** - Transport

**CS12** - Environmental Assets

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016**

**DM1** – Presumption in Favour of Sustainable Development

**DM2** – Development Boundaries

**DM15** – Environment, Design and Amenity

**DM16** – Provision of Recreational Open Space for Residential Developments

**DM17** - Parking Provision in New Development

## **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF)  
Planning Practice Guidance (PPG)

National Planning Policy Framework – sets out the Government's planning policies for England and how these are expected to be applied.

National Planning Practice Guidance - Provides National Planning Practice Guidance, in support of and in addition to the NPPF

National Design Guide 2019

## **OTHER GUIDANCE**

Affordable Housing Policy document (2011)

## **PLANNING CONSIDERATIONS**

The main planning considerations in regards to this application are: -

- Principle of Development
- Appearance, layout and scale
- Neighbour Amenity
- Affordable Housing
- Highway Safety
- Archaeology and Heritage Assets
- Flood Risk and Drainage
- Landscaping and open space
- Other matters

## **Principle of Development**

Outline planning permission was approved in 2016 for 29 dwellings on the site under ref: 15/01776/OM. This reserved matters application for 19 dwellings has been submitted in accordance with the details of the outline consent, which approved only the access point into the site.

Gayton, combined with Grimston and Pott Row is classified as a Key Rural Service Centre in the settlement hierarchy as set out under Policy CS02 of the Borough Council of King's Lynn and West Norfolk Core Strategy (2011). The application site lies within an area designated as countryside as defined by the King's Lynn and West Norfolk Site Allocations & Development Management Policies (SADMP) Plan 2016, although it does lie adjacent to the development boundary and developed part of the village.

The site was granted outline consent when the borough did not have a 5 year supply of deliverable housing site as required by paragraph 49 of the NPPF. The reserved matters application was submitted within the correct timeframes of the outline consent and work has been ongoing with the applicant to amend the scheme in response to representations received throughout the public consultation process.

Phase 1 of the Howard's Way development for 6 dwellings, which is in the settlement boundary, is constructed and occupied, and Phase 2, comprising 10 dwellings, is nearing completion. This part of the site is known as Phase 3 of the larger development (19 dwellings).

Accordingly, the site already benefits from outline planning permission where 10 of the approved number of units have already been approved and are under construction. This application seeks approval of the outstanding reserved matters, (namely appearance, landscaping, layout and scale) for the remaining 19 units.

### **Appearance, layout and scale**

The application site lies on the northern side of Lynn Road, Gayton, is approximately 1.01 hectares in area and is generally flat. The site lies to the north of existing residential properties fronting Lynn Road and to the west of properties on Jubilee Hall Lane. Part of the site adjoins properties on Blacksmiths Row to the south west corner of the site.

Vehicle access to the site is already in place via Howard's Way. There is a pedestrian public footpath which runs close to the eastern boundary of the site. This is a public right of way and will remain unaffected by the proposal.

The site is bounded to the west by Phase 2 of the development and to the north are open fields.

The form and character of the locality is characterised by a mixture of detached, semi-detached and terraced, single and two storey dwellings of various ages and designs. Howard's Way is characterised by detached and semi-detached 2 storey dwellings with a row of terraced houses to its entrance on Lynn Road.

The development proposes 8 No. 4 bedroom units, 8 No. 3 bedroom units and 3 No. 2 bedroom units. In terms of design the proposal shows a mix of one and two storey detached and terraced properties.

Several amendments have been received through the process of the planning application to improve the layout and relationship with neighbouring properties, in response to comments raised by consultees or third parties.

Four units are proposed to be affordable houses, in accordance with policy, and these are pepperpotted across the site

These do not exceed the maximum cluster size of 4 dwellings, as set out in the Affordable Housing Policy document (2011).

The plans show the use of brick as the predominant external material for the properties and clay pantiles are shown to the roofs. Design details take reference from traditional buildings found in the village and include chimney stacks and gabled porches.

Boundary treatment includes a mix of low timber fencing to the front gardens and 1.8m close boarded timber fencing to rear gardens. Hoop top fencing is shown around the play area.

Given that the site is between existing residential development to the east, west and south, there are only limited public views of the development. The public views will be primarily from the public footpath to the west.

The Parish Council has objected to the proposal saying there are no hedges or green verges although acknowledges that there is a tree to each front garden. They claim that the density is not in keeping, stating that Grimston Road is 14 per hectare and Lynn Road is 8 properties per hectare.

At outline stage the issue of the number of units on the site and the resulting density was considered to be acceptable. The submitted, amended layout now shows that this number of units can fit onto the site whilst retaining the characteristics of the area. The front garden of each property allows for the parking and turning of vehicles and also for a degree of planting to soften the frontages. This is in the same manner as for the 16 houses already constructed in Howard's Way and is therefore not out of keeping.

In terms of density figures, some parts of Lynn Road have a higher average density than the figures quoted by the Parish council, whilst other sections will be lower. In terms of density the proposal is similar to the 2 phases already approved and constructed and is not out of keeping for this development.

Policy DM15 refers that the scale, height, massing, materials and layout of a development should respond sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials.

It is considered that, in terms of appearance, layout and scale the proposal will not detrimentally affect the form and character of development in the locality and conforms to national and local policy on design, including Policy DM15.

### **Neighbour Amenity**

Third Party representations have raised concern about being overlooked.

Careful consideration has been given to the impact of the development on the amenity of the occupants of neighbouring properties. The relationship between the development proposed and neighbouring properties has been examined and the impact upon the amenity of the occupants of these properties has been assessed. Consideration has been given to overlooking, overshadowing and whether the development would be overbearing.

The nearest properties to the south are properties which front Lynn Road. The garden depths of properties along the southern part of the site have been increased following officer concern about neighbour amenity issues. These amendments increase distances between properties by another 3-4 metres so that distances between the two storey elements of the proposed new dwellings and the rear garden boundary are in excess of 10m deep. It is now considered this results in a satisfactory relationship with the existing dwellings.

The relationships with the properties on Jubilee Hall Lane to the east have been examined and, again, improvements have been made to increase distances between the existing and proposed properties. The dwelling on Plot 19 has been set at an angle and pulled away further from the plot boundary to improve the relationship with the existing and proposed adjoining properties, Sunnyside, Orchard Cottage and plot No. 20. The dwelling on Plot 23 has been re-designed to move the two storey element further away from the boundary with Sunnyside by approximately 3m so there is now a space of 10m.

Also the proposed dwellings on Plots 19 and 23 have been re-sited within the plots to improve the relationship in terms of overlooking and improve the impact upon light entering windows of neighbouring properties.

At the western end of the site the relationship has been examined with properties on Black Row. The property shown to be nearest these dwellings is a 2 bedroom bungalow. Details provided on ground levels indicate that there should be no significant neighbour amenity issues through overlooking, loss of light or overshadowing. There will be a distance of at least 6m between the bungalow and No. 4. There will be some over shadowing from the bungalow roof at certain times of the day, but not considered to be so significant to warrant refusal of the proposal.

These amendments have responded to third party neighbour comments and officer concerns. Third party concern about properties on Blacksmiths Row being dwarfed by properties on all sides are noted, but the nearest property is shown to be a bungalow.

Overall the amended plans ensure there will be no significantly detrimental impact upon the amenity of the occupants of the neighbouring properties in terms of overlooking, being overshadowed or the proposed dwellings being over bearing, as a result of this proposal.

### **Affordable Housing**

In accordance with Policy CS09 of the adopted Core Strategy (2011), 20% provision of affordable housing is required on sites capable of accommodating 5 or more dwellings and/or 0.165ha in areas in the rural areas such as Gayton. In this instance based on a development of 19 dwellings, 4 affordable homes are shown to be provided.

The affordable units are Plots 16, 17, 18 and 27. Plots 16 and 17 are both 2 bedroom units and Plot 18 is a 3 bedroom unit. Plot 27 is a 2 bedroom bungalow. The size of the units and tenure reflects the affordable housing requirements of the area and have been amended in line with requests from the Housing Development Officer.

Whilst Plots 16 – 18 are the only terraced properties in this development, a terraced row does reflect other terraced rows within the vicinity along Lynn Road. Although terraced, they are shown to be constructed of similar external materials to other dwellings on the site, the dwellings have similar qualities and include porch detailing. They are in line with other dwellings in the road, so are not easily distinguished from the market housing.

The mid terraced property has access to the rear garden from the front and the layout shows there is space within the gardens for storage buildings, such as sheds, if necessary. Indeed,



it is recommended that a condition be imposed that details of external storage be provided to ensure the development can offer secure cycle storage for each dwelling. This would apply equally to the other market house on the site that does not have garaging (Plot No. 19).

The applicant has submitted a layout scheme of the affordable units across the wider Howard's Way site. This shows that the units are positioned across the site and not located all in one place. Two semi-detached dwellings are shown to be provided in Phase 2 (Plots 9 and 10), and the additional three terraced houses and one detached bungalow proposed in this phase (3) give a good mix of house types and variety.

None of the affordable house locations exceed the maximum cluster size as set out in the Affordable Housing policy (2011), which is four dwellings on a site of this number of dwellings for 20% affordable housing provision. The applicant has taken their layout advice from this policy and demonstrated that the proposal accords with this and good practise regarding peppercotting.

The S106 legal agreement relating to the outline consent will ensure the affordable units are delivered and retained.

The Housing Development Officer supports the scheme as amended.

For this reason the concerns of the Parish Council regarding the location and appearance of the affordable housing units are not shared.

### **Highway safety**

During the course of the application the Highways Officer made several comments regarding the layout of the scheme and technical issues, and amended plans have been submitted in response.

Following these revisions the Highways Officer raises no highway safety objection to this new layout or its design, as amended.

Each unit has the required amount of parking spaces, provided as garaging or spaces and for those dwellings without garaging it is recommended that a condition be imposed to submit details of external storage to ensure the development can also offer secure cycle storage for each dwelling.

### **Archaeology and Heritage Assets**

The Historic Environment Service confirmed at outline stage that no archaeological work will be required.

At outline stage the impact of the proposal upon heritage assets was considered fully. The National Planning Policy Framework requires that the significance of affected heritage assets is explained and the degree of harm caused by the proposal be properly explained

The submitted Heritage Statement at outline stage provided an appraisal of the heritage assets which could be affected by the proposal and assessed the significance in accordance with the policies contained in the NPPF. This identified the principal heritage asset which might be affected by the proposal as the scheduled ancient monument known as Medieval and early post-medieval settlement remains 570m west of Jubilee Farm (monument no. 1019339). The Statement identified that other monuments in the vicinity are too far away to be affected. So too are the sites of limekilns (NHER 12552 & 12763), which are non-designated heritage assets.

The Heritage Statement concluded that the monument comprises undulations in a pair of fields, which clearly indicate the presence of archaeological remains. The setting owes much to the connection with the open countryside and the manner in which that setting is experienced.

Overall, however, it was considered at outline stage there were wider public benefits through the contribution towards the Borough's housing land supply and there was 'clear and convincing' justification in terms of public benefit. It was found that the proposal accords with the provisions of paragraph 134 of the NPPF and Policy CS12 of the Core Strategy.

It was noted that the impact upon the scheduled monument could again be assessed at reserved matters stage when Historic England considered that soft boundary planting to the boundary and the scale of development to the northern and western part of the site could also be more fully explored at this stage.

However, the comments of Historic England at this time referred specifically to the sensitivity of the western part of the site, which is the part of the larger site that is closest to the heritage assets which lie west of the wider outline application site. This is land that forms Phase 2 of the Howard's Way development that has already been considered at reserved matters stage and now largely constructed. They had no objection to some development of the more southern parts of the site, including this current application site.

This Phase 3 part of the outline site, currently being considered, does not project as far to the north or west than the Phase 2 development. It is shielded from direct view of these heritage sites by the Phase 2 development and it is not possible for it to be 'experienced' in the landscape from these historic sites.

As it is separated from the fields by existing development, this proposal has very little impact upon the identified heritage assets listed above. Historic England's earlier concerns about heights of the development are noted. However, the development is of either single or two storey height and of traditional roof form. It is not of such height that it would be apparent in the wider countryside setting.

The key issues regarding the impact of this residential development upon heritage assets were fully considered at outline stage. The sensitive part of the site was found to be that to the north and west, which was Phase 2, now under construction. Phase 3 is surrounded by existing residential development on three sides and therefore screened from longer views to the east, west and south. There is no longer any direct connection with the SAM since Phase 2 has been commenced. Accordingly, in this case it is considered the proposal will not have a harmful impact upon the setting of these heritage assets and there is no conflict with local or national policy.

### **Flood Risk and Drainage**

Flood risk and drainage were considered at outline stage and there are conditions in place for the details of the drainage system to be submitted and agreed prior to the commencement of works (conditions 6 & 7).

The application has been supported by a drainage strategy which shows that a system reliant on infiltration is likely to be achievable on the proposed development. However, these matters are currently under consideration as part of an application to discharge these planning conditions.

## **Landscaping and open space**

The application has been supported by a landscape layout plan.

In accordance with Policy DM16 residential schemes should ensure that their scheme contains sufficient space to ensure a high standard of layout and amenity to the residents of the proposed development.

The submitted landscaping details show that the development incorporates elements of soft planting that will enhance the character of the area and accord with the provisions of national guidance and local plan policy in regard to good design.

The layout shows an area of open amenity space which is partly within this application site and partly in Phase 2 land.

The Greenspace Officer has made suggestions regarding the layout of this open space and play equipment within it. However, the details of the planting scheme, benches, bins and the play equipment have been submitted under a discharge of condition application in relation to the Phase 2 development. Also the Sec 106 agreement will ensure the details are agreed and the open space provided and maintained.

It is considered that the proposal is not in conflict with policy, including the provisions of policy DM16.

## **Other matters**

The application raises no issues regarding crime and disorder in the locality.

The Norfolk Constabulary Architectural Liaison Officer has not objected to the proposal but has pointed out some shortcomings in terms of Secured by Design issues. Reference is made to the layout of the scheme not having a back to back garden layout and that the rear gardens of some units may be vulnerable in terms of security. However, the rear garden boundaries of the three properties referenced by the Liaison Officer are overlooked by the frontages of the gardens to the south and so will have a degree of natural surveillance. It is not considered in this case to raise issues of significant concern.

The Environmental Health Team – Environmental Quality have no concerns regarding air quality or contaminated land, which were considered at outline stage.

A third party has commented about the amount of construction works that have already taken place on the site. In order to limit noise, dust and smoke from any construction work experienced by the adjacent neighbours and school, a condition in relation to a construction management plan detailing proposed timescale and hours of construction, sound power levels of equipment, their location, and proposed mitigation methods is already contained on the outline consent. Details required by this condition have already been agreed and discharged to the satisfaction of the CSNN Team.

Third party comments regarding the public footpaths are noted. However, the initial proposed footpath link through to the existing public right of way has now been removed from the amended scheme.

Comments regarding the ownership of a piece of land to the rear of properties on Lynn Road are not understood as the LPA has been advised that the applicant owns all of the land within the application site.

Concerns regarding a rat run through the site are not understood as the road is a cu-de-sac and there are no longer any footpaths running directly through the whole site.

Third party comment relating to the need to access neighbouring land for drainage are noted, but this is a civil matter between land owners and rights of access.

Third party comments about the position of the amenity land are noted, however, this was agreed during consideration of the reserved matters application for Phase 2 and this current layout links into that.

Third party comment has asked whether Unit 27 is a house of multiple occupation. This is one of the affordable houses and will not be an HMO.

Third party comments made about heights of surrounding development fitting in with other development in the same street are noted. However, this is a new development and the design reference and common design elements of dwellings should be compatible with the other dwellings in the same development, taking reference from, but not necessarily mimicking, design elements of existing surrounding properties.

## **CONCLUSION**

The site already benefits from a valid outline consent for up to 19 dwellings (balance of units from outline consent for 29 on larger site). The access is already constructed and the matters of appearance, scale, layout and landscaping are considered under this current reserved matters application.

The proposal shows a good mix of dwellings, incorporating the required amount of affordable units, spread across the site in accordance with the Council's affordable housing policy. The layout demonstrates that this number of dwellings can fit within the site without having a detrimental impact in terms of respect of form and character or neighbour amenity. The design and appearance is in keeping with surrounding development.

Drainage details and archaeology are also matters already covered under the outline conditions.

There is already a S106 agreement in place that will secure the affordable housing, open space and SuDs (management and maintenance).

In light of the above, it is considered that the proposal complies with the outline permission already granted, as well as the provisions of the NPPF and local policy, particularly CS06, CS08, CS09, CS12, DM15, DM16 and DM17, and that planning permission may be granted subject to the additional conditions below.

## **RECOMMENDATION:**

**APPROVE** subject to the imposition of the following condition(s):

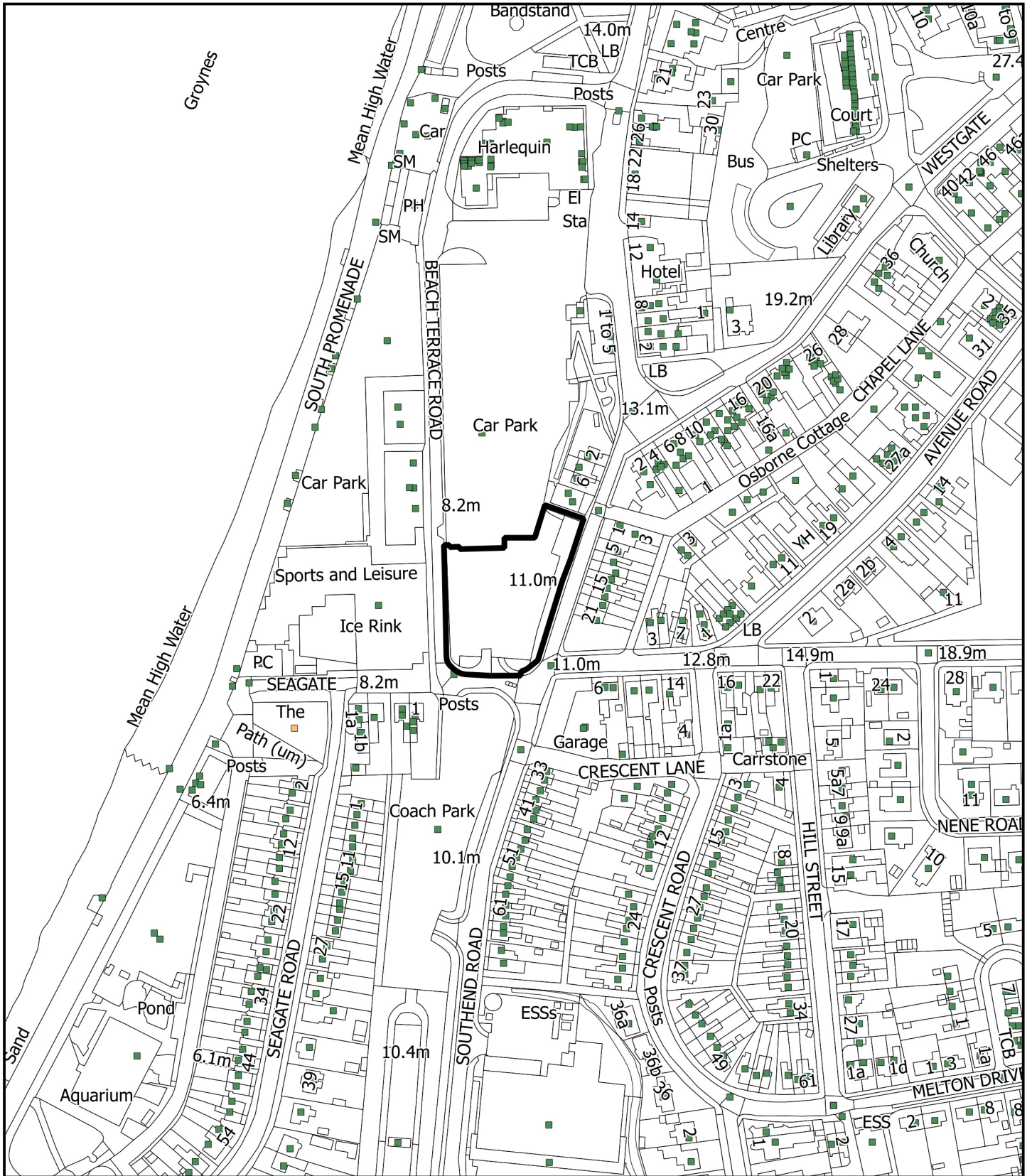
- 1 Condition The development hereby permitted shall be carried out in accordance with the following approved plans:
  - Drawing No. 720C.15-311A Type 1A Floor Layouts
  - Drawing No. 720C.15-312A Type 1A Elevations
  - Drawing No. 720C.15-313A Type 1B Floor Layouts

- Drawing No. 720C.15-314B      Type 1B Elevations
- Drawing No. 720C.15-321B      Type 2A Floor Layouts
- Drawing No. 720C.15-322A      Type 2A Elevations
- Drawing No. 720C.15-323A      Type 2B Floor Layouts
- Drawing No. 720C.15-324A      Type 2B Elevations
- Drawing No. 720C.15-325A      Type 2C Floor Layouts
- Drawing No. 720C.15-326A      Type 2C Elevations
- Drawing No. 720C.15-327      Type 2D Floor Layouts - Plot 19
- Drawing No. 720C.15-328      Type 2D Elevations - Plot 19
- Drawing No. 720C.15-329      Type 2E Floor Layouts - Plot 29
- Drawing No. 720C.15-330      Type 2E Elevations - Plot 29
- Drawing No. 720C.15-331A      Type 3 Floor Layouts
- Drawing No. 720C.15-332A      Type 3 Elevations
- Drawing No. 720C.15-353A      Type 5B Floor Layouts
- Drawing No. 720C.15-354A      Type 5B Elevations
- Drawing No. 720C.1-5361A      Type 6 Floor Layouts
- Drawing No. 720C.15-371B      Type 7 Floor Layouts
- Drawing No. 720C.15-372B      Type 7 Elevations
- Drawing No. 720C.15-380A      Single Garage Details
- Drawing No. 720C.15-3000F      Proposed Site Layout
- Drawing No. 720C.15-3002B      Landscaping Scheme
- Drawing No. 720C.15-3003C      Affordable Housing Scheme
- Drawing No. 720C.15-3004      Proposed Fence Details

- 1 Reason For the avoidance of doubt and in the interests of proper planning.
  
- 2 Condition Notwithstanding the details that accompanied the application hereby permitted, no development shall take place on any external surface of the development until the type, colour and texture of all materials to be used for the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
  
- 2 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
  
- 3 Condition The boundary treatment hereby approved shall be completed before the occupation of each dwelling to which it relates or in accordance with a timetable to be approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
  
- 3 Reason In the interests of the residential amenities of the future occupants of the development in accordance with the NPPF.
  
- 4 Condition Notwithstanding the details that accompanied the application hereby permitted, details of external storage provision shall be submitted to and approved in writing by the Local Planning Authority for all dwellinghouses that do not have garage facilities. These storage facilities shall be constructed in accordance with the approved details prior to the occupation of the dwellinghouse to which it relates and thereafter maintained.
  
- 4 Reason To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

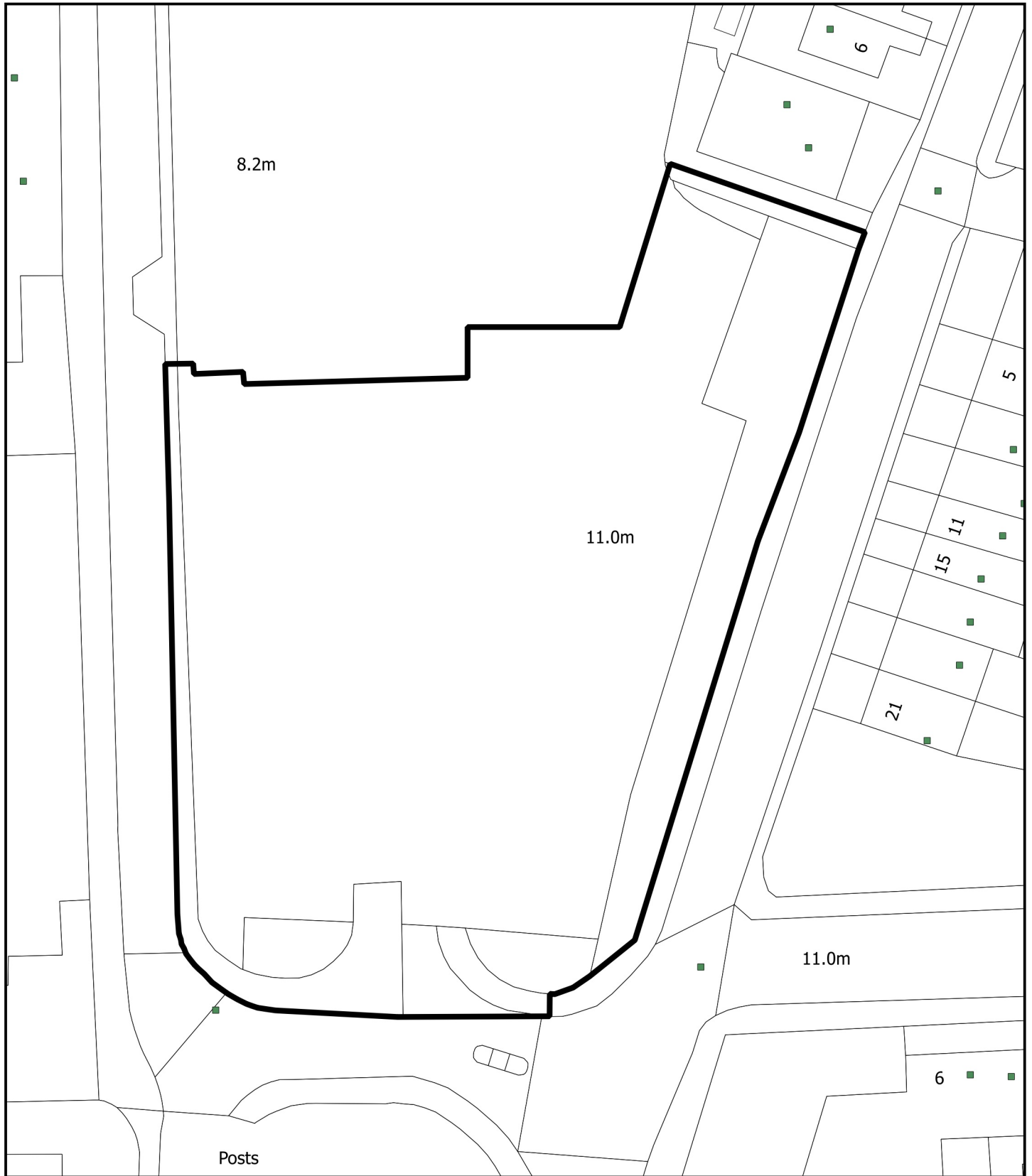
# 20/00811/FM

Land at Southend Road Seagate Hunstonton



# 20/00811/FM

Land at Southend Road Seagate Hunstanton





**AGENDA ITEM NO: 8/1(b)**

<b>Parish:</b>	<b>Hunstanton</b>	
<b>Proposal:</b>	<b>Construction of 32 apartments with associated access, cycle stores, infrastructure and landscaping</b>	
<b>Location:</b>	<b>Land At Southend Road Seagate Hunstanton Norfolk</b>	
<b>Applicant:</b>	<b>Borough Council of King's Lynn and West Norfolk</b>	
<b>Case No:</b>	<b>20/00811/FM (Full Application)</b>	
<b>Case Officer:</b>	<b>Mr K Wilkinson</b>	<b>Date for Determination: 15 September 2020 Extension of Time Expiry Date: 9 December 2020</b>

**Reason for Referral to Planning Committee** – The Borough Council is the applicant and the officer recommendation is contrary to the views of the Town Council.

