

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



Planning Committee

Agenda

**Monday, 2nd March, 2026
at 9.30 am**

in the

**Assembly Room
Town Hall
King's Lynn**

Also available to view at:

<https://www.youtube.com/user/WestNorfolkBC>



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

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, 2nd March, 2026

VENUE: Assembly Room, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ

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 2nd February 2026 (to follow).

3. DECLARATIONS OF INTEREST (Page 6)

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.

Councillor appointed representatives on the Internal Drainage Boards are noted.

4. URGENT BUSINESS UNDER STANDING ORDER 7

To consider any business, which by reason of special circumstances, the Chair 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 taken.

6. CHAIR'S CORRESPONDENCE

To receive any Chair's correspondence.

7. RECEIPT OF CORRESPONDENCE RECEIVED AFTER THE PUBLICATION OF THE AGENDA

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

8. INDEX OF APPLICATIONS (Pages 7 - 8)

The Committee is asked to note the Index of Applications.

9. DECISION ON APPLICATIONS (Pages 9 - 111)

The Committee is asked to consider and determine the attached Schedules of Planning Applications submitted by the Assistant Director.

10. DELEGATED DECISIONS (Page 112)

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

To: Members of the Planning Committee

Councillors B Anotá, T Barclay, R Blunt, F Bone (Chair), A Bubb, M de Whalley, T de Winton, P Devulapalli, S Everett, J Fry, S Lintern, C Rose, A Ryves, Mrs V Spikings (Vice-Chair) and M Storey

Site Visit Arrangements

When a decision for a site inspection is made, consideration of the application will be adjourned, the site visited, and the meeting reconvened on the same day for a decision to be made. Timings for the site inspections will be announced at the meeting.

If there are any site inspections arising from this meeting, these will be held on **Thursday, 5 March 2026** (time to be confirmed) and the meeting reconvened on the same day (time to be agreed).

Please note:

- (1) At the discretion of the Chair, items may not necessarily be taken in the order in which they appear in the agenda.
- (2) An Agenda summarising Correspondence Received After the Publication of the Agenda received by 5.00 pm on the Wednesday before the meeting will be emailed. Correspondence received after that time will not be specifically reported during the Meeting.
- (3) **Public Speaking**

Please note that the deadline for registering to speak on the application is before 5.00 pm two working days before the meeting. Please contact borough.planning@west-norfolk.gov.uk or call (01553) 616818 or 616234 to register. Please note that you need to have made representations on an application to be able to register to speak.

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.