**Neighbourhood Plan:** The Hunstanton Neighbourhood Plan is in draft form and not at an advanced stage, so presently it has no weight with regards to decision-making.

**Case Summary**

The site (0.3Ha) is the southern-most part of the Southend Road Car Park, bounded by Southend Road and Beach Terrace Road in Hunstanton.

This application seeks full planning permission for the development of 32 apartments, together with associated landscaping, 2 cycle stores, infrastructure and access.

The 32 residential units proposed comprise:

- 12 no. 1-bed apartments,
- 18 no. 2-bed apartments and
- 2 no. 3-bed apartments

Six of these apartments will be affordable housing.

A two-and-a-half storey residential building is proposed, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road. An additional storey on the northern wing would accommodate undercroft parking at ground floor level.

The existing exit from the car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to the development would be formed from the west side of the site off Beach Terrace Road.

The car park would continue to be accessed from the other existing vehicular access adjoining Harlequin House further north on Beach Terrace Road. Emergency exit from the car park would be available through this site should the need arise.



The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site.

### **Key Issues**

Principle of Development  
Form and Character  
Design and impact on the Conservation Area  
Impact upon neighbouring properties  
Highway implications  
Parking provision for the development  
Loss of public car parking spaces  
Flood Risk and Drainage  
Affordable housing  
Crime and Disorder  
Other material considerations

### **Recommendation**

**A) APPROVE** subject to the completion of a S106 Agreement within four months of the date of this resolution to approve.

**B) REFUSE** if the S106 Agreement is not agreed within four months of the date of this resolution to approve.

## **THE APPLICATION**

The application site is located on land currently forming the southern part of the Southend Road Car Park, bounded by Southend Road and Beach Terrace Road.

The site is in a central location in Hunstanton. The town centre is approximately 75 metres to the north-east and the seafront is 120 metres to the west.

The site is generally level, though there is a pronounced drop (up to approx. 2m) from the frontage with Southend Road to the existing level of the car park.

The site is not located within the conservation area but adjoins it on the opposite side of Southend Road.

To the north of the site is the remainder of the car park and a one-and-a-half storey commercial unit (leather shop). To the east is Southend Road and opposite are two/two-and-a-half storey terraced houses. To the south-east, on the other side of the highway, is a car dealership (Fleming Brothers). To the south/opposite is a coach park. To the west of Beach Terrace Road, are the Oasis sport and leisure facility plus single-storey seafront amusement businesses.

This application seeks full planning permission for the development of 32 dwellings, together with associated landscaping, infrastructure and access.

The 32 residential units proposed comprise:

- 12 no. 1-bed apartments,
- 18 no. 2-bed apartments and

- 2 no. 3-bed apartments

Six of these apartments will be affordable housing.

A two-and-a-half storey residential building is proposed, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road. An additional storey on the northern wing would accommodate undercroft parking at ground floor level, but would not be apparent from the highway, by virtue of the change in ground level. The design and appearance of this building is expanded upon later in this report.

The existing access into the car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to the development would be formed from the west side of the site, off Beach Terrace Road.

The car park would continue to be accessed from the other existing vehicular access adjoining Harlequin House further north on Beach Terrace Road. Emergency exit from the car park is available through this site should the need arise.

Two detached single-storey cycle store buildings are proposed – one located in the central parking court and another smaller one at the north end of the site.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area.

The application is accompanied by a Design & Access Statement, Planning Statement, Heritage Statement, Ecology Report, External Lighting Assessment, Flood Risk Assessment & Drainage Strategy, Statement in Support of Parking Loss, and Transport Note.

## **SUPPORTING CASE**

The Agent has submitted the following statement in support of the proposed development:

“The proposed residential development comprises a mix of 12 no. 1-bed apartments, 18 no. 2-bed apartments and 2 no. 3-bed apartments, which would be accommodated in a two-and-a-half storey building, laid around a private central courtyard and parking court, with a wing extending further north along the street frontage of Southend Road.

This site will contribute to meeting the Borough Council’s housing delivery target of 539 homes per year. It responds directly to the housing need identified in the Borough Council’s House Need Assessment March 2020 by providing an appropriate mix of accommodation types and tenures (see tenure requirements for new housing on page 109 of the most recent Housing Needs Assessment [https://www.west-norfolk.gov.uk/downloads/download/969/housing\\_needs\\_assessment\\_2020](https://www.west-norfolk.gov.uk/downloads/download/969/housing_needs_assessment_2020))

The site is providing much needed affordable housing as per policy CS09 of the Council’s adopted Local Plan 2016. The policy requirement for 6 affordable homes is met on-site, and the proposal includes 4 no. rented (3 no. 1-bed and 1 no. 2-bed) and 2 no. shared ownership (2-bed) units. The site is in receipt of Central Government grant funding under the Local Government Accelerated Construction Programme. The funding is designed to provide a tailored package of support to local authorities to develop land in their ownership that otherwise would not be developed. The grant is available to fund site enabling and infrastructure work that unlocks the barriers to development and effectively bridges the viability

gap that would otherwise prohibit the site from being delivered. The grant funding contribution provides certainty that the site is deliverable and that all S.106 requirements can be supported.

The application site falls within the Southern Seafront masterplan area, and is part of phase 1 of the Hunstanton Prosperity Coastal Community Team Prospectus, endorsed by the Cabinet of the Borough Council in 2017. The scheme would result in more year-round residential and economic activity in the local area, which at present is busy mostly only on a seasonal basis. As a residential proposal, the location is eminently sustainable, being close to shops, other town centre uses, employment sites, public transport, public facilities and places of leisure and recreation, which can be readily accessed by foot or by bicycle.

Further to responses received during the application process - including from Historic England and the Norfolk Constabulary - revised and further design details have been submitted, to ensure the development will preserve - and indeed enhance - the character and appearance of the area.

Sun path models for different seasons as well as an external lighting report have been submitted, which demonstrate that there will not be an adverse impact on residential amenities including with regards to light spill, loss of natural light or over-shadowing.

Photovoltaic panels are proposed for certain south, east and west roof slopes. The north roof slopes, as well as those along a street frontage, will not have PV panels installed respectively for reasons of effectiveness and appearance.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area. The existing tall brown-brick wall that bounds Beach Terrace Road along the west side of the application site will be removed and this will significantly improve the appearance of this particular street scene too, as well as allow for the provision of a footpath along that side of the road.

The existing access into the car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to the development would be formed from the west side of the site, off Beach Terrace Road. The car park would continue to be accessed from the other existing vehicular access further north on Beach Terrace Road.

The importance of adequate parking provision to the local tourism economy has been considered in the preparation of the proposal. A statement has been submitted in support of the application, concerning the situation regarding public car parking in the town and the related impact of the proposal. In summary, there will be a net loss of 100 car parking spaces at the public car park, reducing the number of spaces from 495 to 395. This loss of 100 spaces must be considered in light of the (approximately) 1,500 spaces currently available within the town, with a further 1,500 in the adjacent village within walking distance to the town. Possible minor adverse economic impacts associated with this loss must be set against the considerable economic benefits associated with the proposed new homes and the improvements to the character and appearance of this location in the seafront area.

Each of the proposed apartments is provided with an allocated parking space within the site. On the site there will be an electric vehicle charging point installed at the visitor parking space, and shared, secure, covered cycle storage for the residents will be accommodated in two detached cycle store building."

## PLANNING HISTORY

None recent

## RESPONSE TO CONSULTATION

### Hunstanton Town Council: OBJECT

#### *Car Parking*

Car parking spaces (following national guidance/ local guidance and policy)

12 one bed apartments - need 12 parking spaces

18 two bedroom apartments – need 36 parking spaces

2 three bedroom apartments - need 6 parking spaces

Total requirement of parking spaces 54 spaces

Actual provision is 1 parking space per unit 32 spaces a short fall of 22 spaces

The project is being built on an existing car parking facility with a loss of 100 spaces, so construction of this site will result in a total reduction of parking of 122 spaces.

Moving forward there are no provisions for electric car parking points, the presumption being used is that Hunstanton has a good public transport infrastructure and the town does not require as many car parking spaces as local NCC and national NPPF guidelines recommend, however this is not the case, the current levels of public transport is poor compared to other areas of Norfolk. Cycling is not an option around Hunstanton as the roadways are not safe enough and an ageing population are less likely to use this option.

#### *Sewage*

The current sewage system does not appear to provide adequate provisions for the existing town needs. This was an issue recognised by Borough Council back in 2014 when they highlighted the need for improvements in sewage infrastructure, before any further development took place and by Heacham Parish Council where our waste is piped to and processed.

A key point in the application is the geology of the area does not allow for soakaways; all waste water needs to be piped away, this has to be taken into consideration on all new developments as we could be faced with an environmental disaster, affecting the beach and sea and wildlife. Needless to say this would also be extremely damaging to the tourism heart of the town.

#### *Affordability/Availability*

The proposed properties are going to be well outside the current price ranges of the young members of the local community, although we note that there is some social housing available, the likelihood are that the majority of these properties will become second homes and will not benefit the town in the longer term moving forward, once again the younger community require jobs and have to travel for those opportunities as the town is mainly providing seasonal work at minimum wage levels which puts the affordability range out of their reach as the current/future market stands.

**Local Highway Authority (NCC): NO OBJECTION** - Parking is provided at 1 space per unit, with 2 cycle stores available for use as a partial replacement, which would fall short of adopted standards.

Whilst there are reservations regarding the limited provision and loss of public car parking provision, I am mindful of the sites town centre location, which is well controlled by existing

waiting restrictions and close to other Public car parks as such, I would be unable to substantiate any highway objection to the development as proposed.

Recommend conditions relating to provision of access, car & cycle parking provision, no barrier to access point, parking for construction workers, Construction Traffic Management Plan and Access Route, plus details and implementation of off-site highway improvements (footway and retaining wall).

**Lead Local Flood Authority (NCC):** Initial submission: **HOLDING OBJECTION** on grounds of the absence of an acceptable Flood Risk Assessment (FRA), Drainage Strategy and supporting information relating to local flood risk to the development;

Amended drainage details: Response awaited at the time of writing this report.

**Historic England:** Initial submission: **NO OBJECTION** Historic England has no objection to the application on heritage grounds, although we consider the southern elevation of the new buildings to Beach Terrace could be improved and recommend the Council consider if ways of modifying it could be found. We consider that the application meets the requirements of the NPPF, in particular paragraph numbers 7, 8, 193, 194 and 196. In determining this application you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Amended plans: Thank you very much for consulting us on the revisions. I notice that the ground floor of the south elevation has now been given more interest by openings in what was previously a blind wall. I think this is significant improvement and one of the main areas of concern we had previously expressed. I would therefore have no further comments to make on the application and defer to the Council to determine it.

**Environment Agency: NO COMMENTS**

**Anglian Water: NO OBJECTION** - Confirm that there is adequate capacity in their sewerage system to serve the proposed development, and the surface water drainage details are acceptable.

**Norfolk Fire & Rescue Service: NO OBJECTION** – Subject to meeting Building Regulations and advice on including a sprinkler system as part of the infrastructure of the building (difficult to retro-fit).

**Natural England: NO OBJECTION**

**Environmental Health & Housing – Environmental Quality: NO OBJECTION** – Subject to conditions relating to remediation and unexpected contamination.

**Environmental Health & Housing – Community Safety & Neighbourhood Nuisance: NO OBJECTION** – subject to recommended conditions relating to construction management plan, sound insulation, foul and surface water details, plus lighting scheme.

**Green Space Officer: NO OBJECTION** - It is agreed that, with consideration to the context of this development, provision of on-site open/amenity space would be unnecessary and undesirable.

With regard to the on-site landscaping that is proposed, however, the species selection for trees and shrubs appear sensible. Provided the permanent maintenance of the on-site

landscaping is secured by a robust management agreement, at this stage, we have no further comments to make.

## **Business manager – Leisure & Public Space: SUPPORT –**

### *Current Situation*

CENTRAL 44  
COACH PARK 0  
NORTH PROM 28  
SEAGATE EAST 180  
SEAGATE WEST 530  
SOUTH PROM 161  
SOUTHEND ROAD 495  
VALENTINE ROAD 77  
CLIFFTOP CARPARK 1500

TOTAL 3015  
TOTAL (EXCLUDING CLIFFTOP) 1515

Usage of the car parks is varied throughout the year. The car parks are very busy during the summer, however for the majority of the year the car parks are largely empty. Figures show that based on Borough Council income from car park tickets sold, the majority of the usage is between June and September.

### *Car Park Usage*

In 2019 there were 9 days when more parking tickets were sold within the town than the town holds. Every other day of the year there was space for each visitor to have an individual parking space. It should be noted that even when more cars visited the town than there were spaces available, that these spaces were still sold. This is a result of spaces being sold more than once as visitors arrived and left the resort at different times throughout the day.

The maximum number of visitors in 2019 on a single day was 5410.

Lowering the total number of spaces by 100 (as proposed) would result in only 1 additional day in which more spaces would be needed to be sold than the town currently has.

### *Exceeding Capacity*

It should be noted that the council expects that more than 5410 cars could park within the town successfully on a single day.

Whilst only one year has been reviewed in detail, 2019 is considered a “typical” year for parking within Hunstanton with bank holiday weekend being particularly busy. Whilst the summer season is a busy time for the town, on only bank holiday weeks, and particularly good weather weekends, are parking spaces needing to be sold more than once per day to meet parking demand. It is therefore considered that in any given year, the proposed loss of parking would have a negligible and largely un-noticeable effect on car parking and therefore the town’s tourism economy.

### *Impact on Tourism*

A review of the town’s tourism data shows that 86% of Day Trippers live further than 20 miles away from Hunstanton and 87% of day visitors are repeat visitors. These statistics

demonstrate that visitors return to Hunstanton again and again from afar and it is therefore considered unlikely that should finding a parking space become harder that these visitors are unlikely to leave and would instead spend time finding an available space.

#### *Added Economic Value*

Destination Research, as part of their analysis of tourism spend in West Norfolk (2018), estimates that spend per day trip to the area is £31.12.

Whilst there is, therefore, the potential for the local economy to lose as a result of the loss in car parking (should visitors not be able to find a parking space and choose to leave the town), this loss is minimal in comparison to the potential to be spent in the local economy by those living in the proposed flats.

The proposed development will provide a boost to shops and services across Hunstanton, bringing with it increased retail spend and general household expenditure to support the local economy.

#### *Parking Income*

It should be noted that parking income is hugely important to the Borough Council. As was reported in the Lynn News (28 November 2019), parking services in the borough raised £3.1 million in profit in 2018-19.

This income enables the Borough Council to effectively deliver services to the residents of West Norfolk. As funding for Local Authorities by central government is minimised low risk revenue generating income streams play an important part of Council Finances. The Borough Council would not be pursuing the project should it feel that parking would be lost and this low risk, high yield income stream, negatively affected.

#### *Covid 19*

Whilst tourism will play an important part of Hunstanton Economic recovery post Covid-19, the reliance of a town on a single sector, and the risks associated with this has been clearly demonstrated. Diversifying the town's economy, attracting new residents and supporting year-round jobs will result a more sustainable use of the land and a more sustainable wider town.

**Waste & Recycling Officer: NO OBJECTION** - The proposed arrangements are satisfactory in terms of the size of the proposed bin stores and the number of bins proposed for the development.

Need to demonstrate appropriate turning of refuse vehicle and shared drive to an adoptable standard.

**Arboricultural Officer: NO OBJECTION** - please condition in accordance with the landscaping plan

**Housing Development Officer: NO OBJECTION** – Confirms 20% affordable units required on sites capable of accommodating 10 or more dwellings and/or 0.33ha in Hunstanton. In this instance 6 units would be required, 4 for rent and 2 for shared ownership.

It is noted that the proposal is for 3 x 1 bed & 1 x 2 bed units for rent and 2 x 2 bed units for shared ownership. The proposed units and mix are policy compliant. A S.106 Agreement will be required to secure the affordable housing contribution.

**Norfolk Constabulary: NO OBJECTION-** Advice offered on Secure by Design matters with regards to cycle storage, bin storage and car parking.

**Conservation Officer: SUPPORT** - Whilst not located in the Hunstanton Conservation Area this site is located opposite to it. On this basis the impact of any application upon the setting of the conservation area must be considered. Both Historic England and Conservation Areas Advisory Panel have also provided comments on this basis. Along with the then Conservation Officer, CAAP provided positive comments at pre-application stage in February 2020. Since the application has been formally submitted some concerns have been expressed, available in the latest CAAP minutes.

The current car park does not either contribute to or enhance the setting of the conservation area opposite, but instead provides a large featureless, bland neighbour to the terrace of two storey carrstone cottages opposite, located within the conservation area. This application will provide a new streetscape to Southend Road, and the conservation area to the south east in the form of a contemporary terrace, the roof line of which mirrors the topography of the land as it descends Southend Road. Materials pay respect to the traditional materials prevalent within the conservation area. This proposed terrace is higher than those within the conservation area opposite and this will have some impact upon this existing terrace, but this is outweighed overall in the wider improvements this proposal will bring to the setting of the conservation area. Hunstanton Conservation Area as a whole does contain many examples of late 19th and early 20th century buildings of 2 and 3 storey located opposite and adjacent to each other.

Historic England also commented on the appearance of the scheme along Beach Terrace Road, but are now content further to the changes made to the ground floor of the the south elevation. I would concur with these comments along with their support of the improvements overall to the setting of the conservation area that this application will bring with the removal of the visual gap site formed by the car park.

Conditions will need to be added to materials and detail such as joinery, eaves, dormers etc.

**Conservation Areas Advisory Panel:** The Panel welcomed the opportunity of commenting on the application now submitted, but the Panel still raised the concerns it raised before in relation to the long elevation running up the hill, and also expressed additional concerns in terms of the scale in the conservation area and its relationship with the buildings opposite.

**Hunstanton & District Civic Society:** No comments received to date.

## REPRESENTATIONS

**Cllr Paul Beal (Ward Member):**

“Car parking space is a lifeline to the tourist industry of this town. Once this huge space is built on its lost parking forever.

The borough officer's figures for capacity on parking are not true as the figure is a collective one including Cliff Top and Valentine Road. Officers say the Cliff Top car park has ample parking which is true, but the Borough Council doesn't own it and with the rent going up 500% a couple of years ago, we are in the hands of the Le Strange estate and not our own destiny.

We have at this moment approx. 300 new homes being built in this town so we have no emergency to build and lose car parking spaces. I implore the Planning Committee to look



hard at this application as I said in the beginning of my objection the only industry we have in Hunstanton is tourism and not to forget the Borough Council is the biggest gainer with car park charges and once it's gone it's gone forever."

A total of **15** items of correspondence received raising **OBJECTION** on the following grounds:

- Loss of spaces in most popular car park in the town;
- Will push parking problems into residential streets;
- Highway and pedestrian safety;
- Unnecessary housing project considering all other housing planned;
- Appearance and materials not complementary to Victorian character and adverse impact on Conservation Area;
- Dense form of development;
- Loss of views of the sea;
- Suitability for local needs – restrict to local people not 2nd home owners;
- Little employment opportunities for new population;
- Parking – inadequate to serve development and loss of spaces from existing public car park;
- Bus service is limited;
- Lack of electric car charging points;
- Foul water sewerage existing system has issues and problems;
- Scale too high;
- Overshadowing, overlooking and loss of views from properties opposite on Southend Road;
- Disturbance during construction phase;
- Impact on infrastructure and services (doctors etc.); and
- Suggestion to develop on Lincoln Square instead.

**One** item of correspondence in **SUPPORT** of the proposal:

- Need younger people/families to redress balance of population;
- Nothing wrong with commuting for work;
- This development has been in the Masterplan since 2008 and would have been built years ago had the 2009 Financial Crash not intervened.

## **LDF CORE STRATEGY POLICIES**

**CS01** - Spatial Strategy

**CS02** - The Settlement Hierarchy

**CS05** - Hunstanton

**CS08** - Sustainable Development

**CS09** - Housing Distribution

**CS11** - Transport

**CS12** - Environmental Assets

**CS14** - Infrastructure Provision

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016**

**DM1** – Presumption in Favour of Sustainable Development

**DM2** – Development Boundaries

**DM15** – Environment, Design and Amenity

**DM17** - Parking Provision in New Development

**DM19** – Green Infrastructure/Habitats Monitoring & Mitigation

## **NEIGHBOURHOOD PLAN POLICIES N/A**

## **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

## **OTHER GUIDANCE**

Conservation Area Character Statement

## **PLANNING CONSIDERATIONS**

The main issues for consideration in the determination of this application are as follows:

- Principle of Development
- Form and Character
- Design and impact on the Conservation Area
- Impact upon neighbouring properties
- Highway implications
- Parking provision for the development
- Loss of public car parking spaces
- Flood Risk and Drainage
- Affordable housing
- Crime and Disorder
- Other material considerations

### **Principle of Development**

The site is previously developed land within the development boundary of Hunstanton and is surrounded by a mixture of residential, leisure and commercial uses and adjoins the Conservation Area.

As such the principle of development with a residential scheme is to be supported, subject to compliance with other relevant planning policy and guidance.

The Hunstanton Town Centre and Southern Seafront Masterplan, was endorsed by Cabinet 7th October 2008 and subsequently agreed by Full Council. This document identifies this site as part of an 'opportunity site' for building upon and creating active frontages to the east and south of the car park.

The original Hunstanton Masterplan is still relevant. However, much of it has been delivered on, or feeds into the work for the Southern Seafront Masterplan which only focuses on a small area of the town from the Pier along the seafront to the power boat ramp, taking in Southend Road car park and those premises directly behind the sea defences.

The latter document has not been referred to Full Council/Cabinet in its finished form to date and remains in draft, although complete and setting out the possible development options for the area. The southern seafront area has however been identified as a priority in the Hunstanton Prosperity Coastal Community Team Prospectus, which was endorsed by Cabinet in April 2017.

Core Strategy Policy CS05 specifically refers to the Masterplan stating: *'The strategy for the town is to...enhance the local character of the town, promoting high quality design of the local environment and public realm. In particular to: promote a new style of design for the Southern Seafront Area, creating a new identity that reflects modern and high quality architecture rather than replicating the past...'* The Masterplan is a material consideration in the determination of this application.

The original, and still relevant, Masterplan notes that: *'C2. Develop active frontages onto Southend Road, Le Strange Terrace and the Promenade; cafés and restaurants would be the most suitable uses. This will help to create a character for site C and in particular it will create a character transition between the historic core and southern seafront.'*

Whilst it is recognised that this scheme does not incorporate mixed uses, Southend Road mainly comprises a residential frontage and the proposed residential scheme would arguably be more compatible in terms of amenity. There still remains potential for an 'active frontage' as part of the remainder of the allocation onto Le Strange Terrace which would consolidate the commercial/retail area of the resort.

On balance the principle of the proposed development, is considered to be acceptable.

### **Form and Character**

The form and character of adjoining residential development to the east is predominantly Victorian terraced cottages of two storeys stepping up the slope of Southend Road to two storeys with accommodation in the roof, and two-and-a-half storeys beyond on the corner of Westgate. To the north is a single storey retail unit with accommodation in the roof. To the west lies the Oasis Leisure Centre which is a large structure with a wide span multi-faceted roof and utilitarian multi-tonal sheet metal building alongside Beach Terrace Road. Further along Beach Terrace Road are single storey flat/mono-pitched roofed arcades.

Diagonally opposite on Seagate to the south-west are once again more traditional two-and-a-half storey houses. Fleming Brothers display area and car showroom lie to the south-east. The coach park lies to the immediate south of the site.

In terms of form and character, the introduction of effectively two-and-a-half storey buildings along these road frontages is considered to be appropriate, and mostly in accordance with the aspirations of the Masterplan (i.e. creating frontage development forming a transition the historic core and seafront).

The proposal therefore complies with the provisions of the NPPF, Policies CS05 & CS08 of the Core Strategy (2011) and Policy DM15 of the SADMPP.

### **Design and Impact on the Conservation Area**

The Conservation Area lies to the immediate east of the site – the boundary being formed by Southend Road. The houses on the opposite side of the road therefore fall within that designated area. The area then continues on the southern side of Park Road up the hill eastwards. The remainder of the car park and Harlequin House are outside.

The urban design section of the Masterplan states:

“UD3. Creating a sense of identity for Hunstanton by promoting and respecting the local character but also being forward thinking by promoting diversity to create an interesting place. This should include maintaining the Victorian heritage of the town centre and historic core but looking to create a more modern area along the southern seafront with a new identity and high quality design.”

The development seeks to create a visual ‘transition’ from edge of the conservation area, anticipating the future redevelopment of the Southern Seafront. It therefore takes reference from the ‘old’ whilst looking forward to the ‘new’.

The Agent states that design is informed by the largely positive comments from the Borough Council’s Conservation Officer and Conservation Advisory Panel at pre-application stage. It also comes from comments from the Hemmingway Design Team and their design aspiration for the wider area to be delivered through the Southern Seafront Masterplan.

The plans for the Southern Seafront are still being brought forward for consultation and feasibility studies prepared. It is therefore impossible to know at this time exactly the form these will eventually take, other than the aspirations mentioned above. This development therefore needs to balance the longer term ambition against the reality of what already exists.

The building proposed has a scale that is domestic in proportion, presenting 2½ storeys to street frontages to Southend Road plus Beach Terrace Road and returning to enclose a courtyard area. Eaves are at approx. 7m and ridges at 11.4m respectively above road level and main depth/girth of 7.2m. Reference is made to examples of other terraced dwellings within the town, with more traditional blocks in stonework connected by contemporary metal clad elements creating visual variety and breaking up the solid expanse as it steps up/down Southend Road. This results in the roofline being stepped accordingly, with variety of materials and dormer windows, plus rooflights, creating features. This continues around the other frontages presented to public areas. The inner facades lose the stonework panelling and are mostly brickwork.

Corner features are used in the form of projecting bays from prominent gables, which once again are influenced by existing detailing within the built form of Hunstanton and given a modern twist.

The fall of the site has enabled the discrete use of undercroft parking within the wing to the northern part of Southend Road which creates a 3½ storeys to the rear/west. Most of the parking is contained within the central courtyard and undercrofts. There are two detached secure cycle stores – one within the courtyard and another in the northern corner of the site adjoining the sloping footway near the Leather Shop. These are timber hit & miss panelling with flat sedum roofs.

The choice of materials is strongly linked to the locality. The contemporary element of the design is to be expressed in the use of materials and detailing, such as windows; eaves; and in particular, the use of the contrasting standing seam metal cladding. The cladding has been used to accent the corner bays as well as the stairwells that help define the elements of the building.

The exterior of the building would be constructed with natural stone, similar to the local carrstone, laid with random coursing and with buff brick work dressing to windows, doors and quoins. The roofs would be covered with natural slate. The contrasting standing seam cladding are taken through in the detailing of eaves, dormers and porches.

This limited selection of materials is designed to create a simple and crisp appearance, whilst still tying the development to the location. The natural stone, brick and slate will mellow with age. The standing seam cladding will provide clean modern lines and will age equally well with very little maintenance.

Although the site does not lie within the Conservation Area, it adjoins it and affects its setting, so Historic England have been consulted. They opine that the existing car park site does nothing to enhance the setting of the conservation area, but the proposed terrace of new building fronting Southend Road is an appropriate scale and detailed modern variation on the historic terrace which would make a great improvement to the street.

Historic England has no objection to the application on heritage grounds, now that the southern elevation of the new buildings to Beach Terrace Road has been amended. They consider that the application meets the requirements of the NPPF, in particular paragraph numbers 7, 8, 193, 194 and 196.

In determining this application the Council must bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

In terms of contribution to, and views from, the public realm: from Seagate looking eastwards/inland the building would be seen with the existing traditional housing and the backdrop of further housing rising beyond up Park Road; from the south there would be a reflected streetscene along Southend Road and the southern elevation would screen views of the expansive car park and unattractive rear of Harlequin House; from the north/car park there would be a continuation of housing on Southend Road and a new façade along the southern extent of the car park (screening views of the coach park beyond); and from Park Road looking westwards the building would wrap around the corner, screen the rear of the Oasis centre plus car park, and frame the vista out to The Wash along Seagate.

It must be noted that the Conservation Areas Advisory Panel were involved at the pre-application stage where it was minuted/concluded that: the Panel supported the proposal and would like to see the scheme again when full planning permission was applied for.

In reviewing the current application concerns are raised in relation to the long elevation running up the hill, and also additional concerns expressed in terms of the scale in the conservation area and its relationship with the buildings opposite [Southend Road].

This appears to be a little inconsistent and our Conservation Officer shares the view of Historic England stated above regarding the appropriate scale of the building, and the fact that there are many examples in the town and conservation area of 2½ - 3 storey buildings opposite two storey dwellings.

Your officers share the opinions of our Conservation Officer and Historic England and consider that the proposal is a modern, contemporary building which has been specifically designed to reflect the constraints and opportunities of the site and its surroundings, and to meet the aspirations of the Masterplan. It would successfully create a character transition between the historic core and southern seafront and make a positive contribution to the character and local distinctiveness of the historic environment. The proposal is therefore in accordance with the provisions of the NPPF and Policies CS08 & CS12 of the Core Strategy and Policy DM15 of the SADMPP.

### **Impact upon neighbouring properties**

The residential properties directly affected by this proposal are those on the eastern side of Seagate Road. As described above, these are predominantly Victorian terraced cottages of two storeys stepping up the slope of Southend Road to two storeys with accommodation in the roof, and two-and-a-half storeys beyond on the corner of Westgate. They have small walled gardens to the front.

Sections through the site, streetscenes and shadow diagrams have been produced and submitted as part of this application. A similar assessment has been undertaken as that recently applied to the re-development of the former Whitley Press site on Church Street within the town, which Members will no doubt be familiar with.

Whilst the eave and ridge heights of the proposed building at approx. 7m & 11.4m respectively from road level are higher than the 2 storey cottages opposite, it is considered that the separation distance at approx. 17.4m is such that there will be no significantly detrimental impact upon the amenity of the occupants of these neighbouring properties in terms of overlooking, being overshadowed or the building being over-bearing.

Disturbance during the construction phase of this development would be relatively short-lived and can be secured via condition for the submission and implementation of a Construction Management Plan as recommended by CSNN.

The proposal accords with Policy CS08 of the LDF and Policy DM15 of the SADMPP.

### **Affordable housing**

In accordance with the policy thresholds for the Borough, the application should provide an element of affordable housing. The site should command a 20% provision which would equate to six residential units.

These comprise: 4 no. rented (3x 1-bed and 1x 2-bed) and 2 no. shared ownership (2x 2-bed).

The rented units are numbered 7, 10, 13 and 21. The shared ownership units are numbered 22 and 23.

This number, type and arrangement has been produced in conjunction with our Housing Development Officer. The proposal accords with Policy CS09 of the Core Strategy (2011).

The units will be secured by S106 Agreement with Norfolk County Council operating as the overseeing authority, if permission is granted.

## Highway Implications

As stated above, the existing exit point from the public car park from the south at Beach Terrace Road would be closed off, and a new vehicular access to serve this new development would be formed from the west side of the site, off Beach Terrace Road.

The public car park would continue to be accessed from the other existing vehicular access further north on Beach Terrace Road adjoining Harlequin House where the current ingress point is. Emergency exit from the car park is available through this site should the need arise.

The proposal includes a new footpath along Beach Terrace Road, around the south and west sides of the application site, which will improve safety and connectivity for pedestrians in the area.

The Local Highway Authority raise no objection to this proposal on highway safety grounds. However conditions are recommended relating to provision of access, car & cycle parking provision, no barrier to access point, parking for construction workers, Construction Traffic Management Plan and Access Route, plus details and implementation of the off-site highway improvements (footway and retaining wall). Parking for construction workers can be combined with the Construction Traffic Management Plan and Access Route.

The proposal complies with Policy CS11 of the Core Strategy 2011 and Policy DM15 of the SADMPP.

## Parking provision for the development

One parking bay is provided for each residential unit with an additional visitor bay near the main vehicular entrance (33 spaces in total).

Secure cycle provision is proposed in two blocks to accommodate one cycle per unit.

The Highway Authority raises no objection to the proposal. The proposed number of parking places is one per residential unit and given the proximity of the residential units to the town centre, the figure of one space per residential unit is considered to be acceptable and complies with the NPPF which states at paragraph 105:

*'If setting local parking standards for residential and non-residential development, policies should take into account:*

- a) the accessibility of the development*
- b) the type, mix and use of development*
- c) the availability of and opportunities for public transport*
- d) local car ownership level; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'*

This stance is reflected in Policy DM17 of the Local Plan which stipulates minimum standards with the caveat that: *'Reductions in car parking requirements may be considered for town centres and for other urban locations where it can be shown that the location and the availability of a range of sustainable transport links is likely to lead to a reduction in car ownership and hence the need for car parking provision.'*

In this case the level of car parking and cycle storage proposed is considered to uphold the principles of an integrated transport system. The site is well located for the town's existing car parks, the town centre and the bus station/hub. Westwards via Seagate, the main promenade offers pedestrian links through to the length of the town's seafront.

The current proposal provides for both car and cycle parking and there are plenty of alternative parking spaces in this locality. Similarly the bus station/hub is located within the town centre.

It will be noted that the same parking standards have recently been accepted on the re-development of the former Kit Kat Club site (ref: 19/01558/FM).

The proposal accords with the provisions of the NPPF, Policy CS08 of the Core Strategy and Policies DM15 & DM17 of the SADMP.

### **Loss of public car parking spaces**

With regards to the loss of public parking spaces, the Town Council, one of the Ward Members plus local residents raise strong objections to this issue as this is the most central and popular facility in the town. It is also stated that there would also be a detrimental impact upon the local economy as tourists/visitors would go elsewhere.

Our Business Manager - Leisure & Public Space in conjunction with Property Services team has given a comprehensive response to this matter which is summarised and reported in the Consultations section of this report. The key issues are as follows:

- There are currently approximately 1500 parking spaces within the town plus a further 1500 spaces at the Clifftop car park in Old Hunstanton.
- Peak usage is on Bank Holidays during summer months especially August.
- In 2019 there were 9 days when more parking tickets were sold within the town than the number of public spaces available - indicating a turn-over of parking spaces in the town car parks during the day.
- Lowering the total number of spaces by 100 (as proposed) would result in only 1 additional day in which more spaces would be need to be sold than the town currently has.
- Parking income is hugely important to the Borough Council. As was reported in the Lynn News (28 November 2019), parking services in the borough raised £3.1 million in profit in 2018-19. This income enables the Borough Council to effectively deliver services to the residents of West Norfolk. As funding for Local Authorities by Central Government is minimised, low risk revenue generating income streams play an important part of Council Finances. The Borough Council would not be pursuing the project should it feel that parking would be lost and this low risk, high yield income stream, negatively affected.
- The limited impact upon the seasonal tourism economy needs to off-set against the year-round benefits to the overall local economy associated with new residential units.

It is accepted that there would be a net loss of 100 car parking spaces at the Southend Road public car park, reducing the number of spaces from 495 to 395, with a revised layout.

The importance of adequate parking provision to the local tourism economy is noted and, in this context, any loss of parking spaces in the town must be given careful consideration. However, the loss of 100 spaces must be considered in light of the (approximately) 1,500 spaces currently available within the town, with a further 1500 in Old Hunstanton within walking distance to the town.

The proposed changes therefore represent a reduction in available public parking spaces of less than 7% in the town (not including Clifftop car park), and any minor adverse economic impacts associated with this loss must be balanced against the considerable localised economic benefits associated with the proposed new homes, plus the associated improvements to the character and appearance of this location in the seafront area.



On the information provided it is concluded that the parking provision for visitors to the town and seafront will remain adequate, by virtue of the overall parking availability in the town, and the reduction at this location will not result in any significant highway safety issues.

The proposal therefore accords with Policies CS05, CS08, CS10 & CS11 of the Core Strategy (2011) and Policies DM15 & DM17 of the SADMPP (2016).

### **Flood Risk and Drainage**

The site lies within Flood Zone 1 of the Council-adopted Strategic Flood Risk Assessment, so the site is not at risk of flooding.

Local concerns have been raised in connection with the capacity of the existing sewerage system, given the amount of new development both permitted and proposed in and around the town.

Initially the flood risk assessment and drainage proposals submitted as part of this application were not considered to be acceptable by the Lead Local Flood Authority, which resulted in a holding objection.

Anglian Water have now confirmed that there is adequate capacity in their sewerage system to serve the proposed development, and the surface water drainage details are acceptable.

It is now expected that the LLFA will withdraw their earlier holding objection in light of this response by Anglian Water.

Members will be updated regarding this matter as late correspondence should the consultation response not be available at the time of issuing this agenda item.

It is however expected that the drainage issue is capable of resolution and the development will accord with the provisions of the NPPF, Policies CS08 of the Core Strategy and Policy DM15 of the SADMPP.

### **Crime & Disorder**

Section 17 of the Crime and Disorder Act 1998 requires Local Authorities to consider the implications for crime and disorder in the carrying out of their duties. Comment has been received from the Architectural Liaison/Crime Prevention Officer of Norfolk Constabulary. No objection is raised to the proposal in general although advice is offered with regard to planting, lighting, security and surveillance. A concern was expressed regarding the position of the smaller cycle store behind the northern wing; erroneously it was stated that the facility would not be overlooked by active rooms, but there are kitchen and lounge windows in close proximity at upper ground floor level and above.

Overall the proposal will not have a negative impact on crime and disorder; indeed the presence of residential properties overlooking the full length of the car park will be of some benefit.

### **Other Material Considerations**

As mentioned above, a Section 106 agreement is required to secure the provision and tenure of the affordable housing units contained within the development. This would be overseen by Norfolk County Council in its role as Enforcing Authority.

The site is located within the zones of influence of The Wash Special Protection Area (SPA) and Ramsar Site, and The Wash & North Norfolk Coast Special Area of Conservation (SAC). As a consequence, there is a requirement derived from the Conservation of Habitats and Species Regulations 2017 to assess the implications of the proposal on the conservation objectives of the designated areas. Natural England have been consulted on this proposal and confirm that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Habitat Mitigation fees have already been paid in accordance with Policy DM19 of the SADMPP.

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. Section 70(4) of the 1990 Act (as amended) defines a local finance consideration as a grant or other financial assistance that has been, that will or that could be provided to a relevant authority by a Minister of the Crown. As raised by the Agent in the Statement in Support section earlier in this report, the site is in receipt of Central Government grant funding under the Local Government Accelerated Construction Programme which would ensure its implementation. It is for Members to decide how much weight is given to this material consideration when determining this application. However, it is your officers' opinion that little weight be apportioned, as the proposed development is considered to be acceptable for other planning reasons.

The development would be liable to Community Infrastructure Levy which would go towards education, library provisions etc.

Most of the issues raised by third parties have already been covered in this report. In relation to those not specifically mentioned in the report your officers respond as follows:

- Will push parking problems into residential streets – Parking restrictions already exist on roads adjoining the site and the demand for spaces has been addressed earlier in this report;
- Unnecessary housing project considering all other housing planned – All planning applications are considered on their own merits;
- Suitability for local needs – restrict to local people not 2nd home owners – Six of the dwellings are to be affordable units and the remainder open market. There is no planning policy/justification to restrict the tenure of the apartments in the manner suggested;
- Little employment opportunities for new population – Land for industrial/commercial use has been allocated on the landward side of the A149;
- Bus service is limited – This issue has been taken into consideration when assessing this proposal;
- Lack of electric car charging points – amended plans show a charging point adjacent to the visitor parking space near the entrance to the site, plus cabling to serve additional spaces throughout the parking areas should future residents wish to connect and utilise such facilities. Solar panels and 'Fabric First' principles (high levels of insulation and thermally efficient windows and doors) have also been applied to the scheme;
- Overshadowing, overlooking and loss of views from properties opposite on Southend Road – public views and the impact of the proposal have been considered above, however private views are not protected by planning law;
- Impact on infrastructure and services (doctors etc.) – There is always a lag in terms of supply meeting demand, however the CIL contributions would go some way to redress the situation going forward; and

- Suggestion to develop on Lincoln Square instead – hopefully this was a facetious remark, as the square is an important element of the spatial planning and layout of the town’s conservation area.

Reference is made to the Hunstanton Neighbourhood Plan, however this is in draft form and not at an advanced stage, so presently it has no weight with regards to decision-making.

CSNN raised a request for insulation details to be dealt with via condition, however this is covered by separate legislation (Building Regulations).

Our Waste & Recycling Officer requested the demonstration of appropriate turning of a refuse vehicle and shared drive to an adoptable standard. In response the Agent states: “Unfortunately, there is not enough room to turn a refuse vehicle on this site as in order to do so would effectively take up half the area available to build on. We had worked on the basis the refuse vehicle would reverse into the site and this is why there is only a very short leg between the access and the bin store. It is not an adoptable road (and would not be suitable for adoption) but the access will remain in the ownership of the Borough Council as it also provides an emergency exit from the car park. The management of the access is therefore secure.

We therefore believe such a condition would not be deliverable and arguably not reasonable in these circumstances.” Your officers agree in this instance.

Full consideration has been given to recent legislation in relation to Permitted Development Rights relating to increasing the heights of block of flats, and no action is required in relation to this application.

## **CONCLUSION**

The proposed scheme is considered to be of good quality design and materials and is considered to satisfy the requirements of planning policy and guidance and is mostly in line with the overall objectives of the Masterplan.

The concept is modern, however it successfully forms a transition between the old and more contemporary aspirations for the seafront (exemplified by the recent approval on the former Kit Kat Club site). References to the existing traditional Victorian and Edwardian architecture found within the town are made within the building. The design is considered to be acceptable in terms of scale, height, massing, configuration plus materials, and there will be no significant harm to the character or appearance of the adjoining Conservation Area.

The revisions to the car park to accommodate the proposal would result in the loss of 100 parking spaces, however this represent a reduction in available public parking spaces of less than 7% of the total of spaces in the town.

Whilst the summer season is a busy time for Hunstanton, on only bank holiday weeks, and particularly good weather weekends, are parking spaces needing to be sold more than once per day to meet parking demand. It is therefore considered that in any given year, the proposed loss of parking would have a negligible and largely un-noticeable effect on car parking and therefore the town’s tourism economy.

The site provides an acceptable level of parking provision to serve its needs and is close to public car parks, services and facilities of the town. Plus there are no highway safety concerns.

Detailed assessment has taken place in relation to neighbour amenity and it is considered that there would be no material overbearing, overshadowing or overlooking issues.

Given the above and applying the planning balance, the benefits of the proposal through the provision of 32 residential units of an acceptable scale, design and layout is considered to outweigh the relatively limited harm through the loss of some public car parking.

The development accords with the provisions of the NPPF, Core Strategy Policies CS01, CS02, CS05, CS08, CS09, CS10, CS11, CS12 & CS14 of the LDF (2011) and Policies DM1, DM2, DM9, DM10, DM15, DM16, DM17 & DM19 of the SADMPP (2016); plus the guiding principles of the National Design Guide (2019).

It is therefore recommended that the application be approved subject to the completion of a satisfactory S106 Agreement to secure the affordable units.

## **RECOMMENDATION:**

**A) APPROVE** subject to the completion of a S106 Agreement within four months of the date of this resolution to approve and subject to the following conditions:

- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition The development hereby permitted shall be carried out in accordance with the following approved plans drawing nos:
  - LP-870-P01
  - LP-870-P02 Revision A
  - LP-870-P03 Revision A
  - LP-870-P04 Revision A
  - LP-870-P05 Revision A
  - LP-870-P06
  - LP-870-P07
  - LP-870-P08
  - LP-870-P09 Revision A
  - LP-870-P10
  - LP-870-P11
  - LP-870-P12
  - LP-870-P16
  - Services Plan received 24/11/20.
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include any off-site/highway and on-site parking for construction workers, layout of site(s) regarding locations of compound, fixed plant / machinery, waste, stock, stockpiles, how deliveries/collections will be controlled in terms of access, turning etc. controls for noise, dust, lighting of site and handling of waste/control of litter, including minimising engine and reversing beeper noise, plus any other measures to protect residents from disturbance.

- 3 Reason In the interests of the amenity of the locality in accordance with the NPPF and Development Plan. This needs to be a pre-commencement condition as it relates to issues during construction.
- 4 Condition Prior to the commencement of any works a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway together with wheel cleaning facilities shall be submitted to and approved in writing by the Local Planning Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.

For the duration of the construction period all traffic associated with (the construction of) the development will comply with the approved Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority.

- 4 Reason In the interests of maintaining highway efficiency and safety. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
- 5 Condition Prior to the commencement of groundworks, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- 5 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 6 Condition The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of groundworks, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

- 6 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 7 Condition In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must

be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

- 7 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 8 Condition Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvement works (footpath widening), as indicated on Drawing No. LP-870-P02 Revision A, have been submitted to and approved in writing by the Local Planning Authority.
- 8 Reason To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with the NPPF and Development Plan.
- 9 Condition Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in condition 8 shall be completed to the written satisfaction of the Local Planning Authority.
- 9 Reason To ensure that the highway network is adequate to cater for the development proposed in the interests of highway safety in accordance with the NPPF and Development Plan.
- 10 Condition Prior to the first occupation of the development hereby permitted the vehicular / pedestrian / cyclist accesses over the footway shall be constructed in accordance with the highways specification (TRAD 2) and thereafter retained at the position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposal of separately so that it does not discharge from or onto the highway.
- 10 Reason To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety in accordance with the NPPF and Development Plan.
- 11 Condition Prior to the first occupation of the development hereby permitted the proposed on-site access /car parking and cycle storage / servicing / loading / unloading / turning / waiting area to serve the development hereby permitted shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 11 Reason To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with the NPPF and Development Plan.
- 12 Condition All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of 5 years from the

completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.

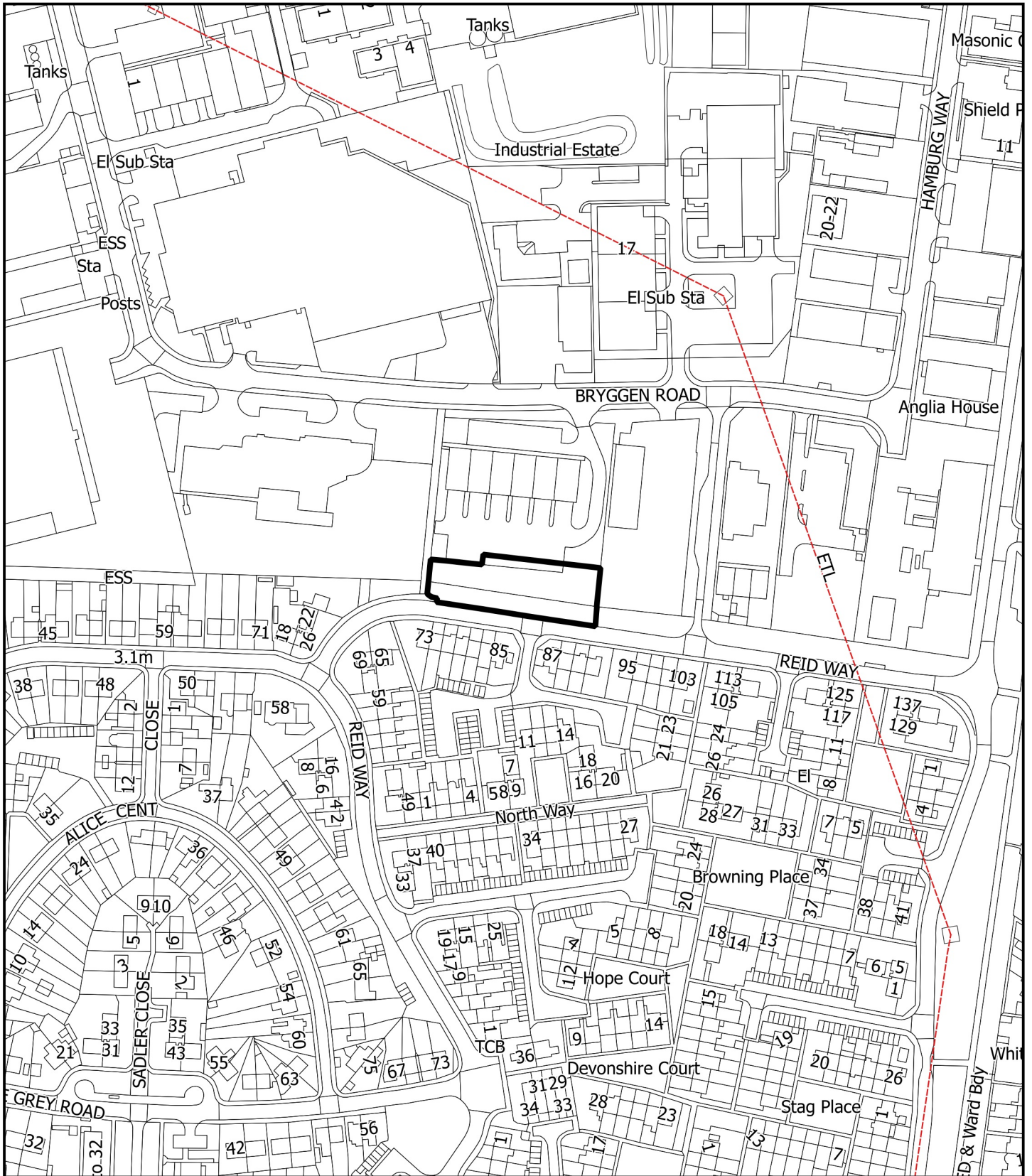
- 12 Reason To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 13 Condition Prior to the installation of any external lighting, a detailed outdoor lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting columns, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The scheme shall be implemented in accordance with approved scheme and thereafter maintained and retained as agreed.
- 13 Reason In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 14 Condition Notwithstanding the provisions of Schedule 2, Part 16, Class C of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the installation, alteration or replacement of any microwave antenna or any structure intended for the support of a microwave antenna shall not be allowed without the granting of specific planning permission on elevations of the building facing directly onto Southend Road and Beach Terrace Road.
- 14 Reason In order that the Local Planning Authority may retain control of development which might be detrimental to the amenities of the locality if otherwise allowed by the mentioned Order.
- 15 Condition Prior to the first occupation of the development hereby permitted, details of a signage scheme, stating that the use of the car parking within the site is for residents only, shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be installed in accordance with the approved scheme and shall thereafter be retained.
- 15 Reason To ensure the car parking on site is not used by others and is only available for residents.
- 16 Condition Construction hours and site deliveries /collections shall not take place outside of the hours of 08.30-18.00 Monday to Friday, 09.00-13.00 on Saturdays and at no times on Sundays and Bank / Public holidays.
- 16 Reason In the interests of the amenities of the locality in accordance with the NPPF and Development Plan.
- 17 Condition The development hereby approved shall be undertaken in accordance with the recommendations and ecology enhancements contained in the Preliminary Ecological Survey produced by CJ Yardley Landscape Survey & Design LLP dated February 2020 and submitted as part of this application.
- 17 Reason To secure ecological enhancements to the site and locality, and to accord with Policy CS12 of the LDF.