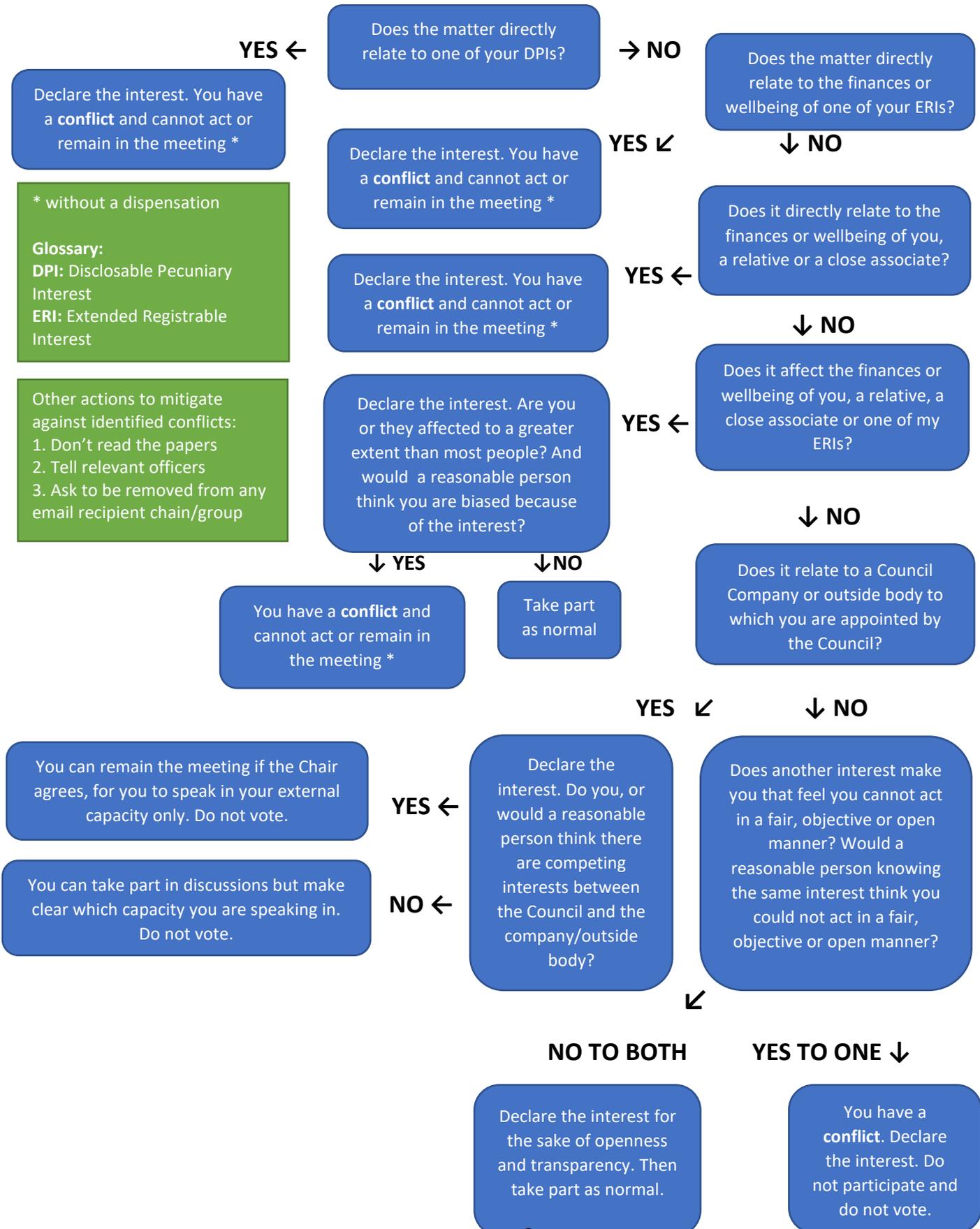
For Further information, please contact:

democratic.services@west-norfolk.gov.uk

DECLARING AN INTEREST AND MANAGING ANY CONFLICTS FLOWCHART



START



**INDEX OF APPLICATIONS TO BE DETERMINED TO BE
DETERMINED BY THE PLANNING COMMITTEE AT THE MEETING
TO BE HELD ON MONDAY 2 MARCH 2026**