- 18 Condition The charging point for electric vehicles as shown on the approved plan, Drawing No. LP-870-P02 Revision A and associated infrastructure shown on Services Plan received on 24/11/20, shall be installed prior to occupation of the apartments hereby approved.
- 18 Reason In order to accord with Paragraph 110 of the NPPF.
- 19 Condition No development shall take place on any external surface of the development hereby permitted until samples of the materials to be used in the construction of the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 19 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 20 Condition No development over or above foundations shall take place on site until full details of the casement, dormer and bay windows, doors and surrounds and eaves treatment have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 20 Reason To ensure that the design and appearance of the development is appropriate in accordance with the principles of the NPPF.
- B) REFUSE** if the S106 Agreement is not agreed within four months of the date of this resolution to approve



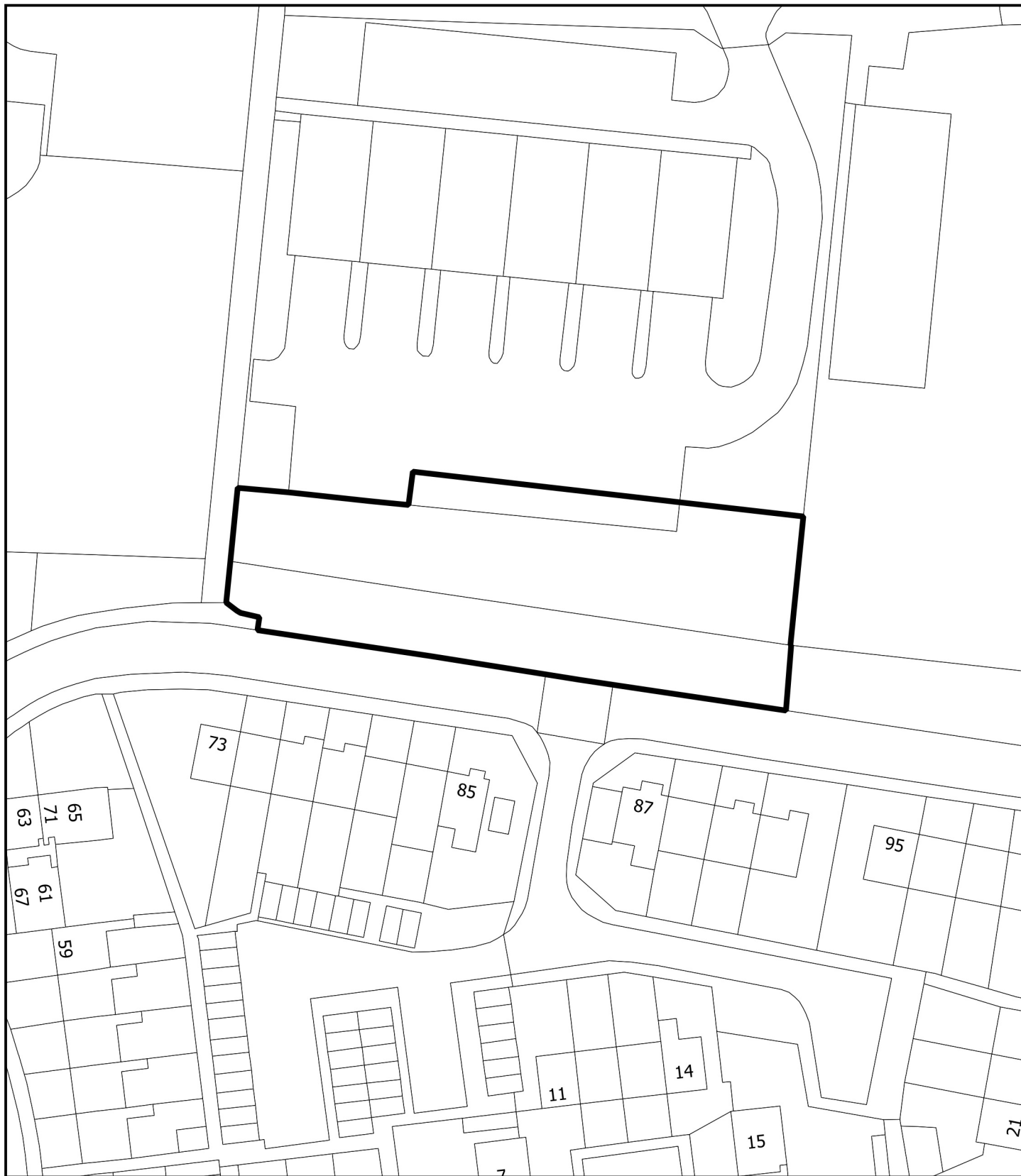
# 20/01274/F

Land S of 20 To 30 Bryggen Way And N of 73 To 93 Reid Way King's Lynn



# 20/01274/F

Land S of 20 To 30 Bryggen Way And N of 73 To 93  
Reid Way King's Lynn



**AGENDA ITEM NO: 8/2(a)**

<b>Parish:</b>	<b>King's Lynn</b>	
<b>Proposal:</b>	<b>Erection of 7No self-contained one-bedroom single storey modular dwellings with associated parking and servicing facilities</b>	
<b>Location:</b>	<b>Land S of 20 To 30 Bryggen Way And N of 73 To 93 Reid Way King's Lynn Norfolk</b>	
<b>Applicant:</b>	<b>Broadland Development Services</b>	
<b>Case No:</b>	<b>20/01274/F (Full Application)</b>	
<b>Case Officer:</b>	<b>Mrs N Osler</b>	<b>Date for Determination: 20 October 2020</b>

**Reason for Referral to Planning Committee –  
Referred by Assistant Director**

**Neighbourhood Plan:** No

**Case Summary**

The application seeks full planning permission for the erection of 7No self-contained one-bedroom single-storey, modular dwellings with associated parking at land to the north of 73 to 93 Reid Way / south of 20 to 30 Bryggen Way, King's Lynn.

The site lies within the development boundary of King's Lynn in an area at risk of flooding (Flood Zones 2 and 3 of the Local Authority's Strategic Flood Risk Maps and in the Tidal Breach Hazard Area of the Environment Agency's Hazard Maps).

**Key Issues**

- Principle of Development
- Need for Affordable Housing
- Form and Character
- Residential Amenity
- Highway Safety
- Trees
- Flood Risk / Drainage
- Other Material Considerations

**Recommendation**

**REFUSE**

## THE APPLICATION

The application seeks full planning permission for the erection of 7 No self-contained one-bedroom single-storey, modular dwellings with associated parking at land to the north of 73 to 93 Reid Way / south of 20 to 30 Bryggen Way, King's Lynn.

The site lies within the development boundary of King's Lynn in an area at risk of flooding (Flood Zones 2 and 3 of the Local Authority's Strategic Flood Risk Maps and in the Tidal Breach Hazard Area of the Environment Agency's Hazard Maps).

The development would result in the loss of four lorry parking spaces at the rear of 20 to 30 Bryggen Road, an area of green verge to the north of 73 to 93 Reid Way, an area of hedgerow and thirteen (13) trees. Two lorry parking spaces would remain to the immediate west of Plot 1. The existing car park to the units at Bryggen Way would occupy land to the immediate north of the units with the industrial building(s) to the immediate north of the parking area.

The units would gain vehicular (one parking space) and pedestrian access from Reid Way. Uncovered cycle storage is provided at the rear of all the units.

There are two types of unit proposed; type A and type B. Type B is slightly larger than type A, but both types provide a single double bedroom with separate bathroom and integrated kitchen and living space.

The units will have a metal roof and be clad in metal to the sides. The materials on the front elevation (fronting Reid Way) would comprise horizontal oak cladding and white render whilst the rear would be white render. The window frames would be grey fully flush casement windows.

Boundary treatment to the sides and front would comprise hedge plants whilst to the rear there would be a 2-metre-high close boarded timber fence.

The units would provide temporary accommodation for homeless people.

## SUPPORTING CASE

The applicant has submitted the following supporting case:

This statement responds to concerns that the loss of the verge and its function as a 'buffer' would have on the character and appearance of the area. The site is not recognised open space. This statement will demonstrate that the alleged harm is not material and should not be a determinative factor in the assessment of this planning application.

*Wider Views:* The northern side of Reid Way, of which the application site forms a small part, represents a transition area between the long-established North Lynn Industrial Estate and the 1960s housing estate. The views along Reid Way are dominated by the rear views of the industrial units and open scaffolded storage.

The verge that forms this 'buffer' runs along the length of the northern side of Reid Way and overall is approximately 270m in length, terminating at the point where the road returns in a south-westerly direction. There are sections of verge along its extent that contain mature trees and make a positive contribution in wider landscape terms. These sections of verge would not be affected in any way by this development.

The application site is located at the western edge of the verge. The application site is 79 m in length. The existing trees, hedge and verge would remain untouched for the first 23 m of its length. A section measuring 56 m would be given over to the scheme which contains no trees, only street furniture. The long views of the verge along Reid Way will remain uninterrupted when viewed in an easterly direction. When viewed looking in a westerly direction, the application site is not visible behind the trees located in the verge and as such the site is mostly hidden from any wider views.

Considering the limited wider visibility of the application site and the limited extent of verge loss at only 21%, the impact of the proposal on the wider views in Reid Way will be extremely limited.

*Localised Views:* There will be loss of some trees and section of hedge but as set out in the AIA and Landscaping Plan, their loss is assessed and mitigated. The Council's Arboricultural Officer agrees and recognises that the trees to be removed are not of sufficient quality to be protected and their removal is justified. No objections are raised in arboricultural terms.

The verge is 9 m in depth. The proposed dwellings will be located either further back or in line with the existing verge depth. Some porches will encroach into this area, but their minimal visual impact is not considered material. The land will essentially remain open.

The dwellings will have front gardens and a parking space each. The landscaping scheme demonstrates how these areas will be laid out with hedging and gardens that will maintain the open, spacious character of this part of Reid Way. The applicant would be willing to agree improvements to the proposals for the front garden and parking areas if that is deemed appropriate.

Existing dwellings opposite do not have off street parking, resulting in a high level of on street parking and visual clutter. Their gardens are between 5 and 6 m in depth, much reduced in comparison to the proposed dwellings. Sections of the existing verge are rutted and the subject of informal parking which does not make a positive contribution to the visual amenity of the area. The gardens to the new properties would be on average 3m deeper at 9m and would not contribute to on street parking pressure as on plot provision is made. Overall, the localised views of the proposed development is not materially harmful to the character or appearance of the area.

*Conclusion:* The scheme meets an evidenced need for this type of housing, the alleged harm cannot be justified as set out above and there is no conflict with Policy CS08 of the Core Strategy or Policies DM1, DM15 or DM22 of the SADMP. On this basis, planning permission should be granted for all the reasons set out in the supporting information accompanying this application.

## **PLANNING HISTORY**

No recent relevant history.

## **RESPONSE TO CONSULTATION**

**Parish Council:** N/A

**Highways Authority (NCC): NO OBJECTION;** I observe that the proposal would accord with the adopted highway standards and as a result I would not object to the proposed development, subject to conditions relating to:

- Provision of visibility splays
- Provision of parking as proposed
- Off-site highway improvement works (footway and provision of private accesses) and
- Removal of PD rights to prevent the erection of gates / bollards / or other means of obstruction across the approved accesses.

**Environment Agency:** The site is at residual risk of flooding in the event of breach/overtopping of the defences, with flood depths of up to 0.25m. The proposed FFL of 0.3m above existing ground level will prevent internal flooding. We therefore have **NO OBJECTION** but wish to make the following comments.

*National Planning Policy Framework Flood Risk Sequential Test:* In accordance with the National Planning Policy Framework (NPPF) paragraph 158, development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. It is for the Local Planning Authority to determine if the Sequential Test has to be applied and whether or not there are other sites available at lower flood risk as required by the Sequential Test in the NPPF. Our flood risk standing advice reminds you of this and provides advice on how to do this. By consulting us on this planning application we assume that your Authority has applied and deemed the site to have passed the NPPF Sequential Test. Please be aware that although we have raised no objection to this planning application on flood risk grounds this should not be taken to mean that we consider the proposal to have passed the Sequential Test.

*Review of Flood Risk Assessment (FRA):* We have no objection to the proposed development, but strongly recommend that the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) (4726476) are adhered to. In particular, the FRA states that:

- Finished floor levels will be set no lower than 4.1 mAOD.

*Advice for the LPA*

*Flood Plan:* With regard to the second part of the Exception Test, your Authority must be satisfied with regards to the safety of people (including those with restricted mobility), the ability of people to reach places of safety, including safe refuges within buildings, and the ability of the emergency services to access buildings to rescue and evacuate people. In all circumstances where flood warning and evacuation are significant measures in contributing to managing flood risk, we expect local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

*Other sources of flooding:* We have reviewed the submitted FRA with regard to tidal and main river flood risk sources only. The Internal Drainage Board should be consulted with regard to flood risk associated with their watercourses and surface water drainage proposals.

*Advice for the Applicant*

*Flood Resilient Measures:* Any proposed flood resilient measures should follow current Government Guidance. For more information on flood resilient techniques, please see the Department for Communities and Local Government (DCLG) guidance document "Improving the Flood Performance of New Buildings – Flood Resilient Construction", which can be downloaded from the following website: <https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

*Flood Warning:* The Environment Agency operates a flood warning system for existing properties currently at risk of flooding to enable householders to protect life or take action to manage the effect of flooding on property. Flood Warnings Service (F.W.S.) is a national

system run by the Environment Agency for broadcasting flood warnings. Receiving the flood warnings is free; you can choose to receive your flood warning as a telephone message, email, fax or text message. To register your contact details, please call Floodline on 0345 988 1188 or visit <https://www.gov.uk/sign-up-for-flood-warnings> Registration to receive flood warnings is not sufficient on its own to act as an evacuation plan. We are unable to comment on evacuation and rescue for developments. Advice should be sought from the Emergency Services and the Local Planning Authority's Emergency Planners when producing a flood evacuation plan.

**Emergency Planning Officer (BCKLWN): NO OBJECTION** However, I would suggest that if permission is granted then the following conditions are appended:

- Occupiers should sign up to the Environment Agency flood warning system (0345 988 1188 or [www.gov.uk/flood](http://www.gov.uk/flood))
- A flood evacuation plan should be prepared to the satisfaction of the local authority emergency planning department.
- This will include actions to take on receipt of the different warning levels.
- Evacuation procedures e.g. isolating services and taking valuables etc
- Evacuation routes.

**Strategic Housing Team (BCKLWN):** The Strategic Housing team are **FULLY SUPPORTIVE** of the application.

The proposed development will help to meet an identified need for additional temporary accommodation in King's Lynn. This was identified as one of the key priorities of the Council's Homeless and Rough Sleeping Strategy 2019-2024 and will be an important resource in reducing the use of bed and breakfast accommodation to accommodate homeless households.

Whilst this need for additional temporary accommodation had already been identified within the Homeless and Rough Sleeping Strategy, this need has come into sharp focus as a result of the pandemic [Covid19]. Therefore, the need for this scheme to be delivered is greater than ever.

**Arboricultural Officer (BCKLWN): NO OBJECTION:** The trees that are due for removal aren't really that great a quality, certainly not good enough for a TPO.

I've worked with the team and they managed to save the best trees on the site.

**Community Safety and Neighbourhood Nuisance (BCKLWN): NO OBJECTION** based on the submitted information.

The site is noted to be a 'buffer' zone between the industrial estate to the north and the residential estate to the south, and is nearer commercial businesses than I would prefer, but there are other dwellings to the west which also back onto the North Lynn Industrial Estate and the noise survey indicates that the site would be suitable.

I have noted the date of the noise survey during the school holidays, and in a period when businesses and households may not be operating as per 'normal' circumstances / levels due to Covid-19, and therefore I am keen to ensure that the close board fence to the rear and partial elements of the western and eastern site boundaries is an acoustic fence. This should be conditioned if permission is granted.

I also recommend a condition restricting construction hours (including collection and deliveries) to: 0800 and 1800 weekdays, and 0900-1300 on Saturdays, with no work allowed on Sundays and Bank/Public Holidays.

**Internal Drainage Board: NO OBJECTION.** The site is within the Internal Drainage District (IDD) of the King's Lynn Internal Drainage Board (IDB) and therefore the Board's Byelaws apply. A copy of the Board's Byelaws can be accessed on our website ([https://www.wlma.org.uk/uploads/KLIDB\\_Byelaws.pdf](https://www.wlma.org.uk/uploads/KLIDB_Byelaws.pdf)), along with maps of the IDD ([https://www.wlma.org.uk/uploads/128-KLIDB\\_index.pdf](https://www.wlma.org.uk/uploads/128-KLIDB_index.pdf)). These maps also show which watercourses have been designated as 'Adopted Watercourses' by the Board. The adoption of a watercourse is an acknowledgement by the Board that the watercourse is of arterial importance to the IDD and as such will normally receive maintenance from the IDB.

In order to avoid conflict between the planning process and the Board's regulatory regime and consenting process please be aware of the following:

\* I note that the applicant intends to discharge surface water to a sewer. I recommend that you satisfy yourselves that this proposal is in line with the drainage hierarchy (as per best practice) and is viable in this location.

\* I am not aware of any riparian owned/maintained watercourses within or adjacent to the site boundary. However, this should be confirmed by the applicant. If the proposals do involve the alteration of a watercourse, consent would be required under the Land Drainage Act 1991 (and Byelaw 4).

Whilst the consenting process as set out under the Land Drainage Act 1991 and the aforementioned Byelaws are separate from planning, the ability to implement a planning permission may be dependent on the granting of these consents. As such I strongly recommend that the required consent is sought prior to determination of the planning application.

**Environmental Health & Housing – Environmental Quality (BCKLWN): NO OBJECTION** The applicant has submitted Delta Simons Geo-environmental Report, Sept 2020. The report is based on a desk study & fieldwork (soil sampling and in-situ geotechnical testing). Selected soil samples are reported to have been scheduled for laboratory chemical analysis and geotechnical testing. Monitoring for water levels and one round of hazardous ground gas monitoring is reported to have been undertaken.

The site investigation reports that there was no indication of made ground. None of the samples tested are reported to exceed the relevant assessment criteria for the proposed end use. There was one detection of chrysotile asbestos cement material in one location. The report recommends further site investigation to see if asbestos is widespread or alternatively some source removal and import of cover material to form garden and amenity areas and also protection from hazardous ground gas.

As further work is required to investigate and remediate the site, I recommend that this be required by the following conditions:

- 10009 – site characterisation
- 10010 – submission of remediation scheme
- 10011 – implementation of approved remediation scheme
- 10012 – reporting of unexpected contamination

**Natural England:** NO COMMENTS to make

**King's Lynn Civic Society: OBJECT** King's Lynn Civic Society are very concerned about this application, which is located within the planned amenity buffer between a residential



estate and the North Lynn Industrial Estate. Clearly the purpose of the buffer has been to separate domestic residents from the noise and activity at the industrial estate.

The proposed scheme will place residential units directly adjacent to industrial premises, apparently with the proposed north-facing French windows of the units only metres away from the HGV loading bay of the warehouses. It seems inevitable that the proposal will lead to future tensions and complaints and further undermine the viability of the industrial units.

The scheme will remove 15 mature trees, a section of hedge and a wide verge that have served to separate the industrial premises from the existing housing. There will be no space to replace these losses. Reid Way appears to be at least 1km from the nearest convenience stores and residents are likely to wish to own a car. On-street parking is already notable in the vicinity. In general, we don't see how this proposal is contributing to a sustainability agenda.

We object to a proposal that seeks to squeeze additional dwellings into an area of amenity landscape that has clearly been provided to provide an acceptable transition between different types of land use. It is regrettable that it would appear the BCKLWN have offered land to a housing association when development is unlikely to fit any sustainability goals.

If this scheme is permitted, it would set a worrying precedent that would presumably give a greenlight to the Borough property section to sell off any piece of public amenity land for development. How will that ultimately enhance our community?

**REPRESENTATIONS** Three letters of objection have been received from third party representatives. The issues can be summarised as:

- Increased traffic means more cars parked on the road
- Loss of view of green space
- The development is substandard and inappropriate regardless of whether it is for affordable or public housing. What sort of message would approval of this application send?
- The siting of 7 'pods' of this form, quality and in this location is completely inappropriate and flies in the face of the NPPF and the Council's own adopted policies
- The site is inappropriate on all fronts
- If this poor-quality example of 'public' housing is given the go ahead, it will be referred to in far superior forms of development rejected elsewhere in the future for years to come. This is a planning abomination on a major scale
- I have no affiliation with the Civic Society, but I wholeheartedly agree with their objection
- Loss of eleven good and prominent trees and one indigenous species hedge all of which form an important and valuable feature in the area and are important in making the local environment attractive and pleasant to live in
- The ecological value of the trees and hedge is also of significance. The Council's Local Plan and National Planning Policy Framework make much of retaining and enhancing 'biodiversity' and the environment, but this application clearly is damaging both
- I would like to ask for the trees to be protected by tree preservation orders
- The landscaping scheme submitted with the application is not adequate to compensate for the loss of the appearance of large impressive trees and good cohesive hedge all along this frontage
- I am also concerned at the lack of play areas provided for each house – there is no garden area of any size and no areas for children to be outside

- The houses are jammed up together and this will cause neighbour problems for the residents
- These are houses which would not have been to the same standard as the temporary housing of prefabs built as emergency accommodation after the last War.

## **LDF CORE STRATEGY POLICIES**

**CS01** - Spatial Strategy

**CS02** - The Settlement Hierarchy

**CS03** - King's Lynn Area

**CS08** - Sustainable Development

**CS09** - Housing Distribution

**CS11** - Transport

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016**

**DM1** – Presumption in Favour of Sustainable Development

**DM2** – Development Boundaries

**DM15** – Environment, Design and Amenity

**DM17** - Parking Provision in New Development

**DM19** - Green Infrastructure/Habitats Monitoring & Mitigation

## **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF)  
 Planning Practice Guidance (PPG)  
 National Design Guide 2019

## **PLANNING CONSIDERATIONS**

The main issues for consideration in the determination of this application are:

- Principle of Development
- Need for Affordable Housing
- Form and Character
- Residential Amenity
- Highway Safety
- Trees
- Flood Risk / Drainage
- Other Material Considerations

## **Principle of Development**

The site lies within the development boundary of King's Lynn. Residential development can be supported in principle, but of course is subject to the range of other relevant planning policy and guidance to be considered in the balance.

## **Need for Affordable Housing**

Housing authorities are required under the Housing Act 1985 (as amended by the Housing and Planning Act 2016) to review periodically the housing needs of their area.

The Housing Act 1996 is the primary legislation setting out a local authority's duties towards homeless households. The 1996 Act has been amended by The Homelessness Reduction Act 2017 to introduce additional new statutory duties to 1)'prevent' and 2) 'relieve' homelessness for all eligible applicants homeless or threatened with homelessness within 56 days.

The Homelessness Act 2002 requires local housing authorities to publish a homelessness Strategy every 5 years. To meet this requirement the Council has produced its Homelessness and Rough Sleeping Strategy 2019 – 2024.

One of the main strategic objectives of the Strategy is to develop a hierarchy of different types of temporary accommodation (para 12.2) and within that hierarchy to develop additional new temporary accommodation for families (to meet identified gaps in provision). One solution is to bring provision on-line in a very timely way making use particularly of modern modular constructed (offsite constructed) products that can be deployed and re-used flexibly.

The proposed accommodation would assist the housing authority to meet its statutory duty to provide households with suitable temporary accommodation. The Homelessness Code of Guidance for Local Authorities states that "Wherever possible, housing authorities should avoid using B&B accommodation for homeless applicants" and the Homelessness (Suitability of Accommodation)(England) Order 2003 specifies that B&B accommodation is not to be regarded as suitable for applicants with family commitments.

At the national level, Para 59 of the NPPF acknowledges the role of the Planning System in supporting the Government's objective of significantly boosting the supply of homes and meeting the needs of groups with specific housing requirements. To enable this support the planning system should be informed by the Local Housing Need Assessment.

At the local level, this is reiterated in Core Strategy Policy CS01 that states that one of the development priorities for the borough is to improve accessibility for all to services, education...and housing, and in CS09 that requires decisions to take appropriate account of identified need when determination planning applications for housing.

In summary, there is an identified need for the type of accommodation proposed by this application and there is a strong emphasis at the national and local level in relation to planning policy and guidance to enable, in a timely fashion, development that will address that need.

Clearly therefore the Planning System has a significant role to play in ensuring the temporary accommodation needed (as identified in the Local Housing Need Assessment and set out in the Council's Homelessness and Rough Sleeping Strategy 2019 – 2024) is provided in the right place at the right time.

## Form and Character

Both the NPPF and Local Plan aim to ensure that the planning system provides for a high-quality environment.

Paragraph 124 of the NPPF states that: 'The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'

Para 127 of the NPPF requires planning decisions ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>46</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Para 130 of the NPPF states that: 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions...'

These values are reiterated in the Local Plan and covered by Site Allocations and Development Management Policies Plan (SADMP) Policy DM15 and Core Strategy Policy CS08.

Policy DM15 states: 'The scale, height, massing, materials and layout of a development should respond sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials. Development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused.'

Policy CS08 of the Core Strategy states that: 'new development should demonstrate its ability to respond to the context and character of places by ensuring the scale, layout, density and access will enhance the quality of the environment.'

North Lynn is one of the most densely developed areas in the borough. The wider area is largely characterised by two-storey terrace and semi-detached dwellings with small frontages and slightly larger rear amenity areas. There is very limited off-street parking and even less ability to turn a vehicle within curtilage. As such on-street parking is prevalent. There are relatively limited areas of green space within the wider North Lynn area. It could therefore be argued that these areas are all the more important given the density of development in the wider North Lynn area. These areas offer both visual amenity and sometimes more-wider amenity such as usual areas.

The site represents one of these green spaces within the wider North Lynn area (comprising a grass verge, hedgerow and a number of mature trees), and whilst not offering a particularly useable area for play it offers an important visual break between built form as well as an important transitional green buffer between residential development and the industrial / commercial area to the north. As such its importance it considered to be twofold.

Historically views of the site would have been more limited. However, since the opening of Lynnsport Way (that runs to the south of the site), the site is more visible from the public domain.

Whilst a number of trees will be retained, thirteen would be lost. Whilst the Arboricultural Officer has stated that they are not worthy of TPOs, the trees are not of such poor quality that they would need to be removed other than in relation to development of the site, and your officers consider that their loss would materially detract from the visual amenity of the area.

The loss of the green verge, hedge and trees would change the character of this particular part of Reid Way to the detriment of its visual amenity regardless of the type of development proposed on the site.

In relation to the type of development proposed, the units themselves take no marker from any built form in the locality. However, given the site will be separated from the industrial estate by a 2m high close boarded acoustic fence; and will be accessed from Reid Way, the site will be read in relation to Reid Way and not as part of the industrial estate. As such the metal clad sides and metal roofs could be argued to appear alien in the street scene, and of detriment to the visual amenity of the locality.

The applicant argues that the loss of the verge, trees and hedge would not be material. However, for the reasons outlined above, your officers do not agree with this assessment, and consider the loss of these features alone would have a significant detrimental impact on the locality of this particular part of Reid Way, with the buildings themselves further damaging to the visual amenity of the locality.

In terms of form and character therefore it is considered that the development does not respond sensitively or sympathetically to the local setting and would not enhance the quality of the environment. It is therefore considered that the proposed development would have a materially harmful impact on the character and appearance of the locality and would therefore be contrary to Local Plan Policies CS08 and DM15 and paragraphs 127 and 130 of the NPPF, 2019.

### **Residential Amenity**

Paragraph 182 of the NPPF states that: *'Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities. Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or agent 'of change') should be required to provide suitable mitigation before the development has been completed.'*

Whilst CSNN have stated that the site *'is nearer to commercial businesses than they would prefer they would prefer'*, they raise no objection to the proposed development as they consider that the proposed 2m high acoustic fence would prevent any statutory nuisance thereby providing suitably mitigation as required by the NPPF.

One third party suggests that the gardens are very small. This cannot be argued with. However, the units are to provide temporary accommodation for homeless people. The temporary nature of the units, together with the fact that the LPA has no policies relating to minimum garden sizes suggests that this is not be a determinative factor in the assessment of the application.

In relation to the impact from the proposed development on existing residential development, there would be no material overlooking, overshadowing or overbearing impacts.

### **Highway Safety**

Parking standards require a single parking space for one-bedroom units and cycle storage provision. The proposal accords with these requirements, and the Local Highway Authority raises no objection to the proposed development on the grounds of highway safety.

### **Trees**

The arboricultural officer raises no objection to the loss of the trees given they are not worthy of protecting by Tree Preservation Order(s).

### **Flood Risk / Drainage**

The site lies within an area at risk of flooding, and in a breach event could flood to 0.25m in depth.

One of the development priorities for the borough, as laid down in the Core Strategy, is to avoid areas at risk of flooding (CS01). However, CS01 also recognises that some development may be required within flood risk areas to deliver regeneration objectives within King's Lynn.

Policy CS08 expands on this and requires development in high flood risk areas to demonstrate that:

1. the type of development is appropriate to the level of flood risk identified in the Strategic Flood Risk Assessment, or
2. if the development vulnerability type is not compatible with the flood zone as set out in the NPPF, proposals will need to demonstrate that the development contributes to the regeneration objectives of King's Lynn or the wider sustainability needs of rural communities
3. the development is on previously developed land, or, where proposals are for development of greenfield sites, the development must demonstrate a contribution to the regeneration objectives of King's Lynn or the wider sustainability needs of rural communities;
4. flood risk is fully mitigated through appropriate design and engineering solutions.

These policies are consistent with the NPPF that requires inappropriate development in areas at risk of flooding to be avoided. However, where development is necessary in such areas, the NPPF requires those developments to be made safe for their lifetime without increasing flood risk elsewhere.

In relation to the development requirements of CS08:

1. The development is of a vulnerability class appropriate to the level of flood risk
2. It can be argued that the development would contribute to the regeneration objectives of King's Lynn through the provision of this form of accommodation

3. The development is on a greenfield site, but would contribute to the regeneration objectives of King's Lynn
4. Appropriate conditioning of finished floor levels and flood resilient and resistant mitigation measures to be incorporated into the design would satisfactorily address this point.

The NPPF also requires this proposal to pass the Sequential and Exception Tests.

In relation to the sequential test, it is acknowledged that there are no sites at a lower risk of flooding that are reasonably available for the development proposed.

In relation to the Exception Test (ET), the Environment Agency and Emergency Planning Officer's comments combine to satisfy your officers that the second part of the ET is passed; *'the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.'*

The first part of the ET requires *the development to provide wider sustainability benefits to the community that outweigh the flood risk'.*

The development would provide 7No temporary dwellings for homeless people. This would meet an identified need in King's Lynn and is identified as one of the key priorities of the Council's Homeless and Rough Sleeping Strategy. It is therefore considered that the development would provide wider sustainability benefits to the community that outweigh the flood risk. Your officers are therefore satisfied that the first part of the ET is also passed.

No objections have been received from statutory consultees in relation to the risks associated with flooding.

In relation to drainage, the IDB's comments are noted. However, drainage could be suitably conditioned if permission is granted.

## **Ecology**

A Preliminary Ecological Survey accompanied the application. The survey concludes that: *The site itself has a low ecological value which is just about of a local level of importance only resulting from the presence of mature trees and hedging on the site.*

*The site has been assessed in relation to presence /absence of suitable habitat for bats and it is concluded that the site does not present more than a limited potential for a small number of bats use the site as part of a much wider forage zone. The site and adjacent gardens do present a modest and limited forage potential in relation to the provision of flying insects (mainly associated with the tree cover present) and the site has some connectivity to other similar areas to the east and west / south, but any population is likely to be small and the role of the site in supporting the population is likely to be limited and partly due to its location which allows connectivity along the Reid Way hedge and tree line.*

*The site does present limited nesting potential for the local (garden species) bird population with the hedging being the most significant feature in this respect.*

*There is a low potential for hedgehog to be present on the site or to use the site as part of a wider forage zone, but such a population would be small due to the limited nature of the connectivity of the site to wider forage and resting zones nearby and we assume a fairly intact barrier fence all-round the site.*

*Similarly, the site has been assessed in relation to other protected species (great crested newts badgers and reptiles) and it is considered that the site does not present any habitat which would indicate usage or potential presence of such species.*

*In summary, for local populations of garden birds, as a part of a wider forage area for bats, and as part of any forage / habitat used by hedgehog, the site has some value which, if the conservation features on the site are entirely lost, would be likely to result in declines in the probable resident populations of these species in the immediate area. It is therefore recommended that the principle features of the site are replaced where possible, and that connective elements and forage potential are retained by the use of suitable landscaping features, the provision of nesting boxes and that suitable tree retention and protection measures are employed’.*

If permission is granted, appropriate mitigation could be conditioned as suggested in the Survey.

In line with SADMP Policy DM19, the Habitat Mitigation Fee of £50 per dwelling has been received.

### **Other Material Considerations**

**Objections:** In relation to the Civic Society and Third Party Objections raised in relation to the proposed development, the LPA responds as follows:

- Relationship and proximity of development to industrial premises – covered in report
- Loss of amenity land that offers a transition between residential and industrial uses – covered in report
- Loss of trees – covered in report
- Proximity of site to nearest convenience stores – the site lies has very good pedestrian and cycle links to nearby convenience stores and King’s Lynn Town Centre
- Approval of this application would set a precedent – every application has to be considered on its own merits
- Will not enhance the community – covered in report
- Highway Safety – covered in report
- Consistency of Decisions – every application has to be considered on its own merits
- The development, regardless of whether the use is affordable or public housing, is totally inappropriate in this locality and represents poor design – covered in report
- Ecological value of site – covered in report
- Size of garden areas – covered in report

**Secure Use:** If Members are minded to approve the application, the affordable housing would need to be secured by S106 Agreement.

### **Crime and Disorder**

There are no specific crime and disorder issues arising from the proposed development.

### **CONCLUSION / PLANNING BALANCE**

The application proposes the provision of 7No single-storey, modular dwellings to provide temporary accommodation for homeless people. Whilst there are objections from the Civic Society and third parties, no objections have been received from statutory consultees on technical grounds in relation to highway safety, residential amenity or flood risk. Issues



relating to contamination and drainage (as well as flood risk, highway safety, amenity and ecology) can be suitably conditioned if permission is granted.

The scheme would provide temporary accommodation for homeless people that would meet an identified and urgent need in the borough and significantly reduce the likelihood that the housing authority would need to use unsuitable Bed and Breakfast accommodation to meet its statutory homelessness duties. For this reason, the scheme is supported at national and local level.

The provision of the accommodation to meet this pressing need is considered to weigh heavily in favour of the grant of planning permission.

There are also some economic benefits although there is unlikely to be much wider gain given that the units are modular and will be brought onto site (i.e. there is unlikely to be construction work for local people etc.).

However, these economic issues are considered to carry limited weight in favour of the proposed development.

In terms of environmental issues, the site is greenfield and represents part of an important green space that not only provides visual amenity, but also a planned buffer between residential and industrial uses. To develop part of this important area of open space, removing mature trees and hedgerows, and replacing them with a relatively high-density form of development would be of significant detriment to the character of this specific part of Reid Way.

This is considered by officers to weigh heavily against the grant of planning permission.

Clearly given the above this is an on balanced decision, but officers consider that that the positive benefits of the provision of the temporary accommodation would not outweigh the significant harm to the character of the area, and that the application should be refused for the following reason.

#### **RECOMMENDATION:**

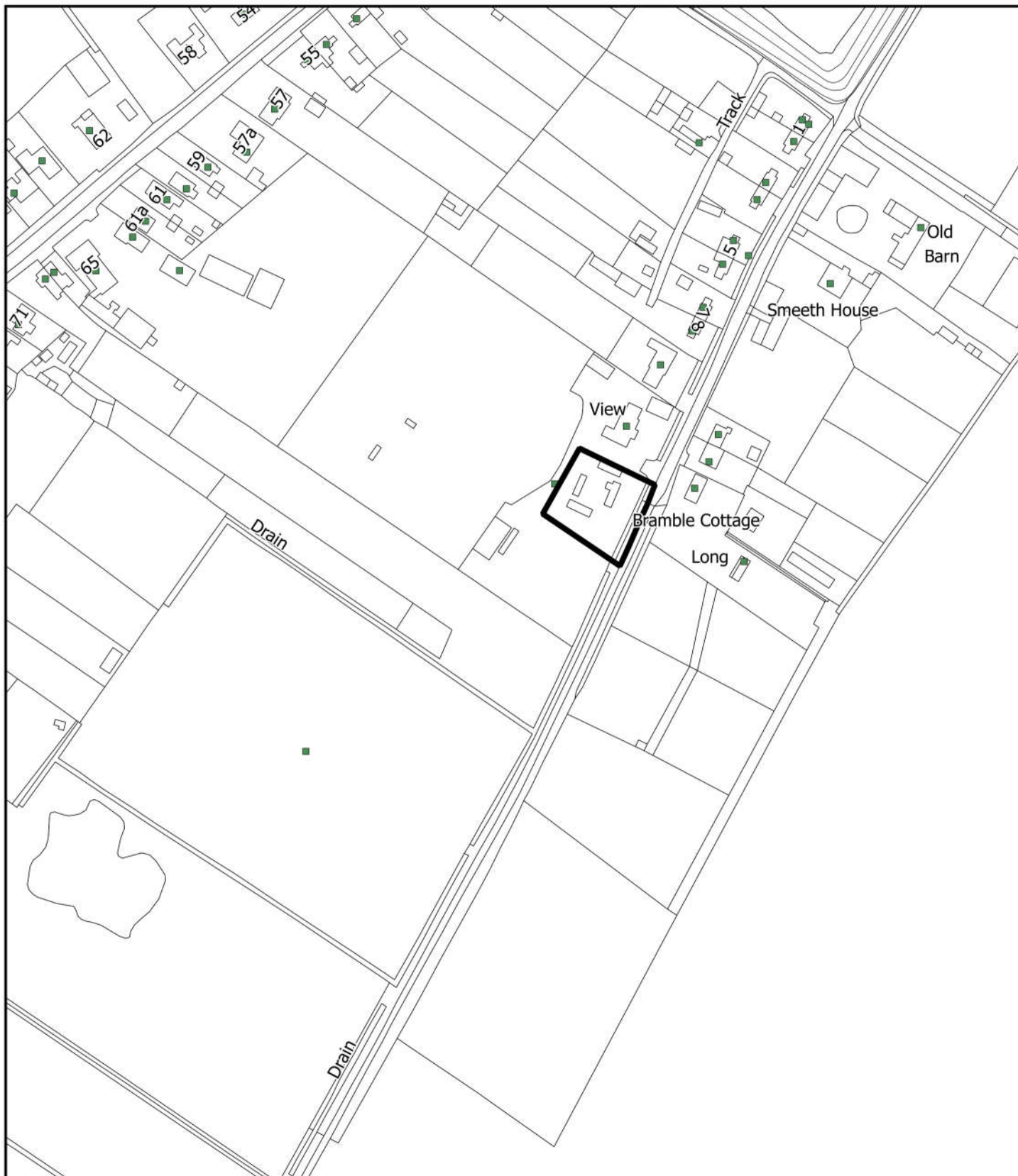
**REFUSE** for the following reason:

- 1 The site represents part of an important transitional green space between industrial and commercial uses and comprises a grass verge, hedgerows and trees. The site is an important contributor to the character of this specific part of Reid Way and offers considerable visual amenity value.

To develop this site would result in a diminution of this important transitional green area that would be of significant detriment to the visual amenity of the locality. It is therefore considered that the proposed development does not respond sensitively or sympathetically to the local setting, would not enhance the quality of the environment, and would have a materially harmful impact on the character and appearance of the locality. It is considered that the positive benefits are outweighed by the harm in this case, and the proposed development would therefore be contrary to Local Plan Policies CS08 and DM15 and paragraphs 127 and 130 of the NPPF, 2019.

**20/01585/F**

**Land w of Bramble Cottage Dades Lane Marshland  
St James**



**20/01585/F**

**Land w of Bramble Cottage Dades Lane Marshland  
St James**



<b>Parish:</b>	<b>Marshland St James</b>	
<b>Proposal:</b>	<b>New Dwelling</b>	
<b>Location:</b>	<b>Land W of Bramble Cottage Dades Lane Marshland St James Norfolk</b>	
<b>Applicant:</b>	<b>Ms J Nelson</b>	
<b>Case No:</b>	<b>20/01585/F (Full Application)</b>	
<b>Case Officer:</b>	<b>Clare Harpham</b>	<b>Date for Determination: 9 December 2020</b>

**Reason for Referral to Planning Committee** – Councillor Long requested that the application be determined by the Planning Committee

**Neighbourhood Plan:** No

**Case Summary**

The application is for a new four bedroom detached house with attached garage served by Dades Lane, Marshland St James. The proposed new dwelling would be located outside the development boundary of Marshland St James and therefore within the countryside.

**Key Issues**

- Principle of development
- Form and Character
- Neighbour Amenity
- Highways Issues
- Other material considerations
- Crime and Disorder Act

**Recommendation**

**REFUSE**

**THE APPLICATION**

The application site is a regular shaped piece of land at the end of Dades Lane on its western side and is currently classed as agricultural land. The site is bounded to the front by mixed hedging/vegetation. The site is open to the neighbouring dwelling (family member) and open to the other boundaries.

Dades Lane is a narrow single width road with a mix of ex Local Authority semi-detached dwellings, as well as some detached, predominantly two-storey dwellings located in

Planning Committee  
7 December 2020

proximity to the application site. Immediately adjacent to the site is a large two-storey dwelling which was granted planning permission when the Borough Council lacked a five-year housing land supply (15/02110/F and revised by application 17/02417/F).

The application is for full planning permission for a large detached dwelling with an attached garage.

## **SUPPORTING CASE**

None received.

## **PLANNING HISTORY**

20/00235/F: Application Withdrawn: 07/04/20 - New dwelling - Land W of Bramble Cottage Dades Lane Marshland St James

## **RESPONSE TO CONSULTATION**

### **Parish Council: SUPPORT**

**Highways Authority: OBJECT** I note that this application is similar to a previous proposal under reference number 20/00235/F. I refer you to my comments made at the time, the highways conditions remain the same and therefore my previous recommendation for refusal still stands for this application.

Previous comments - You will be aware that I have previously visited the site and expressed concerns in relation to former planning applications 15/02110/F and 17/02419/F.

From my visits it was, and it remains evident that Dades Lane has limited passing opportunities found at its north-east end. There is a ditch to its north side and verges are narrow and therefore it is not possible to provide any mitigating formal passing provisions over its length of concern. It is therefore considered that Dades Lane is unsuitable for further habitual increases in traffic due the conflict, over running and reversing that is likely to result and there are currently signs of verge damage to be found at the north-east section of the road.

A residential dwelling will typically generate on average 6 vehicular trips per day.

I believe that an approval of the application would result in an intensification of use of a section of highway that is unsuitable to cater for additional traffic in its current form and an approval of this application is also likely to set a precedent for further undesirable development on this narrow section of road.

The National Planning Policy Framework (NPPF) supports through section 9 Promoting Sustainable Transport & para 110, in part, the need to 'minimise the number and length of journeys'. It also encourages the importance of being able to 'give priority first to pedestrian and cycle movements' and 'so far as possible facilitating access to high quality public transport'...

Sustainable transport policies are also provided at a local level through Norfolk's 3rd local transport plan Connecting Norfolk – Norfolk's Transport Plan for 2026 (see Appendix F). Policy 5 of this document states "New development should be well located and connected to

Planning Committee  
7 December 2020

existing facilities so as to minimise the need to travel and reduce reliance on the private car or the need for new infrastructure”.

The proposed development site is remote from schooling; town centre shopping; health provision and has restricted employment opportunities with limited scope for improving access by foot, cycle and public transport. The distance from service centre provision precludes any realistic opportunity of encouraging a modal shift away from the private car. It is the view of the Highway Authority that the proposed development is also likely to conflict with the aims of sustainable development, therefore and you may wish to consider this point within your overall assessment of the site.

In relation to highway maintenance and safety considerations I recommend that the application is refused

**Internal Drainage Board: NO OBJECTION** The applicant indicates that surface water will be via infiltration (soakaway). If surface water drainage via infiltration is not viable following testing and it is proposed to a watercourse then consent under Byelaw 3 will be necessary.

We note that foul water is proposed to a package treatment plant. Should this be discharged to a watercourse then consent will be required under Byelaw 3.

We note the presence of a riparian drain adjacent to the site and that works are proposed to alter this (access) which will require consent under Byelaw 4 and Section 23 of the Land Drainage Act 1991.

It is recommended that consent is sought prior to the granting of planning permission.

**Environmental Health & Housing - Environmental Quality: NO OBJECTION** The applicant has provided a brief contaminated land screening assessment. Based on this and on the site's previous use as an orchard, there are no significant sources of contamination identified and we have no objections to the proposal.

I also note that the plans show a chimney and presumed solid fuel appliance. The applicant should have regard to our advice on burning wood and coal.

**Emergency Planning:** Due to the site location in an area at risk of flooding it is recommended that the occupants sign up to the EA Flood Warnings Direct service and prepare a Flood Evacuation Plan.

**Natural England: NO OBJECTION** Based upon the plans submitted Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

## REPRESENTATIONS

**FOUR** letters of **SUPPORT** covering the following:

- Peaceful lane, one more house will make no difference.
- The other two houses build adjacent are good quality, another will have no detrimental effect and will enhance houses already built.
- Since adjacent houses have been built there has been an upgrade in electricity and the dykes have been cleared and serviced.
- Since other houses have been built its helped having a turning point at the end of the road.

- No objection but the green lane (continuation of Dades Lane but unmetalled) should have no further building as is unsuitable for through traffic.

## **LDF CORE STRATEGY POLICIES**

**CS01** - Spatial Strategy

**CS06** - Development in Rural Areas

**CS08** - Sustainable Development

**CS11** - Transport

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016**

**DM1** – Presumption in Favour of Sustainable Development

**DM2** – Development Boundaries

**DM6** - Housing Needs of Rural Workers

**DM15** – Environment, Design and Amenity

**DM17** - Parking Provision in New Development

## **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Planning Policy Framework – sets out the Government’s planning policies for England and how these are expected to be applied.

National Planning Practice Guidance - Provides National Planning Practice Guidance, in support of and in addition to the NPPF

National Design Guide 2019

## **PLANNING CONSIDERATIONS**

The main issues to consider when determining this application are as follows:

Principle of development

Form and Character

Neighbour Amenity

Highways Issues

Other material considerations

Crime and Disorder Act

### **Principle of development**

The application site is located outside of the settlement boundary of Marshland St James as identified within Inset Map G57 (Marshland St James / St John’s Fen End / Tilney Fen End)

of the Site Allocations and Development Management Policies Plan 2016 and as such is within the countryside.

Planning policy has a presumption in favour of sustainable development, the proposal needs to accord with the three dimensions which underpin such development, i.e. economic, social and environmental aspects which are mutually dependent. Para 170 of the NPPF states that the intrinsic character and beauty of the countryside should be recognised. Policy CS01 and CS06 of the King's Lynn Core Strategy 2011 reiterates that beyond the villages and in the countryside, the strategy will be to protect the countryside for its intrinsic character and beauty and Policy CS06 goes on to state that development of greenfield sites will be resisted unless essential for agricultural or forestry needs. Page 4 of the design and access statement states that the application site is 'previously developed land' but this is not the case, the land is classified as agricultural land (formerly part of an orchard) and this is excluded from the definition of 'previously developed land' within Annex 2: Glossary of the NPPF.

No justification relating to housing need for a rural worker has been submitted and therefore the proposal is simply an unrestricted dwelling in the countryside. The proposed dwelling would consolidate sporadic development in an area characterised by farmland and horticulture. The proposal would harm the rural character of the area and be contrary to policies to protect and focus new housing in sustainable locations. Policy DM2 of the Site Allocations and Development Management Policies Plan 2016 also states that outside the development boundary new development will be more restricted and identifies instances where residential development may be appropriate such as rural workers housing (under Policy DM6 of the SADMP) and affordable housing (under Core Strategy Policy CS09). The proposal does not meet the criteria for either of these.

Consequently, given the sites location outside of the development boundary and the fact that there is no justification for the proposal, the proposal is contrary to the provisions of the NPPF, Policies CS01 and CS06 of the King's Lynn and West Norfolk Core Strategy 2011 and Policies DM2 and DM6 of the Site Allocations and Development Management Policies Plan 2016.

### **Form and Character**

The proposed dwelling is large in scale, with a width measuring 20 metres (including the attached garage) and a depth of 14.5m on the north-eastern side. Whilst the proposal is large in scale and does not have the modest proportions of some other dwellings in close proximity, the neighbouring two dwellings are large in scale and of a similar appearance so it is hard to argue that it would be out of character with the locality.

Notwithstanding the above, the proposal would further extend the existing built form into the open countryside (former orchard) at the end of Dades Lane. Page 8 of the Design and Access Statement refers to the proposal as 'infill', however this is not the case and the proposal certainly does not comply with infill Policy DM3 'Development in Smaller Villages and Hamlets' for two reasons. Firstly, Marshland St James is not a 'Smaller Village and Hamlet' as defined within Policy CS02 of the Core Strategy and consequently has a defined development boundary. Indeed, the application site is located at some distance from the development boundary of Marshland St James which is located predominantly along Smeeth Road. Secondly, the proposed dwelling is not located within a gap in an otherwise built up frontage, but would be located at the end of the metalled part of Dades Lane, with the proposed dwelling fronting the non-metalled 'green lane' which extends south-west, with the proposal extending the existing built form further into undeveloped countryside.



Therefore, it can be determined that whilst the proposal may not be out of character with its immediate neighbours, it does not overcome the in principle policy objection outlined above.

### **Neighbour Amenity**

The proposal would not cause any amenity issues to the degree that would warrant a refusal and the impact on the neighbouring dwelling to the north-east has been considered.

There are no first-floor windows on the north-eastern side elevation and therefore there would be no impact with regard to overlooking. The plans have been amended to relocate the balcony to the master bedroom so that it looks towards the south-west and would not overlook any private amenity space to the neighbouring dwelling.

Whilst the side elevation has a depth of 14.4m it is not considered overbearing due to its distance from the boundary and the neighbouring dwelling.

There are some side windows in the neighbouring dwelling to the north-east (first floor windows to the master bedroom suite and ground floor to the kitchen/lounge/dinner) and due to the orientation of the proposal there may be some impact later in the day with regard to loss of light, however due to the distance between the proposal and the neighbour and the orientation which is not directly south, the impact is not considered sufficient to refuse the application on this basis.

There is no neighbour directly opposite and no other neighbour who could be impacted with regard to amenity issues due to the orientation and distance.

### **Highways Issues**

There is an objection to the proposal on the grounds of highway safety from the Highways Officer. Dades Lane is very narrow for the majority of its length with only limited passing opportunities at its ends. As there is a ditch to its northern side and the verges are narrow it's not possible to provide any mitigating formal passing provision over its length of concern.

A residential dwelling will typically generate on average 6 vehicular trips per day. An approval would result in an intensification of use of a section of highway that is unsuitable to cater for additional traffic in its current form. The lack of passing provision leading to habitual conflict, over running and reversing.

Additionally the Highways officer states that the NPPF supports through section 9 Promoting Sustainable Transport & para 110, in part, the need to 'minimise the number and length of journeys', encouraging the importance of being able to 'give priority first to pedestrian and cycle movements' and 'so far as possible facilitating access to high quality public transport'... Sustainable transport policies are also provided at a local level through Norfolk's 3rd local transport plan Connecting Norfolk – Norfolk's Transport Plan for 2026 (see Appendix F). Policy 5 of this document states "New development should be well located and connected to existing facilities so as to minimise the need to travel and reduce reliance on the private car or the need for new infrastructure".

It is therefore also the view of the Highways officer that the proposal is also likely to conflict with the aims of sustainable development as has been identified within the in principal objection to the proposal earlier in the report. With the proposed development site being remote from schooling; town centre shopping; health provision and having restricted employment opportunities with limited scope for improving access by foot, cycle and public transport. The distance from service centre provision also precludes any realistic opportunity of encouraging a modal shift away from the private car.

The proposal is therefore contrary to Section 9, in particular paragraph 110 of the NPPF, Policy CS11 of the Core Strategy 2011 and Policy DM15 of the SADMPP 2016.

### **Other material considerations**

The application site is located within a Dry Island and Flood Zone 1 of the Strategic Flood Risk Assessment 2018 and therefore does not require a Flood Risk Assessment although it would be recommended that the future occupants signed up to the EA Flood Warnings Direct Service.

Comments have been received from the IDB which confirm that consent under Byelaw 4 and the Land Drainage Act will be required in order to carry out works on the new point of access. In addition, consent under Byelaw 3 may be required if it is determined following infiltration tests that soakaways will not work. Whilst the IDB indicate that these consents should be obtained prior to the determination of the application it is of note that the granting of planning permission does not preclude a developer from gaining any other consents that are necessary for a development to take place. Therefore it is considered that the application can be determined without the need to gain consent under different legislation.

There are no objections from Environmental Quality regarding contamination or air quality.

There are no objections from Natural England relating to statutorily protected nature conservation sites or landscapes.

### **Crime and Disorder**

There are no issues with this application with regard to crime and disorder.

### **CONCLUSION**

The proposed new dwelling does not represent sustainable development and would be located within the countryside with no justification. In addition, the proposal is served by a narrow road which is considered inadequate to serve the proposed development. Consequently, the proposal is contrary to the National Planning Policy Framework, Policies CS01, CS06, CS08 and CS11 of the King's Lynn and West Norfolk Core Strategy 2011 and Policies DM1, DM2, DM6 and DM15 of the Site Allocations and Development Management Policies Plan 2016.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that an application must be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance there are no material considerations which indicate that the application should be determined other than in accordance with the development plan and it is recommended that the application be refused.

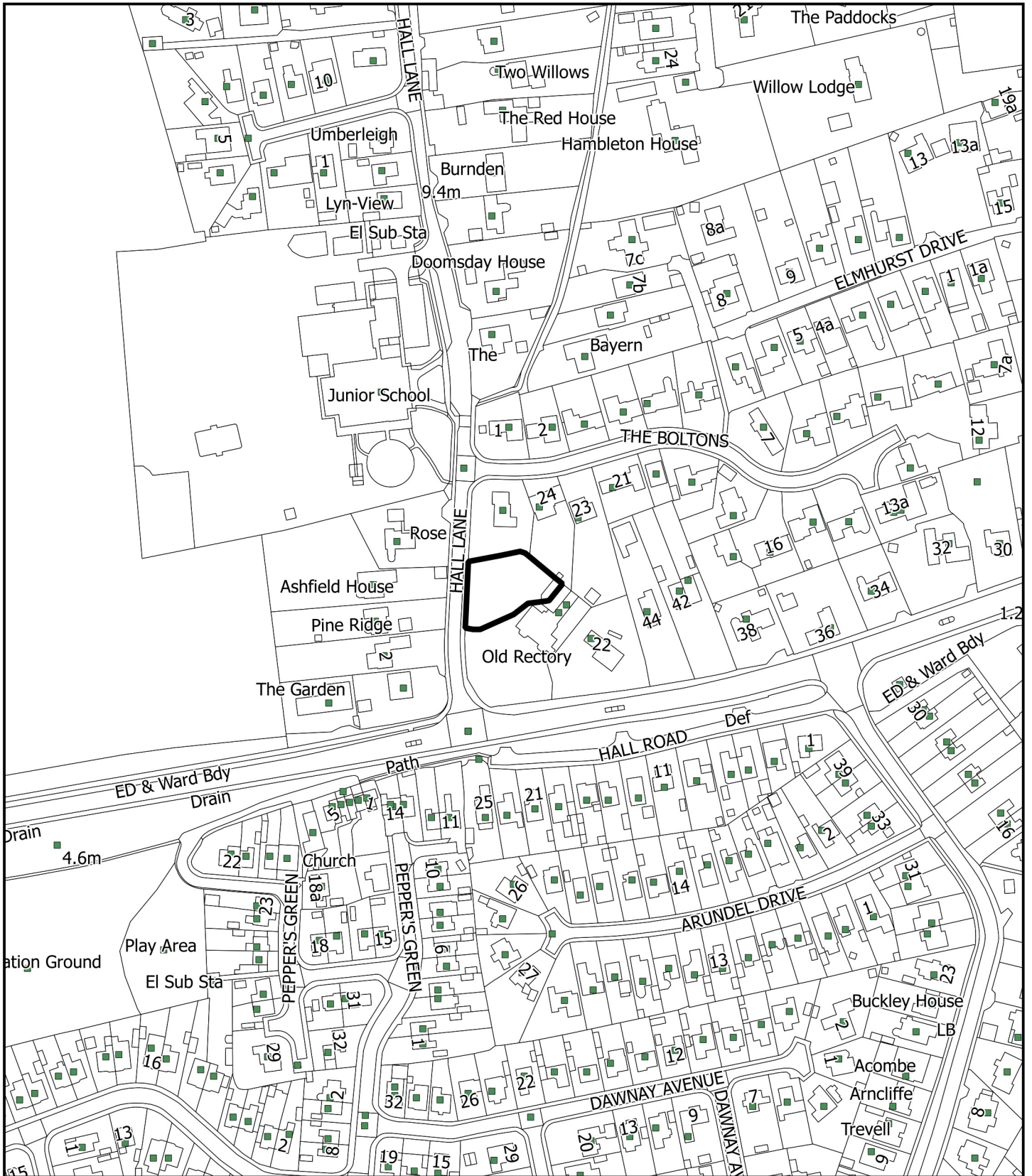
**RECOMMENDATION:**

**REFUSE** for the following reason(s):

- 1 Planning policy states that the countryside should be protected beyond the villages for its intrinsic character and beauty and that development will be resisted unless essential for agricultural or forestry needs. The proposed new dwelling is located outside of the settlement boundary with no justification and contributes towards a consolidation of sporadic development which is contrary to the provisions of the NPPF, Policies CS01 and CS06 of the King's Lynn and West Norfolk Core Strategy 2011 and Policies DM2 and DM6 of the Site Allocations and Development Management Policies Plan 2016.
- 2 The unclassified road serving the site is considered to be inadequate to serve the proposed development, by reason of its restricted width and lack of passing provision. The proposal, if permitted, would be likely to give rise to conditions detrimental to highway safety. Consequently, the proposal would be contrary to the provisions of the NPPF, Policy CS11 of the King's Lynn and West Norfolk Core Strategy 2011 and Policy DM15 of the Site Allocations and Development Management Policies Plan 2016.

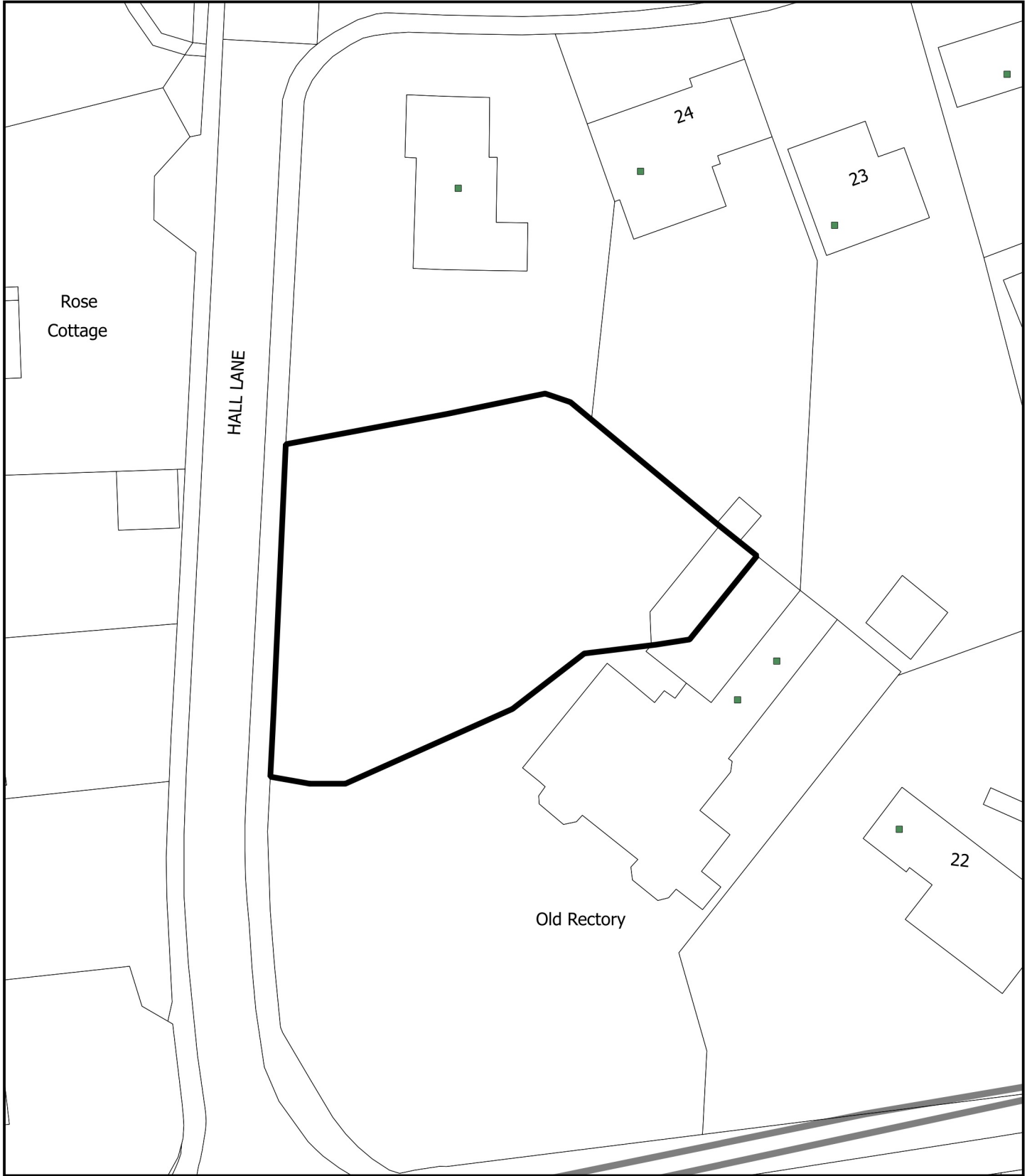
# 20/00346/F

## Old Rectory Hall Lane South Wootton



# 20/00346/F

Old Rectory Hall Lane South Wootton



**AGENDA ITEM NO: 8/2(c)**

<b>Parish:</b>	<b>South Wootton</b>	
<b>Proposal:</b>	<b>New dwelling</b>	
<b>Location:</b>	<b>Old Rectory Hall Lane South Wootton King's Lynn</b>	
<b>Applicant:</b>	<b>Mr Azam Gabbair</b>	
<b>Case No:</b>	<b>20/00346/F (Full Application)</b>	
<b>Case Officer:</b>	<b>Helena Su</b>	<b>Date for Determination: 7 May 2020 Extension of Time Expiry Date: 11 December 2020</b>

**Reason for Referral to Planning Committee –**

The Officer recommendation is at variance with the views of the Parish Council and it has been referred by Planning Sifting Panel.

**Neighbourhood Plan:** Yes

**Case Summary**

The application relates to the construction of a new dwelling on garden land to the north of The Old Rectory, Hall Lane, South Wootton. The application site falls within the development boundary and within the South Wootton Neighbourhood Plan Area. Outline permission for a new dwelling has been granted three times in the past, including as recently as 2016. The 2016 application was determined after the adoption of the South Wootton Neighbourhood Plan (2015).

The application site is situated on the east side of Hall Lane and the application seeks full planning permission for a new two-storey dwelling.

The site is covered by a group Tree Preservation Order (TPO). The proposal involves the removal of 28 trees together; 14 trees to the front of the site to gain independent access to the site, and 14 trees in the centre and to the rear (east) boundary.

Members will recall at the 9th September Committee meeting, this application was deferred to enable further clarification to be obtained regarding the proposed trees to be removed.

**Key Issues**

The key issues identified in the consideration of this application are as follows:

- Principle of development;
- Impact on the Form and Character of the Area;
- Impact on Neighbour Amenity;
- Impact on Trees;
- Highway impact; and
- Other considerations.

## Recommendation

**APPROVE**

### THE APPLICATION

The application involves the construction of a new dwelling on garden land to the north of The Old Rectory, Hall Lane, South Wootton. The application site falls within the development boundary and within the South Wootton Neighbourhood Plan Area. To the front of the site is a group of large trees, which are covered by a group Tree Preservation Order.

Hall Lane is characterised by two-storey detached dwellings, set back from the road within comfortable plots. The surrounding dwellings are constructed from a variety of different materials including carrstone and brick. The donor dwelling, which is constructed from carrstone and brick, is larger than the other dwellings in the lane and appears to be older.

The proposed dwelling would be constructed from brick and would be roofed with slate tiles. It would provide four bedrooms, as well as off-street parking, and would sit in line between the donor dwelling and the dwelling to the north of the site. A new access would be provided at the front of the site, which would require the removal of 14 trees to the front of the site (28 trees altogether). The application is also proposing the removal of a few trees to the rear of the site, including a large Eucalyptus tree that is in a state of decay.

**SUPPORTING CASE,** A supporting statement has not been submitted.

### PLANNING HISTORY

18/00626/F: Application Permitted: 19/06/18 - Extension and porch

15/01994/O: Application Permitted: 09/02/16 - New dwelling (Determined after the adoption of the South Wootton Neighbourhood Plan)

14/00696/F: Application Permitted: 27/06/14 - Retention of porch extension to dwelling

13/00004/TPO: TPO Work Approved: 31/01/13 - 2/TPO/00036: Mature Oak Tree overhanging Hall Lane on the left hand- Application is for the removal of the tree.

12/01768/O: Application Permitted: 21/12/12 - Construction of new dwelling

09/00736/O: Application Permitted: 07/07/09 - Outline Application: construction of dwelling

### RESPONSE TO CONSULTATION

#### Parish Council: OBJECTION:

"The infill of the application site, due to its size and proximity to the donor dwelling, would result in a cramped form of development emphasized by the limited amenity space available. This would appear incongruous in the street scene and be harmful to the established form and character of the area. Contrary to NPPF Policies and South Wootton Neighbourhood Plan Policies H2, H3 and H4.

The new amended Plans are larger in scale than the previous proposals. By virtue of the position and orientation of the donor dwelling, The Old Hall, together with the cramped layout of the new dwelling, the proposed development would present a poor relationship between properties which would adversely impact on the amenities of future residents and would not create a high-quality environment. This relationship with the alterations, now larger than before, would still lead to a degree of overlooking between both properties and overlooking of the existing dwelling at number 24 The Boltons. Contrary to South Wootton Neighbourhood Plan Policies H2 and H3.

The Parish Council are concerned that a new proposed access has been formed to the site, this will mean that there will be three access points within a very short space on an already busy stretch of road. This area of road can be very busy and dangerous due to the amount of school traffic in the area.

Within the Heritage Tree Specialists Report it states that the Eucalyptus Tree T10 is a mature tree in good condition, it also states that this tree is recommended for removal. The Parish Council does not think this mature tree in good condition should be removed and this is not in line with South Wootton Neighbourhood Plan Policy E1. The Parish Council understands that there is also a group TPO on trees within this site, trees should be protected as per the South Wootton Neighbourhood Plan Policy E1."

Note: Planning Applications should conform to the Policies laid out in the South Wootton Neighbourhood Plan."

**Highways Officer: NO OBJECTION** subject to condition relating to access, on-site parking and turning.

**Environmental Quality Officer: NO OBJECTION**

**Natural England: NO COMMENT**

**Arboricultural Officer: NO OBJECTION** subject to a condition requiring the development to be in accordance with the arboricultural report and plans.

Following September Committee, the Arboricultural Officer commented that:

"I've re-read the arb report for the above; a total of 28 trees require removal - 23 are 'c' category trees (not normally retained), 3 are 'u' category trees (dead/dying/has something terminally wrong with it) & 2 'B' category trees (would usually retain). One of the 'B' category trees had a separate health & safety survey carried out on it and it was found to have several aggressive decay pathogens and it was advised to remove on health & safety grounds.

The majority of the trees removed have little or no amenity value, and the better-quality trees, of which there is only one, could be mitigated by the planting of some new trees."

Following the submission of the Arboricultural Implication and Tree Protection plan which showed the up-to-date footprint of the proposed dwellinghouse of this application (sent to the Planning Officer on 09 November 2020), the Arboricultural Officer commented that his comments were the same as the abovementioned.



## **REPRESENTATIONS**

7 objections were received. The reasons for objection are summarised as the following:

- Three individual comments made by separate parties that they did not object to the 'in-filling principal'. However, the overall consensus was that the scheme put forward was too large in size and volume and would not be in keeping with the donor dwelling or street scene;
  - Concern about the implications on the volume of traffic on Hall Lane and highway safety;
  - Concern about the loss of trees which would impact landscaping, characteristic, street scene and biodiversity; and
  - Concern about residential amenity of surrounding neighbours in terms of overlooking and privacy.
- 
- One comment was received in objection after the resubmission of amended plans on 15 July 2020, summarised as the following:
    - concern about the footprint of the proposal which seems to have increased;
    - concern about the size, elevation and design which is inappropriate for the plot size and does not compliment the surrounding and donor dwelling; and
    - concern about the impact of the proposal on the trees and wildlife.

## **LDF CORE STRATEGY POLICIES**

**CS01** - Spatial Strategy

**CS02** - The Settlement Hierarchy

**CS08** - Sustainable Development

**CS12** - Environmental Assets

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016**

**DM1** – Presumption in Favour of Sustainable Development

**DM2** – Development Boundaries

**DM15** – Environment, Design and Amenity

**DM17** - Parking Provision in New Development

## **NEIGHBOURHOOD PLAN POLICIES**

**Policy H2** - Encouraging High Quality Design

**Policy H3** - Infill Developments

**Policy H4** - Local Character

## **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF)  
Planning Practice Guidance (PPG)

National Design Guide 2019

## **PLANNING CONSIDERATIONS**

The key issues identified in the consideration of this application are as follows:

- Principle of development;
- Impact on the Form and Character of the Area;
- Impact on Neighbour Amenity;
- Impact on Trees;
- Highway Impact; and
- Other considerations.

### **The Principle of Development**

The application site comprises garden land within the development boundary, therefore the principle of a new dwelling in this location is generally considered acceptable provided the proposal complies with all relevant planning policies.

It is also important to note that outline planning permission for a new dwelling on the site has previously been granted three times in the past, including as recently as 2016 under planning permission 15/01994/O which expired on 9th February 2019.

### **Impact on the Form and Character of the Area**

Hall Lane is characterised by two-storey detached dwellings, set back from the road within comfortable plots. The surrounding dwellings are constructed from a variety of different materials including carrstone and brick. Large trees on boundaries are common, which adds to the character of the area.

Amended plans were submitted on 15th July 2020 in order to address the Officer's concerns and provide a reduced, less grand and imposing design. The proposed dwelling will consist of a main two-storey element and a two-storey front projection. It will be constructed of brick and will be roofed with slate tiles. The dwelling will be smaller in scale than the donor dwelling and will benefit from space either side to the boundaries.

The front projection will break up the bulk of the building, and the combination of form and materials will reduce its prominence in the street-scene. The garden area is sufficiently large and; given the dwelling to plot ratio and the extent of the garden area, the proposal is not considered to be a cramped form of development or overdevelopment of the plot. The overall impact in the street-scene is also considered to be acceptable.

The donor dwelling will still benefit from a considerable area of outdoor space and there will be sufficient separation between the proposed dwelling. The reduced scale and simple form of the proposed dwelling, together with the separation distance between the two properties, will mean the proposal won't appear incongruous in the street scene or result in significant harm to the established form and character of the area.

Trees are proposed to be removed as part of the proposal. However, the majority of trees to be retained on the site will be focused to the west of the site, adjacent to Hall Lane. Therefore, remaining in keeping with a key characteristic of Hall Lane.

The proposal is therefore considered to comply with the policies set out within the South Wootton Neighbourhood Plan.

### **Impact of Neighbour Amenity**

The proposed dwelling will be a sufficient distance from the adjoining neighbour's dwellings being approximately 17.8m from no. 25; 25.4m from no. 24; 35.9m from no. 23; and 10.1m from the donor dwelling, Old Rectory. Based on the orientation and distance between the proposed dwelling and its adjoining neighbours, it will not be overbearing or overshadow the neighbours and their private amenity spaces.

The site currently benefits from a 1.8m closed boarded fence along the north and east boundary and established trees behind a fence and brick plinth ranging from 1.6m to 2m, along the south and west boundary. The windows on the ground floor of the proposed dwelling will be screened by the boundary treatments and not have an overlooking impact.

The first-floor window on the north elevation, serving the en-suite, will be obscure glazed and the first-floor windows on the west elevation will look on to public domain. The first-floor windows on the east elevation, will largely be screened by the proposed trees along the east boundary. Moreover, any overlooking impact is mitigated by the distance between the rear elevation of the proposed dwelling and the neighbour's dwellings and private amenity spaces. As there are no first-floor windows along the south elevation, the proposed dwelling will not overlook the amenity space of the Old Rectory.

The proposal therefore complies with Policy H2 of South Wootton's Neighbourhood Plan, Policy CS08 of the Core Strategy (2011) and Policy DM15 of the SADMPP (2016).

### **Impact on Trees**

To the west of the site, there is an area of trees covered by a Tree Protection Order (TPO) (under reference 2/TPO/00036). Paragraph 5.1.2 of the Arboricultural Report carried out 13 March 2020, stated that "[t]he proposed development requires the removal of 17 trees and we recommend the removal of an additional 10 trees on the site which have been assessed as hazardous or in the interests of sound tree management". A total of 28 trees of the 39 trees currently on site will be removed.

While the Arboricultural Report listed a number of trees in fair condition, the Tree Decay Report, conducted on 18 March 2020, found that a number of those trees were experiencing decay. The Eucalyptus tree (T10), which the Parish mentioned in their correspondence, was found to be 18% - 32% decayed, with the possibility of decay fungi greater below the scan level. For good tree management, and in line with the recommendation of the Arboricultural Report, this tree is proposed to be removed.

The Arboricultural Officer has clarified that "a total of 28 trees require removal - 23 are 'c' category trees (not normally retained), 3 are 'u' category trees (dead/dying/has something terminally wrong with it) & 2 'B' category trees (would usually retain). One of the 'B' category trees had a separate health & safety survey carried out on it and it was found to have several aggressive decay pathogens and it was advised to remove on health & safety grounds." The Arboricultural Officer recommended that a replanting condition be attached to mitigate the impact of losing one 'better quality tree'.

The proposed trees to be removed are 9 Lawson Cypress, 2 Beech, 8 Holly, 1 Eucalyptus, 4 Ash, 1 Robinia, 1 Yew and 1 Plum. Of the different species of trees proposed to be removed, Holly and Yew, are common for birds to nest in. Trees such as Oak, Beech and Ash are favoured by bats. The proposal will see 2 Oak, 3 Yew, and 2 Holly trees retained, as well as other species such as Lawson Cypress and Robinia trees retained too, which would mitigate the impact on wildlife and biodiversity. Moreover, despite the loss of trees on the site, according to Natural England's Standing Advice, it is not necessary on a site such as this to request an ecological study. Natural England have no comment to make in relation to the application.

An updated Arboricultural Implications and Tree Protection plan was provided by the planning agent via email on 9 November 2020 which showed the up-to-date footprint of the proposed dwelling and proposed trees to be removed. The number of trees proposed to be removed remained the same as that indicated in the tree report submitted in March 2020. The Arboricultural Officer commented on 10 November 2020 that his comments were the same of that expressed on 18 September 2020.

In summary, the Arboricultural Officer has no objections to the removal and protection of trees on the site to accommodate the proposed dwelling, subject to the conditioning of the Arboricultural Report.

In accordance with Policy E1 of South Wootton's Neighbourhood Plan, while the trees on site are not shown on the proposal maps, the Arboricultural Officer has suggested replacement tree planting to mitigate the impact of the trees proposed to be removed. A condition requiring submission and approval of a replacement tree planting scheme is therefore recommended.

The proposal is therefore considered to comply with Policies CS08 and CS12 of the Core Strategy (2011), Policy DM15 of the SADMP (2016) and Policy E.1 of the South Wootton Neighbourhood Plan (2015).

### **Highway Impact**

The proposed access into the site is approximately 47m north from the Hall Lane and Low Road (east)/Edward Benefer Way (west) junction; 15.1m north of the access to the Old Rectory; and 59m to the south of Hall Lane and The Bolton intersection. Moreover, South Wootton Junior School is approximately 81m to the north of the access, along the west side of Hall Lane. Although Hall Lane experiences increase flow of traffic associated to the school, it is restricted to certain times in the day. The addition of one dwelling would not significantly impact and increase the flow of traffic. Moreover, the Highway Authority have no objections to the proposal on highway safety grounds, subject to conditions.

The proposal therefore complies with the Norfolk's Parking Standards (2007), Policy CS08 of the Core Strategy (2011) and Policies DM15 and DM17 of the SADMP (2016).

### **Other Considerations**

Contrary to the comments made by the Parish and public, the proposed dwelling is not thought to be a cramped form of development. The proposed dwelling has been reduced in size from 17.9m x 15.5m x 10.2m (length, width, height) to a modest 14.3m x 12.9m x 9.2m (length, width, height). Furthermore, the proposed dwelling is well positioned in comparison to the donor dwelling, allowing both properties to have space either side of the boundary and appropriate size gardens.

Aforementioned, the proposed access of the new dwelling does not pose highway concerns. It is the access for one proposed dwelling and offers three on-site parking spaces. Therefore, the flow of traffic on Hall Lane will not be adversely impacted by on-street parking, especially during the times when there may be heavy school-related traffic.

## **CONCLUSION**

The principle of development is acceptable, and the proposed dwelling would not cause significant harm to the form and character of the area or to neighbour amenity or highway safety.

The proposal therefore complies with Policies CS01, CS02, CS08 and CS12 of the Borough Council of King's Lynn and West Norfolk's Core Strategy (2011), Policies DM15 and DM17 of the Site Allocations and Development Management Policies Plan (2016), the provisions of the National Planning Policy Framework (2019), and the policies within the South Wootton Neighbourhood Plan (2015). It is therefore recommended that planning permission be approved subject to the conditions outlined below.

## **RECOMMENDATION:**

**APPROVE** subject to the imposition of the following condition(s):

- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition The development hereby permitted shall be carried out in accordance with the following approved plans:
  - Dwg no. 1259-06d. Site Plan. Received 15 July 2020.
  - Dwg no. 1259-07b. Proposed New Dwelling (Elevation and Floor Plan). Received 27 August 2020.
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition Prior to the first occupation of the development hereby permitted the vehicular / pedestrian access over the footway shall be constructed in accordance with the highways specification TRAD 1 and thereafter retained at the position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposal of separately so that it does not discharge from or onto the highway.
- 3 Reason To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety.
- 4 Condition Any access gates / bollard / chain / other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 5 metres from the near channel edge of the adjacent carriageway. Any sidewalls / fences / hedges adjacent to the access shall be splayed at an angle of 45 degrees from each of the outside gateposts to the front boundary of the site.

- 4 Reason In the interests of highway safety enabling vehicles to safely draw off the highway before the gates/obstruction is opened.
- 5 Condition Prior to the first occupation of the development hereby permitted 2.4 metre wide parallel visibility splay (as measured back from the near edge of the adjacent highway carriageway) shall be provided across the whole of the site's Hall Lane roadside frontage and additionally along the flank frontage of the adjacent property as outlined in blue on the submitted details. The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 1.05 metres above the level of the adjacent highway carriageway
- 5 Reason In the interests of highway safety in accordance with the principles of the NPPF.
- 6 Condition Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking / turning area shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 6 Reason To ensure the permanent availability of the parking/maneuvering areas, in the interests of satisfactory development and highway safety.
- 7 Condition Before the first occupation of the extension hereby permitted the windows at the north elevation, serving the en-suite, and east elevation, serving the bathroom, shall be fitted with obscured glazing and any part of the windows that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening. The windows shall be permanently retained in that condition thereafter.
- 7 Reason To protect the residential amenities of the occupiers of nearby property.
- 8 Condition The development hereby approved shall be constructed in strict accordance with the recommendations of the Tree Survey in accordance of BS 5837:2012 prepared by Heritage Tree Specialists LTD, carried out on 13 March 2020, and the Arboricultural Implications and Tree Protection plan, submitted 09 November 2020.
- 8 Reason To ensure that the existing trees are properly protected in accordance with the NPPF.
- 9 Condition Prior to the first occupation of the development hereby permitted, a scheme for replacement trees shall be submitted to and agreed in writing by the Local Planning Authority. The trees shall be planted in the next planting season after the occupation of the dwelling hereby approved. Any trees that within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.
- 9 Reason To ensure that the development is properly landscaped in the interests of the visual amenities of the locality and carried out within a reasonable period in accordance with the NPPF.

**Planning Committee – 7 December 2020**

**APPLICATIONS DETERMINED UNDER DELEGATED POWERS**

**PURPOSE OF REPORT**

- (1) To inform Members of the number of decisions issued between the production of the November Planning Committee Agenda and the December agenda. 170 decisions issued 158 decisions issued under delegated powers with 12 decided by the Planning Committee.
- (2) To inform Members of those applications which have been determined under the officer delegation scheme since your last meeting. These decisions are made in accordance with the Authority’s powers contained in the Town and Country Planning Act 1990 and have no financial implications.
- (3) This report does not include the following applications – Prior Notifications, Discharge of Conditions, Pre Applications, County Matters, TPO and Works to Trees in a Conservation Area
- (4) Majors are assessed against a national target of 30% determined in time. Failure to meet this target could result in the application being dealt with by Pins who will also receive any associated planning fee.

**RECOMMENDATION**

That the reports be noted.

Number of Decisions issued between 21/10/2020 – 24/11/2020

	Total	Approved	Refused	Under 8 weeks	Under 13 weeks	Performance %	National Target	Committee decision	
								Approved	Refused
<b>Major</b>	4	3	1		4	100%	60%	1	0
<b>Minor</b>	80	69	11	77		96%	70%	5	6
<b>Other</b>	86	84	2	81		94%	80%	0	0
<b>Total</b>	<b>170</b>	<b>156</b>	<b>14</b>						

Planning Committee made 12 of the 170 decisions, 7%

## PLANNING COMMITTEE - 7 December 2020

### APPLICATIONS DETERMINED UNDER DELEGATED POWERS

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#### PURPOSE OF REPORT

To inform Members of those applications which have been determined under the officer delegation scheme since your last meeting. These decisions are made in accordance with the Authority's powers contained in the Town and Country Planning Act 1990 and have no financial implications.

#### RECOMMENDATION

That the report be noted.

#### DETAILS OF DECISIONS

DATE RECEIVED	DATE DETERMINED/ DECISION	REF NUMBER	APPLICANT PROPOSED DEV	PARISH/AREA
23.06.2020	28.10.2020 <b>Application Permitted</b>	20/00907/RM	Keepers Cottage 29 Church Lane Barton Bendish KINGS LYNN Reserved Matters Application for new house and garage	Barton Bendish
04.09.2020	11.11.2020 <b>Application Permitted</b>	20/01341/F	1 Bell Farm Oxborough Road Boughton Norfolk Proposed outbuilding (within conservation area)	Boughton
12.08.2020	03.11.2020 <b>Application Permitted</b>	20/01191/F	Mayflower Butchers Lane Brancaster King's Lynn Variation of condition 2 of planning permission 18/01399/F: Replacement of existing bungalow and shed with new two-storey dwelling, single storey annex and detached garage	Brancaster



12.08.2020	23.10.2020 <b>Application Permitted</b>	20/01194/F	Land N of Manor Farm House E of Manor Lodge And S of The Gables Broad Lane Brancaster Norfolk Variation of condition 2 of planning permission 19/00538/F: The erection of two detached dwellings with associated parking and turning space with access from Broad Lane	Brancaster
15.09.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00177/TPO	2 School Pastures Burnham Deepdale King's Lynn Norfolk 2/TPO/00153: T1 Holme Oak - 30% reduction as causing damage to dwelling	Brancaster
25.09.2020	17.11.2020 <b>Application Permitted</b>	20/01510/F	51 Dale End Brancaster Staithe Norfolk PE31 8DA First floor extension over existing garage with single storey extension to the rear	Brancaster
09.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00101/TPO	Staithe House Main Road Brancaster Staithe King's Lynn 2/TPO/00021: G1 Oaks - 14ft crown reductions of 3 trees, T1 Holme Oak - Light crown lift to regain costal view at rear side of property, T2 Holme Oak - Crown lift and a large branch removed on the west side from tree at the front of the property	Brancaster
24.02.2020	22.10.2020 <b>Application Permitted</b>	20/00283/F	No.TWENTY 9 29 Market Place Burnham Market Norfolk Variation of conditions 1 and 6 and removal of condition 5 of planning permission 18/01796/F: VARIATION OF CONDITION 3: of planning permission 17/00984/F - Proposed change of use from ground floor retail (A1) and first floor residential (C3) to two storey restaurant (A3) including extension and alterations	Burnham Market
01.09.2020	28.10.2020 <b>Tree Application - No objection</b>	20/00169/TREECA	1 Old Railway Yard Burnham Market KINGS LYNN Norfolk G1 Cherry Trees - Remove smaller cherry trees in group of cherrys	Burnham Market

07.09.2020	28.10.2020 <b>Tree Application - No objection</b>	20/00173/TREECA	The Old Crabbe Hall 22 Front Street Burnham Market Norfolk T1 Cherry -Remove. T2 Small Almond -Remove. T3 Gleditsia - Remove. T4 Plum - Remove. T5 Stag Horn - Remove. T6 Pear- Remove. T7 & T8 Apple - Remove. T9 Fig - Cut back. T10 Plum - Minor prune. T11 Apple - Remove. T12 Walnut-Remove within a conservation area	Burnham Market
07.09.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00174/TREECA	The Old Crabbe Hall 22 Front Street Burnham Market Norfolk G1 - 13 Holly - Reduce by 1/3 and reshape within a conservation area	Burnham Market
17.09.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00188/TREECA	The Old Rectory Overy Road Burnham Market King's Lynn T1 Cherry - Remove to facilitate proposed wall construction. T2 Phototropic False Acacia - Remove from boundary wall. T3, T4 & T5 Lime Trees - Re-pollard, the entire crowns shall be cut back to original pollard knuckle points within a conservation area	Burnham Market
08.09.2020	17.11.2020 <b>Application Permitted</b>	20/01410/F	The Starlings And Swallows Wells Road Burnham Overy Staithe King's Lynn Two new first floor windows	Burnham Overy
08.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00201/TREECA	Dales Cottage Walsingham Road Burnham Thorpe King's Lynn T1 Ash - Remove within a conservation area	Burnham Thorpe
27.08.2020	22.10.2020 <b>Application Permitted</b>	20/01297/F	Lime Kiln Cottages Cuckstool Lane Castle Acre KINGS LYNN To build a 9 meter wide by 3 meter deep oak framed cart shed with storage and parking bays	Castle Acre
28.08.2020	06.11.2020 <b>Application Permitted</b>	20/01308/F	Abbey Cottage Back Lane Castle Acre King's Lynn Single storey extension to provide ground floor bedroom accommodation (with shower/WC) for disabled person, demolition of porch to enlarge existing doorway	Castle Acre

28.09.2020	23.11.2020 <b>Not Lawful</b>	20/01516/LDP	Cuckstool Cottage Cuckstool Lane Castle Acre Norfolk Lawful Development Application: Replacement outbuilding with Summer house/Studio	Castle Acre
19.10.2020	18.11.2020 <b>Tree Application - No objection</b>	20/00218/TREECA	Chances St James Green Castle Acre King's Lynn Tree in a Conservation Area: Silver Birch - reduce the crown by approx 2-2.5m	Castle Acre
19.10.2020	18.11.2020 <b>Tree Application - No objection</b>	20/00219/TREECA	Gresham House Town Lane Castle Acre King's Lynn Tree in a Conservation Area: Sycamore Tree - reduce lower overhanging limbs by approx 2-2.5m	Castle Acre
08.09.2020	13.11.2020 <b>Application Permitted</b>	20/01355/F	8 Nicholas Avenue Clenchwarton King's Lynn Norfolk Proposed extension and alterations to bungalow	Clenchwarton
16.09.2020	23.11.2020 <b>Application Permitted</b>	20/01457/F	Car Park Environment Agency Denver Complex Sluice Road Denver Excavation of existing septic tank and replacement of the same with a cess pit	Denver
15.07.2020	21.10.2020 <b>Application Permitted</b>	20/01028/F	10 Manorside Dersingham King's Lynn Norfolk Retrospective application to allow use of land as gardens attached to 10 Manorside including boundary treatments and shed	Dersingham
04.08.2020	27.10.2020 <b>Application Permitted</b>	20/01189/F	17 Woodside Avenue Dersingham KINGS LYNN Norfolk Division of house to form additional dwelling	Dersingham
07.09.2020	28.10.2020 <b>Application Permitted</b>	20/01349/F	5 Glebe Close Dersingham King's Lynn Norfolk Extension to the rear of the dwelling	Dersingham
08.09.2020	03.11.2020 <b>Application Permitted</b>	20/01404/F	14 Stanton Road Dersingham King's Lynn Norfolk Proposed two storey rear and side extension to form kitchen/diner at ground floor and additional bedroom at first floor	Dersingham

17.09.2020	12.11.2020 <b>Application Permitted</b>	20/01460/F	19 Pansey Drive Dersingham King's Lynn Norfolk Proposed extensions and alterations and detached garage/games room	Dersingham
24.09.2020	17.11.2020 <b>Application Permitted</b>	20/01454/F	3 Duck Decoy Close Dersingham King's Lynn Norfolk Extension and alterations to dwelling	Dersingham
12.10.2020	02.11.2020 <b>Tree Application - No objection</b>	20/00204/TREECA	3 Willow Drive Dersingham King's Lynn Norfolk Tree in a Conservation Area: Walnut Tree - fell and replant with smaller tree more appropriate for the location.	Dersingham
19.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00216/TREECA	4 Prince Andrew Drive Dersingham King's Lynn Norfolk H1 Beech Hedge - Reduce the overhanging growth on corner within a conservation area	Dersingham
14.08.2020	11.11.2020 <b>Application Permitted</b>	20/01210/F	Oddfellows Manor Fakenham Road Stanhoe Norfolk Variation of Condition 1 attached to Planning Approval 19/00767/F: Variation of condition 2 & 3 of planning permission 16/00965/F: Variation of conditions 2, 3, and 16 and removal of conditions 8, 10, 11, 13 and 14 of Planning Permission 13/01203/F: Construction of two dwellings	Docking
16.09.2020	10.11.2020 <b>Application Permitted</b>	20/01396/F	Kingsdown Cottage Stanhoe Road Docking KINGS LYNN REMOVAL OR VARIATION OF CONDITIONS 1 and 7 OF PLANNING PERMISSION 20/00052/F: 2no. dwellings following demolition of existing bungalow	Docking
22.09.2020	23.11.2020 <b>Application Permitted</b>	20/01427/F	The Old Rectory Sedgeford Road Docking KINGS LYNN Proposed Swimming Pool and Associated Works	Docking
03.08.2020	20.10.2020 <b>Application Permitted</b>	20/01138/LB	Downham Market Railway Station Railway Road Downham Market Norfolk Listed building application: Installation of new AC equipment to station ticket office	Downham Market

18.08.2020	09.11.2020 <b>Application Permitted</b>	20/01224/F	35 Denver Hill Downham Market Norfolk PE38 9BE Single storey side extension	Downham Market
08.09.2020	29.10.2020 <b>Application Permitted</b>	20/01357/A	Tesco London Road Downham Market Norfolk Advertisement application for 1 x LCD media screen, 2 x 1250mm x 700mm flag pole signs, overall 2450mm in height	Downham Market
11.09.2020	18.11.2020 <b>Application Permitted</b>	20/01374/F	1 Cock Drove Downham Market Norfolk PE38 9NS The proposal is for the construction of a storey and half extension to the side and a single storey extension to the rear of the dwelling plus a single garage	Downham Market
11.09.2020	13.11.2020 <b>Not Lawful</b>	20/01375/LDP	Pro Lifting Uk Ltd Sovereign Way Trafalgar Industrial Estate Downham Market Application for a Lawful Development Certificate for the unit remaining as offices and the land to be used as a car forecourt with no structural changes (SUI Generis)	Downham Market
22.09.2020	13.11.2020 <b>Application Permitted</b>	20/01428/F	Baytna 20 Kew Road Downham Market Norfolk Construction of domestic garage	Downham Market
28.09.2020	19.11.2020 <b>Application Permitted</b>	20/01469/F	5 Oak View Drive Downham Market Norfolk PE38 9PB Single storey extension to rear of bungalow and garage	Downham Market
12.10.2020	27.10.2020 <b>Tree Application - No objection</b>	20/00102/TPO	2 Woodsage Drive Downham Market Norfolk PE38 9UG 2/TPO/00372: T1 Ash - Fell as diseased with ash die back and replant with Mountain Ash	Downham Market
13.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00097/TPO	17 Howdale Road Downham Market Norfolk PE38 9AB 2/TPO/00065: Copper Beech T1 -To lift crown sufficiently to allow safe headroom for pedestrians and cars underneath	Downham Market
20.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00109/TPO	42 London Road Downham Market Norfolk PE38 9AT 2/TPO/00585: Remove leaning poplar down to ground level	Downham Market

28.10.2020	13.11.2020 <b>Tree Application - No objection</b>	20/00106/TPO	14 Oak View Drive Downham Market Norfolk PE38 9PB 2/TPO/00018: T1 Poplar - Pollard to single stem	Downham Market
20.08.2020	09.11.2020 <b>Application Permitted</b>	20/01287/F	Rudham House Broomsthorpe Road East Rudham King's Lynn Change of use of the land for the installation of Forge Unit	East Rudham
09.10.2020	18.11.2020 <b>Tree Application - No objection</b>	20/00202/TREECA	Bridge House Station Road East Rudham Norfolk T1, T2, T3 Sycamores -Three large sycamores on boundary line to be pollarded due to the majority of the tree's canopies hanging over the neighbouring garden and house. Lower epicormic growth will be left to help provide screening between the properties. T4 Willow - Willow tree showing signs of dieback on the upper canopy and due to its proximity to the lawn and house, it needs removing within a conservation area	East Rudham
13.10.2020	18.11.2020 <b>Tree Application - No objection</b>	20/00207/TREECA	Faize Cottage 21 Station Road East Rudham King's Lynn T1 Sycamore - Crown raise and reduce away from building, thinning the crown in the process to allow more light into the drive area within a conservation area	East Rudham
16.09.2020	11.11.2020 <b>Application Permitted</b>	20/01397/F	The Barn The Greyhound Gayton Road East Walton Proposed cart shed	East Walton
06.08.2020	05.11.2020 <b>Application Permitted</b>	20/01163/A	WM Morrisons The Peel Centre Elm High Road Emneth ADVERT APPLICATION: Retrospective 1 x internally illuminated 1200mm Morrisons Letters with Logo, 1 x internally illuminated 900mm Morrisons Letters with Logo, 1 x internally illuminated PFS Totem, 1 x internally illuminated PFS Canopy Sign, 1x internally illuminated kiosk sign, 1 x internally illuminated car wash sign	Emneth

11.08.2020	12.11.2020 <b>Application Permitted</b>	20/01229/O	Land At X549883 Y306375 Hollycroft Road Emneth Norfolk Outline application with some matters reserved for residential development (two dwellings)	Emneth
19.08.2020	09.11.2020 <b>Application Permitted</b>	20/01235/F	Mill Barn 32 Mill Road Emneth Norfolk Proposed two storey side extension, single storey rear extension, detached garage with home office above and change of use of agricultural land to residential	Emneth
01.09.2020	09.11.2020 <b>Application Permitted</b>	20/01322/F	89 Hollycroft Road Emneth Wisbech Norfolk Change of use of workshop/store (partly) retrospective to residential annex	Emneth
02.09.2020	20.11.2020 <b>Application Permitted</b>	20/01324/F	Land East of Playing Field Hungate Road Emneth Norfolk REMOVAL OR VARIATION OF CONDITION 1 OF PERMISSION 18/02117/RMM: Reserved Matters application for residential development of 44 dwellings	Emneth
02.09.2020	20.11.2020 <b>Application Permitted</b>	20/01325/F	Land East of Playing Field Hungate Road Emneth Norfolk Removal or variation of conditions 5, 7 & 19 of planning permission 19/02053/F to allow changes to access layout:- Outline application with some matters reserved for residential development for 44 dwellings upon the site with access off Hungate Road	Emneth
06.10.2020	30.10.2020 <b>Application Permitted</b>	18/01464/NMAM_3	Land East of 11 To 37 Elm High Road Emneth Norfolk NON-MATERIAL AMENDMENT TO RESERVED MATTERS APPLICATION 18/01464/RMM: For construction of 117 dwellings	Emneth
13.07.2020	10.11.2020 <b>Application Refused</b>	20/01009/F	5 Western Close Feltwell Thetford Norfolk Wooden garage	Feltwell
24.08.2020	30.10.2020 <b>Application Permitted</b>	20/01307/F	2 St Johns Way Feltwell Thetford Norfolk Extend existing 1.8m high fence by 2.2m	Feltwell

24.09.2020	05.11.2020 <b>Application Permitted</b>	20/01448/F	Gladstone House 15 The Beck Feltwell Thetford Conversion of outbuilding to annex	Feltwell
14.08.2020	10.11.2020 <b>Application Permitted</b>	20/01212/LB	Fincham Hall Swaffham Road Fincham Norfolk LISTED BUILDING APPLICATION: Removal of modern dividing wall between the Kitchen and Breakfast room and restoration of historic fireplace.	Fincham
09.09.2020	28.10.2020 <b>Tree Application - No objection</b>	20/00175/TREECA	Barsham House High Street Fincham Norfolk T1 - self seeded Sycamore in front garden - Remove. T2-4 - cluster of conifers - Reducing these trees by 50% in year 1 and potentially removing them in year 2. T6 - self-set Holly tree which is growing into the corner of our boundary wall - Remove. T7 - very large specimen Conifer - Remove deadwood within Conservation Area.	Fincham
04.06.2020	13.11.2020 <b>Application Permitted</b>	20/00796/F	Site To Rear of The Former Rampant Horse Lynn Road Gayton REMOVAL OR VARIATION OF CONDITION 9 AND 10 OF PLANNING PERMISSION 15/01946/OM: Outline application, proposed residential development	Gayton
23.06.2020	03.11.2020 <b>Application Permitted</b>	20/00914/F	Acrefield House Winch Road Gayton King's Lynn Siting of two timber buildings within domestic garden for business purposes	Gayton
07.09.2020	11.11.2020 <b>Application Permitted</b>	20/01400/F	Jasmine Back Street Gayton Norfolk Garage extension, building over and conversion	Gayton
30.07.2020	13.11.2020 <b>Application Permitted</b>	20/01133/F	The Rectory 27 Weasenham Road Great Massingham King's Lynn Renovation of ancillary accommodation to provide residential annex, renovation of outbuildings for storage, demolition of potting shed and construction of new orangery to main dwelling, new gates to access, remedial works to dwelling including replacement ridge tiles, chimney caps, patio doors and repair/repaint render as necessary	Great Massingham



30.07.2020	09.11.2020 <b>Application Permitted</b>	20/01134/LB	The Rectory 27 Weasenham Road Great Massingham King's Lynn Listed Building Application: Renovation of ancillary accommodation to provide residential annex, renovation of outbuildings for storage, demolition of potting shed and construction of new orangery to main dwelling, new gates to access, remedial works to dwelling including replacement ridge tiles, chimney caps, patio doors and repair/repaint render as necessary	Great Massingham
03.09.2020	23.11.2020 <b>Application Permitted</b>	20/01336/F	Tennis Court Station Road Great Massingham Norfolk Fit floodlighting to existing bottom tennis court, by installing four columns with professional L.E.D lamps on top	Great Massingham
17.09.2020	11.11.2020 <b>Application Permitted</b>	20/01401/F	Mallard Cottage 58 Station Road Great Massingham Norfolk Extension to dwelling	Great Massingham
18.09.2020	11.11.2020 <b>Application Permitted</b>	20/01407/F	Green Shadows 92 Lynn Road Grimston King's Lynn Rear lounge, kitchen, diner extension and associated alterations.	Grimston
24.09.2020	16.11.2020 <b>Application Permitted</b>	20/01453/F	Doodle 55 Lynn Road Grimston King's Lynn Rear lounge/kitchen/diner extension. Internal alterations to form new bedrooms. Porch	Grimston
27.08.2020	06.11.2020 <b>Application Permitted</b>	20/01301/F	1 Hall Farm Lane Harpley King's Lynn Norfolk Change of use of existing agricultural storage, workshop and office buildings (with retention of existing welfare facilities) to service centre, workshop, office and store (B1/B8/Sui Generis use class), changes to external materials, introduction of new openings and road planings to extend parking area	Harpley
27.08.2020	03.11.2020 <b>Application Permitted</b>	20/01296/F	Old Hall Cottage 52 Hunstanton Road Heacham Norfolk Conversion of outbuilding to annexe	Heacham

01.09.2020	06.11.2020 <b>Application Permitted</b>	20/01311/F	27 Malthouse Crescent Heacham King's Lynn Norfolk Full refurbishment of bungalow, convert garage to lounge and car port	Heacham
14.09.2020	06.11.2020 <b>Application Permitted</b>	20/01383/F	103 South Beach Road Hunstanton Norfolk PE36 5BA Variation of Condition 3 attached to planning permission 1000767/F to extend the permission until 31 March 2021	Heacham
17.09.2020	23.11.2020 <b>Application Permitted</b>	20/01458/F	5 Nourse Drive Heacham King's Lynn Norfolk Extensions, alterations and boundary wall	Heacham
05.10.2020	11.11.2020 <b>Application Permitted</b>	18/02280/NMA_1	Vacant 1 Pound Lane Heacham Norfolk NON-MATERIAL AMENDMENT TO PLANNING CONSENT 18/02280/F: Change of Use and Extension of Former Dairy Crest Site to Village Hall and Ancillary Uses and Associated Works	Heacham
22.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00225/TREECA	38 Hunstanton Road The Green Heacham Norfolk T1 Yew - Reduce by 2m, T2 Sycamore - Remove within a conservation area	Heacham
29.07.2020	12.11.2020 <b>Application Refused</b>	20/01127/F	Smiths Farm Station Road Ten Mile Bank Norfolk Proposed 2 No. A1/A2 class units and demolition following approval of change of use of existing redundant barn buildings regularised following previous application	Hilgay
09.09.2020	03.11.2020 <b>Application Permitted</b>	20/01361/F	3 Holts Lane Hilgay Downham Market Norfolk Single storey extension to front of existing single storey dwelling	Hilgay
09.09.2020	03.11.2020 <b>Application Permitted</b>	20/01362/F	Post Mill Cottage 2 Holts Lane Hilgay DOWNHAM MARKET Single storey extension to side and rear of existing dwelling	Hilgay
29.09.2020	20.11.2020 <b>Application Permitted</b>	20/01489/F	Post Mill Cottage 2 Holts Lane Hilgay DOWNHAM MARKET Construction of one dwelling	Hilgay

11.06.2020	20.11.2020 <b>Application Permitted</b>	20/00857/F	Drove Orchards Thornham Road Holme next The Sea Norfolk Change of Use of part of a mixed-use former Grain Store from agriculture / mixed-use to uses that relate to agriculture and / or tourism only and comprise: retail, financial services, professional services (other than health or medical services), estate agents, employment agencies, and research and development of products that relate specifically to agricultural or tourism.	Holme next the Sea
05.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00198/TREECA	22 Westgate Holme next The Sea Norfolk PE36 6LF Tree in a Conservation Area: Ash (T1)- Fell - tree is in decline (becoming unsafe) with a lot of dead wood in the crown and many fungus brackets. Replant with either Holm Oak or Field Maple. Front hedge - removal of Ivy covered hedge , replant with Hornbeam	Holme next the Sea
27.07.2020	23.10.2020 <b>Would be Lawful</b>	20/01091/LDP	The Pier Entertainment Centre The Green Hunstanton Norfolk Application for a Lawful Development Certificate for the proposed introduction of family amusements throughout the promenade level	Hunstanton
27.07.2020	11.11.2020 <b>Would be Lawful</b>	20/01092/LDP	Searles Leisure Resort Hunstanton South Beach Road Hunstanton Norfolk Lawful development certificate for the proposed use of land for the siting of holiday lodge caravans in place of the currently sited touring caravans	Hunstanton
04.09.2020	22.10.2020 <b>Application Permitted</b>	20/01342/F	34 Windsor Rise Hunstanton Norfolk PE36 5JE Proposed single storey extension to create disable shower room	Hunstanton
18.09.2020	11.11.2020 <b>Application Permitted</b>	20/01409/F	BCKLWN Car Park Cliff CAFE Lighthouse Close Hunstanton Norfolk Roof cover to external seating areas	Hunstanton

11.11.2020	20.11.2020 <b>Application Permitted</b>	14/01022/EWH	Land South of Hunstanton Norfolk Extension to working hours as approved under discharge of condition 10, on application 14/01022/DISC_A: Erection of 166 dwellings, including construction of a new access road, landscaping works and public open space	Hunstanton
06.04.2020	11.11.2020 <b>Application Permitted</b>	20/00509/F	23 Tuesday Market Place King's Lynn Norfolk Subdivision and change of use of the existing restaurant (Use Class A3) at ground floor level to form 2no. restaurant (Use Class A3) units and 1no. office (Use Class B1) units with internal alterations. Change of use of first and second floors to dwellinghouses (Use Class C3) to form 5no. flats	King's Lynn
06.04.2020	11.11.2020 <b>Application Permitted</b>	20/00510/LB	Vacant 23 Tuesday Market Place King's Lynn Norfolk Listed building application for subdivision and change of use of the existing restaurant (Use Class A3) at ground floor level to form 2no. restaurant (Use Class A3) units and 1no. office (Use Class B1) units with internal alterations. Change of use of first and second floors to dwellinghouses (Use Class C3) to form 5no. flats	King's Lynn
07.05.2020	06.11.2020 <b>Application Permitted</b>	20/00672/F	40 Avenue Road King's Lynn Norfolk PE30 5NW Demolition of existing bungalow and replace with two storey chalet bungalow with detached triple garage and double oak framed carport	King's Lynn
20.07.2020	04.11.2020 <b>Application Permitted</b>	20/01046/F	Land At The Former Number 14 Bryggen Road North Lynn Industrial Estate King's Lynn Office, workshop and covered work bay and car/van sales areas	King's Lynn

20.07.2020	20.11.2020 <b>Application Permitted</b>	20/01052/LB	11 & 12 Burkitt Homes Queen Street King's Lynn Norfolk Listed building application for conversion & improvement works to Units 11 & 12, including removal of lean to, installation of external cladding, replacement external door, formation of new openings internally, removal of sections of wood panelling, installation of new plasterboard ceilings, replacement kitchen, alterations to drainage layouts, replacement WCs & WHBs, formation of new shower area, replacement floor finishes, internal redecoration and associated works	King's Lynn
22.07.2020	22.10.2020 <b>Application Permitted</b>	20/01069/A	Campbells Meadow King's Lynn Norfolk Advert Application: Retention of directory board sign at entrance to business park	King's Lynn
14.08.2020	28.10.2020 <b>Application Permitted</b>	20/01257/F	30 King George V Avenue King's Lynn Norfolk PE30 2QF New single storey timber frame garage with adjoining carport to rear of property	King's Lynn
17.08.2020	23.10.2020 <b>Application Permitted</b>	20/01213/F	Barry's Cars & Commercials Ltd Oldmedow Road Hardwick Industrial Estate King's Lynn The proposal is for the extension of the existing industrial building and creation of a covered wash down area	King's Lynn
21.08.2020	26.10.2020 <b>Application Permitted</b>	20/01259/F	Safeguy Safety Corporate House Oldmedow Road Hardwick Industrial Estate First floor extension to office accommodation warehouse extension and creation of wholesale display area	King's Lynn
24.08.2020	22.10.2020 <b>Application Permitted</b>	20/01270/F	111A Wootton Road King's Lynn Norfolk PE30 4DJ First floor extension	King's Lynn
26.08.2020	28.10.2020 <b>Application Permitted</b>	20/01331/F	43 Hulton Road Gaywood King's Lynn Norfolk Two storey rear extension to provide wheelchair platform lift and accessible first floor shower room	King's Lynn

28.08.2020	13.11.2020 <b>Application Permitted</b>	20/01379/A	43 Bergen Way North Lynn Industrial Estate King's Lynn Norfolk ADVERT APPLICATION: 5 x fascia signs	King's Lynn
01.09.2020	26.10.2020 <b>Application Permitted</b>	20/01319/LB	23A Queen Street King's Lynn Norfolk PE30 1HT Listed Building: Alterations to 1st floor internal layout, incorporate internal lobby into bathroom, block up opening in internal wall to restore wall to original, open up double doorway in modern wall to link living room and bedroom 2, partially open up blocked-up fireplace in bedroom 1 and fit reclaimed fire surround.	King's Lynn
02.09.2020	11.11.2020 <b>Would be Lawful</b>	20/01326/LDP	Units 3, 4 & 5 Old Berol Court Scania Way Hardwick Industrial Estate King's Lynn Application for a Lawful Development Certificate for proposed children's soft play centre and sensory room within the existing building structure. There are no plans to change access to the building site. The changes will be internal fitment of an approved play structure to the currently empty units. There will be no changes to road access as all access is currently in place. The site will not require changes to the external foot print of the site and all development will be internal changes	King's Lynn
07.09.2020	20.11.2020 <b>Application Permitted</b>	20/01350/A	McDonalds King's Lynn Service Station Clenchwarton Road West Lynn 4No internally illuminated new digital freestanding signs and 1No 15" digital booth screen	King's Lynn
08.09.2020	19.11.2020 <b>Application Permitted</b>	20/01353/F	Kings Lynn Churches Together Night Shelter 5 St Anne's Fort North Street King's Lynn Change of use of the building from a night shelter and offices to a health and well-being centre with a hair and beauty salon.	King's Lynn
09.09.2020	04.11.2020 <b>Application Permitted</b>	20/01359/LB	16 Priory Lane King's Lynn Norfolk PE30 5DU Replacement of existing (modern) window & installation of air brick	King's Lynn

09.09.2020	13.11.2020 <b>Application Permitted</b>	20/01360/F	Central Tyre 6 - 8 Paxman Road Hardwick Industrial Estate King's Lynn Refurbishment of existing commercial unit with associated external works	King's Lynn
14.09.2020	09.11.2020 <b>Application Permitted</b>	20/01385/F	23 Langley Road South Wootton King's Lynn Norfolk Extension to dwelling	King's Lynn
15.09.2020	09.11.2020 <b>Application Permitted</b>	20/01392/F	228 Wootton Road King's Lynn Norfolk PE30 3BH Construction of a single storey extension to the rear of an existing dwelling	King's Lynn
22.09.2020	23.11.2020 <b>Application Permitted</b>	20/01484/F	7 Denney Road Hardwick Industrial Estate King's Lynn Norfolk Overcladding of the existing steel roof to install a new Euroclad Refresh System (System 1) raising the roof height by 400mm	King's Lynn
22.09.2020	05.11.2020 <b>Application Permitted</b>	20/01485/F	66 Suffield Way King's Lynn Norfolk PE30 3DL Re-roofing to form loft accommodation	King's Lynn
30.09.2020	23.11.2020 <b>Application Permitted</b>	20/01497/F	2 - 7 Campbells Meadow King's Lynn Norfolk PE30 4YN External alterations to retail terrace	King's Lynn
13.10.2020	02.11.2020 <b>TPO Work Approved</b>	20/00098/TPO	35 Langland King's Lynn Norfolk PE30 4TH 2/TPO/00008: T1 Beech - The tree hangs over the house at 35 Langland, reduce and thin where possible. This would be by no more than 2.5 metres all over and thinned by no more than 20% to potentially give the tree an extended lifetime, rather than let it become overgrown and then ultimately fail. T2 Oak - Requires a lateral limb removing of approximately 30cm at the fork and approximately 10 metres long. Due to the heavy foot traffic underneath the limb and likely hood of failure, it requires removal. This will also allow the tree to regain a more upright and stable form.	King's Lynn

14.10.2020	17.11.2020 <b>Refused to Determine</b>	20/01624/PAGPD	37 St Peters Road West Lynn King's Lynn Norfolk Single storey rear extension which extends beyond the rear wall by 3 metres with a maximum height of 2.9 metres and a height of 2.9 metres to the eaves	King's Lynn
20.10.2020	02.11.2020 <b>TPO Work Approved</b>	20/00103/TPO	Spring Wood Gayton Road King's Lynn Norfolk 2/TPO/0008: Works to trees as per survey dated June 2020	King's Lynn
04.11.2020	18.11.2020 <b>Tree Application - No objection</b>	20/00111/TPO	36 Peckover Way South Wootton King's Lynn Norfolk 2/TPO/00001: T1 Oak - Reduce by 1.5M, T2 & 3 Oak Trees - Fell, T4 Silver Birch - Fell, T5 Conifer - Fell	King's Lynn
09.07.2020	06.11.2020 <b>Application Permitted</b>	20/01001/F	Highleigh 16 Brow of The Hill Leziate Norfolk Proposed garage/car port	Leziate
17.07.2020	29.10.2020 <b>Application Refused</b>	20/01042/O	Allotment Gardens Vicarage Lane Marham Norfolk Outline Application: Construction of one dwelling	Marham
19.08.2020	05.11.2020 <b>Application Permitted</b>	20/01282/F	Street Record Oak Avenue Upper Marham Norfolk External wall insulation to MOD service family accomodation	Marham
01.09.2020	10.11.2020 <b>Was Lawful</b>	20/01318/LDE	Apple Tree Lodge Squires Hill Upper Marham Norfolk Lawful Development Certificate: For dwelling for elderly relative, hard standing for static caravan size 35 ft x 12ft sited at the rear of the garden 1.5 ft from boundary	Marham
03.08.2020	22.10.2020 <b>Application Permitted</b>	20/01143/F	Rose Cottage Rands Drove Marshland St James Wisbech Proposed extension and alterations to existing dwelling including extension of residential curtilage	Marshland St James
08.09.2020	23.11.2020 <b>Application Permitted</b>	20/01413/O	Land SW of 146 And W of 145 Smeeth Road Marshland St James Norfolk OUTLINE APPLICATION: Residential development - Two dwellings	Marshland St James



07.09.2020	03.11.2020 <b>Application Permitted</b>	19/00144/NMA_2	Land W of Crown Street Street N Of Hall Farm Bungalow Meadow View Drive Methwold NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 19/00144/F: Variation of condition 2 of planning permission 15/01683/FM to amend the approved plans	Methwold
26.06.2020	06.11.2020 <b>Application Permitted</b>	20/00911/F	Blencathra Wormegay Road Blackborough End King's Lynn Proposed double garage	Middleton
07.07.2020	11.11.2020 <b>Application Refused</b>	20/00986/CU	Woodland North of Gardeners Cottage Hall Orchards Middleton Norfolk Change of use of land to garden land of No. 20 to No. 22 Hall Orchards	Middleton
28.09.2020	28.10.2020 <b>Tree Application - No objection</b>	20/00093/TPO	The Coach House Lynn Road Middleton King's Lynn 2/TPO/00075: Felling of two yew trees (no1 and no 2)	Middleton
24.06.2020	21.10.2020 <b>Application Permitted</b>	20/00927/F	4 The Paddock Dunns Lane North Creake Fakenham Single storey side and rear extension	North Creake
14.09.2020	23.10.2020 <b>Tree Application - No objection</b>	20/00187/TREECA	Willow Cottage Wells Road North Creake Fakenham Trees in a Conservation Area: Large Willow Trees - Cut both main trunk and other branches and removal of ivy	North Creake
12.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00205/TREECA	6 West Street North Creake Fakenham Norfolk Trees in a Conservation Area: 1, a group of 3 leyland cypress to remove	North Creake
12.10.2020	26.10.2020 <b>Tree Application - No objection</b>	20/00211/TREECA	4 The Paddock Dunns Lane North Creake Fakenham T1 Leylanii - Remove due to tree outgrowing garden and blocking light	North Creake

25.09.2020	19.11.2020 <b>Application Permitted</b>	20/01462/F	Cassiobury 31 The Green North Runcton King's Lynn Extension and loft conversion	North Runcton
24.08.2020	22.10.2020 <b>Application Permitted</b>	20/01262/F	School Farm The Green North Wootton King's Lynn Removal of existing triple garage and construction of new single storey side extension	North Wootton
27.08.2020	09.11.2020 <b>Application Permitted</b>	20/01380/F	16 Smugglers Close Old Hunstanton Hunstanton Norfolk Demolition of garage/shed and replacement with garden room	Old Hunstanton
20.10.2020	16.11.2020 <b>Application Permitted</b>	20/00241/NMA_1	Strathcona 30 Old Hunstanton Road Old Hunstanton Hunstanton NON-MARTERIAL AMENDMENT TO PLANNING CONSENT 20/00241/F: Extension and alteration of a private dwelling	Old Hunstanton
02.01.2020	06.11.2020 <b>Application Permitted</b>	20/00002/F	Land North East of C G Wenn Ltd 2 Wisbech Road Outwell Demolition of existing buildings and construction of two storey dwelling with associated parking and the creation of private amenity spaces and parking for No. 2 & 4	Outwell
15.07.2020	22.10.2020 <b>Application Refused</b>	20/01026/FM	Land SE of Hall Road Outwell Norfolk Proposed residential development of 39 dwellings	Outwell
28.08.2020	28.10.2020 <b>Application Permitted</b>	20/01310/F	Villeneuve Basin Road Outwell Wisbech Construction of garage, domestic store and car port with attic storage over	Outwell
01.09.2020	09.11.2020 <b>Application Permitted</b>	20/01377/F	Boyces Fen Farm Marsh Road Outwell Wisbech Proposed agricultural livestock shed	Outwell
08.11.2018	16.11.2020 <b>Application Permitted</b>	18/02016/F	'Adjacent To' Water Ski Club And Dwelling Pentney Lakes Common Road Pentney Retention of holiday lodge with conservatory extension, timber decking and domestic storage shed	Pentney

18.06.2020	20.11.2020 <b>Application Permitted</b>	20/00892/RM	Robins Nest Pentney Lane Pentney KINGS LYNN RESERVED MATTERS: Detatched bungalow	Pentney
29.07.2020	10.11.2020 <b>Application Permitted</b>	20/01132/F	Land E of Woodside Narborough Road Pentney Norfolk Construction of agricultural building (hay barn)	Pentney
21.08.2020	29.10.2020 <b>Application Permitted</b>	20/01253/F	39 Pentney Lakes Common Road Pentney Norfolk Proposed log cabin style holiday home	Pentney
10.09.2020	22.10.2020 <b>Application Permitted</b>	20/01433/F	Land E of Woodside Narborough Road Pentney Norfolk Construction of Agricultural Building (Lambing shed).	Pentney
01.09.2020	28.10.2020 <b>Tree Application - No objection</b>	20/00168/TREECA	Easterly Lodge 68 High Street Ringstead HUNSTANTON T1 & T2 S Beech - Remove. T3 Rowan - Remove. All 3 trees to be replaced in different parts of the garden. T4 Conifer - Tree belongs to neighbour, and with his permission this tree to be reduced to 6m. T5 Conifer-Small, self sown sycamore reduced to 4m within a conservation area	Ringstead
14.07.2020	05.11.2020 <b>Application Permitted</b>	20/01021/F	Coates Brothers 92 Watlington Road Runcton Holme KINGS LYNN Extension of site area	Runcton Holme
22.09.2020	20.11.2020 <b>Application Permitted</b>	20/01429/F	Sandringham Estate Scotch Belt Sandringham Norfolk Alterations and Enlargement of existing Playground	Sandringham
28.07.2020	05.11.2020 <b>Application Permitted</b>	20/01101/F	Gables Barn 6 Lynn Road Shouldham King's Lynn Replace all existing aged windows which are a mixture of soft wood and old uPVC frames	Shouldham
24.08.2020	06.11.2020 <b>Application Permitted</b>	20/01263/F	Sea Wind Dawes Lane Snettisham King's Lynn Double garage, 2no. side extensions, porch, reface dwelling, replacement windows.	Snettisham

03.09.2020	23.11.2020 <b>Application Permitted</b>	20/01332/O	Adjacent 76 Station Road Snettisham King's Lynn Norfolk Outline Application: construction of new dwelling to the rear of the existing dwelling	Snettisham
11.09.2020	05.11.2020 <b>Application Permitted</b>	20/01373/LB	The Rose & Crown 8 Old Church Road Snettisham KINGS LYNN Listed Building Application: proposed staff building, external bar, internal alterations to restaurant and ancillary buildings	Snettisham
11.09.2020	06.11.2020 <b>Application Permitted</b>	20/01432/F	The Rose & Crown 8 Old Church Road Snettisham KINGS LYNN Variation of Condition 2 attached to Planning Permission 19/02198/F	Snettisham
28.10.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00107/TPO	10 Canada Close Snettisham King's Lynn Norfolk 2/TPO/00017: T1 Sycamore - Top 1/3 has died, lower limbs are at risk of breaking with potentially injurious consequences	Snettisham
26.08.2020	20.11.2020 <b>Application Permitted</b>	20/01291/F	The Ostrich Inn 1 Fakenham Road South Creake Fakenham Reception extension to rear, conversion of stores/dining hall to accommodation, addition of first floor restaurant/seating area, reconfiguration of kitchen/bar and reconfiguration of first floor accommodation, addition of windows and/or rooflights, various internal and external alterations including landscaping and seating areas	South Creake

26.08.2020	19.11.2020 <b>Application Permitted</b>	20/01292/LB	The Ostrich Inn 1 Fakenham Road South Creake Fakenham Listed Building Consent: Reception extension to rear, conversion of stores/dining hall to accommodation, addition of first floor restaurant/seating area, reconfiguration of kitchen/bar and reconfiguration of first floor accommodation, addition of windows and/or rooflights, various internal and external alterations including landscaping and seating areas	South Creake
10.09.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00185/TREECA	May Cottage 22 Back Street South Creake Fakenham Tree in a Conservation Area: Reduce cotoneaster in rear garden by 30%	South Creake
23.07.2020	12.11.2020 <b>Application Permitted</b>	20/01077/F	4 Greenacres Close South Wootton King's Lynn Norfolk Extension to dwelling and external render	South Wootton
30.07.2020	05.11.2020 <b>Application Permitted</b>	20/01124/O	Land Accessed W of 90 Grimston Road And W of 4 & 6 Green Lane Grimston Road South Wootton Norfolk OUTLINE APPLICATION ALL MATTERS RESERVED: Proposed 2No Dwellings	South Wootton
30.07.2020	22.10.2020 <b>Application Permitted</b>	20/01128/F	Pleasant Holme 3 The Green South Wootton King's Lynn Proposed extension and alterations	South Wootton
26.08.2020	10.11.2020 <b>Application Permitted</b>	20/01290/F	Hunters Moon Hall Lane South Wootton King's Lynn Rear extension and alterations	South Wootton
08.09.2020	05.11.2020 <b>Application Permitted</b>	20/01356/F	66 Willow Road South Wootton King's Lynn Norfolk Extension to first floor and alterations to detached dwelling	South Wootton
15.09.2020	06.11.2020 <b>Application Permitted</b>	20/01393/F	17 The Birches South Wootton King's Lynn Norfolk Extension and alterations to dwelling	South Wootton

18.09.2020	11.11.2020 <b>Application Permitted</b>	20/01468/F	20 The Birches South Wootton King's Lynn Norfolk Extensions and alterations	South Wootton
21.09.2020	13.11.2020 <b>Application Permitted</b>	20/01417/F	South Wootton Parish Council Office 24 Church Lane South Wootton Norfolk Extension to Meeting Room and Stores (Revised Design).	South Wootton
22.09.2020	23.11.2020 <b>Application Permitted</b>	20/01483/F	43 The Birches South Wootton King's Lynn Norfolk Extensions & alterations to existing 2-storey dwelling following demolition of existing conservatory & small single side extension	South Wootton
28.09.2020	23.11.2020 <b>Application Permitted</b>	20/01473/F	42 Grimston Road South Wootton King's Lynn Norfolk Conversion, extension and alterations to garage into annexe	South Wootton
29.09.2020	24.11.2020 <b>Application Refused</b>	20/01530/F	Bluebell Inn Lynn Road Stoke Ferry King's Lynn Change of use from public house to single detached residential dwelling	Stoke Ferry
08.10.2020	18.11.2020 <b>AG Prior Notification - NOT REQD</b>	20/01589/AG	Home Farm 76 Wretton Road Stoke Ferry King's Lynn Agricultural Prior Notification: Multipurpose agricultural barn	Stoke Ferry
12.10.2020	18.11.2020 <b>Tree Application - No objection</b>	20/00210/TREECA	The Old School House High Street Stoke Ferry King's Lynn G1 2 x Conifers - Reduce limbs, T1 Twisted Willow - Pollard tree at rear within a conservation area	Stoke Ferry
25.08.2020	30.10.2020 <b>Application Permitted</b>	20/01278/F	22 The Drove Barroway Drove Downham Market Norfolk Erection of barn for the storage of agricultural equipment	Stow Bardolph
08.09.2020	03.11.2020 <b>Application Permitted</b>	20/01412/F	84 The Causeway Stow Bridge King's Lynn Norfolk Single storey extension to side and rear including alterations (amended design)	Stow Bardolph
21.09.2020	12.11.2020 <b>Application Permitted</b>	20/01480/RM	Horseshoe Farm 241 The Drove Barroway Drove Norfolk Reserved matters application for two dwellings	Stow Bardolph

15.10.2020	11.11.2020 <b>Application Permitted</b>	19/00388/NMA_1	The Cottage Hill Farm West Head Road Stow Bridge NON MATERIAL AMENDMENT TO PLANNING CONSENT 19/00388/F: Demolition of conservatory and erection of two storey rear extension to dwelling	Stow Bardolph
04.09.2020	23.11.2020 <b>Application Permitted</b>	20/01343/F	23 Tattersett Road Syderstone King's Lynn Norfolk Rear single storey extension	Syderstone
06.08.2020	22.10.2020 <b>Application Permitted</b>	20/01161/F	Rose Farm Bungalow 178 Sutton Road Terrington St Clement King's Lynn Proposed extension and alterations including conversion of existing barn store	Terrington St Clement
06.08.2020	13.11.2020 <b>Application Permitted</b>	20/01200/F	75 Sutton Road Terrington St Clement King's Lynn Norfolk Proposed rear extension	Terrington St Clement
02.09.2020	23.10.2020 <b>Was Lawful</b>	20/01369/LDE	Rose Farm Bungalow 178 Sutton Road Terrington St Clement King's Lynn Application for a Lawful Development Certificate for the occupation of 178 Sutton Road in breach of the agricultural occupancy condition for a continuous period in excess of 10 years which continues at the date of the application	Terrington St Clement
03.09.2020	22.10.2020 <b>Application Permitted</b>	20/01335/F	8 Ongar Hill Terrington St Clement Norfolk PE34 4JF Proposed erection of outbuilding to house Historic Vehicles	Terrington St Clement
14.09.2020	09.11.2020 <b>Application Permitted</b>	20/01384/F	11 Waterlow Road Terrington St Clement King's Lynn Norfolk Variation of condition 2 of planning permission 19/01641/F to use a consistent painted render finish	Terrington St Clement
16.09.2020	16.11.2020 <b>Application Permitted</b>	20/01456/F	St Clement's Children's Centre 101 Churchgate Way Terrington St Clement Norfolk Installation of new external hard standing and internal division fencing	Terrington St Clement

29.09.2020	24.11.2020 <b>Application Permitted</b>	20/01488/F	100 Marsh Road Terrington St Clement King's Lynn Norfolk proposed addition of garage to side of dwelling	Terrington St Clement
03.09.2020	09.11.2020 <b>Application Permitted</b>	20/01333/F	The Barn Restaurant 2 School Road Terrington St John Norfolk The application is for a retrospective application for the installation and use of 5 No. outdoor dining pods	Terrington St John
02.09.2020	27.10.2020 <b>Application Permitted</b>	20/01371/F	Lyng Farm Ringstead Road Thornham Norfolk Proposed substation and associated buildings to be used at the approved solar farm	Thornham
03.09.2020	26.10.2020 <b>Application Permitted</b>	20/01337/F	The Pastures 6 Choseley Road Thornham Norfolk Variation of Condition 11 attached to planning permission 19/01542/F	Thornham
24.09.2020	12.11.2020 <b>Application Permitted</b>	20/01452/LB	The Orange Tree High Street Thornham Norfolk Installation of External Door following removal of window and brick infill below	Thornham
29.09.2020	02.11.2020 <b>TPO Work Approved</b>	20/00194/TPO	The Hirsell Staithe Lane Thornham Hunstanton Trees in a Conservation Area and 2/TPO/00152: T1,T2 and T3 - Monterrey Cypress. Fell. Several major limbs have been lost in recent storms. Unsafe for location. Replant more suitable species as replacement.	Thornham
30.09.2020	11.11.2020 <b>Tree Application - No objection</b>	20/00196/TREECA	Thornham Manor Church Street Thornham Norfolk T1 Holm Oak - Reduce crown by approx 2-3 meters within a conservation area	Thornham
02.03.2020	05.11.2020 <b>Was_Would be Lawful</b>	20/00324/LDE	10 Spice Chase Tilney St Lawrence King's Lynn Norfolk Continued use of land for two caravans as incidental accommodation occupied in connection with the main house	Tilney St Lawrence
27.08.2020	30.10.2020 <b>AG Prior Notification - NOT REQD</b>	20/01338/AG	Westcott New Road Tilney St Lawrence King's Lynn Proposed new shed for storage of agricultural vehicular machinery	Tilney St Lawrence



10.03.2020	09.11.2020 <b>Application Permitted</b>	20/00389/F	Fen Regis House 9 Town Street Upwell Wisbech Variation of conditions 2,3,4,5,7,8,9,10,13,14 and 16 of Planning Permission 16/01005/F: Demolition of existing warehouse, erection of new food store to rear with associated parking	Upwell
11.08.2020	05.11.2020 <b>Application Permitted</b>	20/01187/F	South of Squires Drove House Squires Drove Three Holes Wisbech Part retrospective permission for machine store building on existing agricultural / orchard land	Upwell
24.08.2020	22.10.2020 <b>Application Permitted</b>	20/01260/F	29 New Bridge Road Upwell Wisbech Norfolk Proposed extension	Upwell
07.09.2020	05.11.2020 <b>Application Permitted</b>	20/01346/F	The Cottage Stonehouse Road Upwell Wisbech REMOVAL OR VARIATION OF CONDITION 2 OF PLANNING PERMISSION 16/01608/F: Proposed single storey agricultural shed	Upwell
15.09.2020	09.11.2020 <b>Application Withdrawn</b>	20/01446/LDP	Caramia 15 Listers Road Upwell Wisbech Application for a Lawful Development Certificate for a proposed single storey rear extension to existing bungalow	Upwell
30.09.2020	03.11.2020 <b>DM Prior Notification NOT Required</b>	20/01539/DM	The Grapery Main Road Lott's Bridge Three Holes Prior Notification Application: Demolition of residential dwelling	Upwell
01.06.2020	09.11.2020 <b>Application Refused</b>	20/00764/O	Pitchers Transport Market Lane Walpole St Andrew Wisbech Outline application: Construction of 9 Dwellings	Walpole Cross Keys
23.09.2020	13.11.2020 <b>Prior Approval Approved</b>	20/01490/PACU3	Agricultural Building SE of Bradford House Bustards Lane Walpole St Andrew Norfolk Change of use of agricultural buildings to dwelling (Class C3)	Walpole Cross Keys

26.06.2020	22.10.2020 <b>Application Permitted</b>	20/00916/F	Ivydale Cranny Field Chase Walpole Highway Wisbech Part single storey and part two storey extension along with alterations to dwelling and the building of a detached garage	Walpole Highway
24.09.2020	12.11.2020 <b>Application Permitted</b>	20/01505/LB	Faulkner House West Drove North Walton Highway Norfolk Listed Building Application: Proposed barn conversion to residential dwelling	Walpole Highway
17.07.2020	22.10.2020 <b>Application Permitted</b>	20/01056/OM	Land N of 4 To 6 Lynn Road Walsoken Norfolk Outline application with some matters reserved for proposed industrial units	Walsoken
09.09.2020	20.11.2020 <b>Application Permitted</b>	20/01423/F	RAVENWOOD PET RESCUE Unit 1 Pondworld Retail Park Lynn Road Proposed commercial unit	Walsoken
15.10.2020	28.10.2020 <b>Tree Application - No objection</b>	20/00099/TPO	The Limes 60 Downham Road Watlington King's Lynn 2/TPO/00742: Fell Lime tree - severe fungal attack rendering it unstable	Watlington
15.10.2020	28.10.2020 <b>Tree Application - No objection</b>	20/00100/TPO	77 Downham Road Watlington King's Lynn Norfolk 2/TPO/00174: T3 Oak - 2m crown reduction, T6 Horse Chestnut fell already dead, T4 Oak remove all deadwood affected by crown dieback	Watlington
20.02.2020	17.11.2020 <b>Application Permitted</b>	20/00263/F	Joinery Shop And Bar Barn 5 Abbey Farm River Road West Acre Installation of external doors and skylights (retrospective)	West Acre
19.05.2020	28.10.2020 <b>Not Lawful</b>	20/00732/LDE	Foxhall Farm Harps Hall Road Walton Highway Norfolk Lawful development certificate: Continuous use of the Old Haystore as a single dwelling from April 2016	West Walton
29.05.2020	23.10.2020 <b>Application Permitted</b>	20/00760/O	Cooks Butchers 14 School Road West Walton Wisbech Outline Application: Two new semi-detached dwellings including demolition of butchers shop associated building	West Walton

30.07.2020	10.11.2020 <b>Application Refused</b>	20/01125/O	62 Salts Road West Walton Norfolk PE14 7EJ OUTLINE APPLICATION SOME MATTERS RESERVED: Construction of a proposed dwelling	West Walton
06.08.2020	06.11.2020 <b>Application Permitted</b>	20/01199/F	Silva Glade 219 Salts Road West Walton Norfolk Change of use from domestic garage to dog grooming salon	West Walton
13.08.2020	20.11.2020 <b>Application Permitted</b>	20/01203/F	Torbay 51 School Road West Walton Wisbech Single-storey front extension to bungalow	West Walton
13.08.2020	22.10.2020 <b>Application Permitted</b>	20/01249/RM	Land West of 138 School Road West Walton Wisbech Norfolk RESERVED MATTERS: Erection of dwelling and garage	West Walton
24.08.2020	30.10.2020 <b>Application Permitted</b>	20/01321/F	Elbri 29 Westland Chase West Winch King's Lynn Variation of condition 2 of planning permission 19/00687/F: Extension to bungalow	West Winch
21.08.2020	28.10.2020 <b>Application Permitted</b>	20/01251/F	Brambles Farm Barn Lords Bridge Wiggshall St Mary The Virgin Norfolk Agricultural storage building	Wiggshall St Germans
18.09.2020	10.11.2020 <b>Application Permitted</b>	20/01411/F	Gaffikin House 72 Mill Road Wiggshall St Germans Norfolk Extension and conversion of garage to form games room	Wiggshall St Germans
30.03.2020	13.11.2020 <b>Application Permitted</b>	20/00531/RM	Land East of High View Castle Road Wormegay Norfolk Reserved Matters Application: construction of a dwelling	Wormegay
07.09.2020	29.10.2020 <b>Application Permitted</b>	20/01347/F	The Antlers Castle Road Wormegay Norfolk Single storey extension to dwelling house	Wormegay
18.09.2020	11.11.2020 <b>Application Permitted</b>	20/01408/F	Middle Farm House Saxon Way Wormegay Norfolk Extension of Existing Dwelling House	Wormegay

30.09.2020	13.11.2020 <b>Application Permitted</b>	20/01499/F	The Haven West Dereham Road Wretton King's Lynn Variation of condition 1 of planning permission 20/00132/RM to change the drawings	Wretton
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