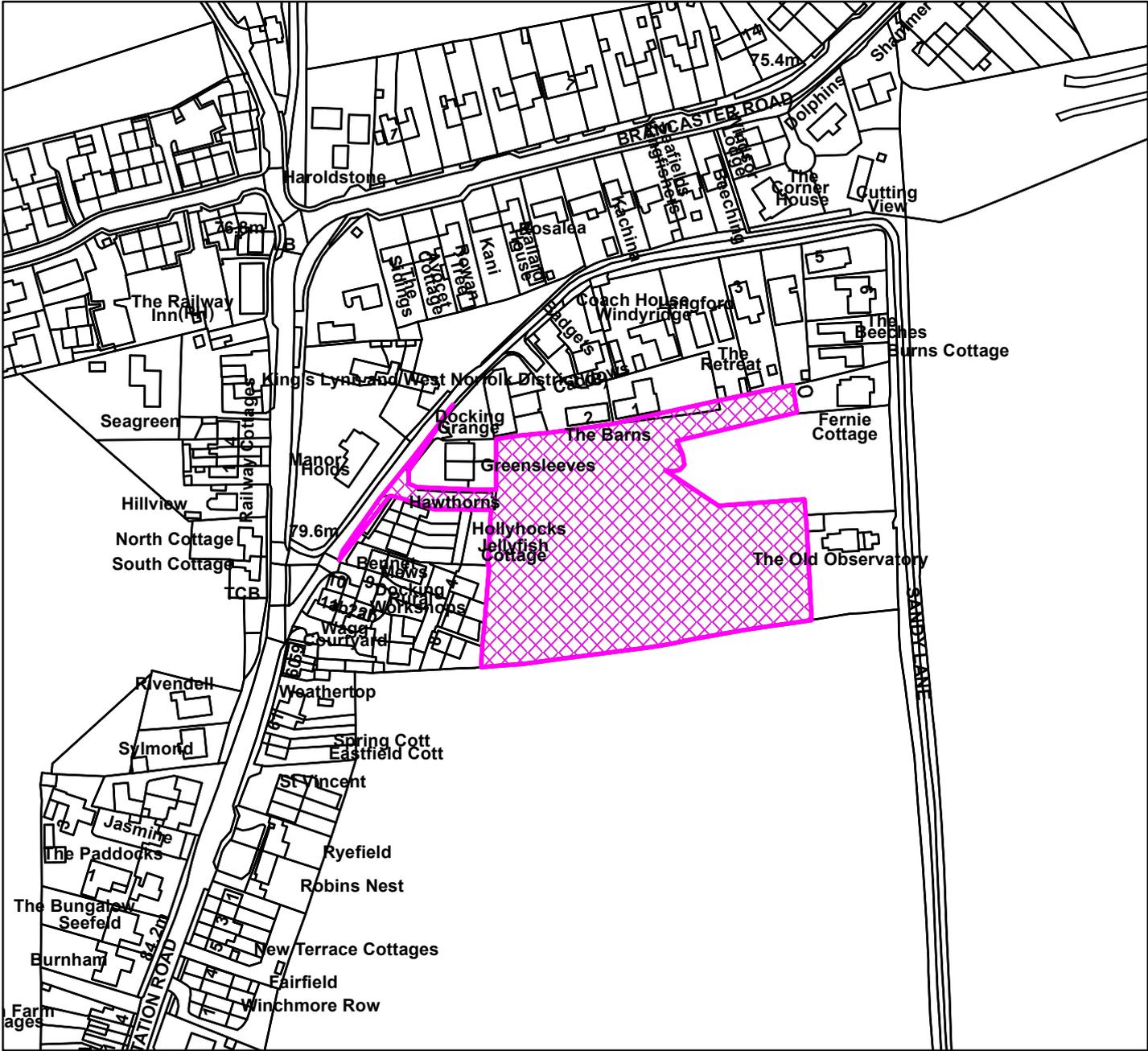
Item No	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
DEFERRED ITEMS				
9/1(a)	25/01391/FM Land E of Bennet Mews S And W of Sandy Lane, Sandy Lane, Docking PE31 8NF Full Planning Application: Erection of 5 no. single storey dwellings, garages, vehicular/pedestrian access, landscaping, and associated infrastructure; together with change of use of parts of site to residential curtilages (for existing dwellings)	DOCKING	APPROVE	9
9/1(b)	25/00590/O Braemore Lynn Road East Winch King's Lynn PE32 1NP Outline application with some matters reserved for the construction of 5 new self/custom build sustainable homes	EAST WINCH	REFUSE	35
9/2	OTHER APPLICATIONS/APPLICATIONS REQUIRING REFERENCE TO THE COMMITTEE			
9/2(a)	25/01782/F Car Park At Granary Court Baker Lane King's Lynn PE30 1HY Re-development of the Baker Lane Car Park comprising the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub comprising cycle parking, storage, repair and changing facilities. Development to include the re-organisation of the existing car park to provide new external vehicle and cycle parking facilities alongside hard and soft landscaping.	KING'S LYNN	APPROVE	54
9/2(b)	25/01678/F April Cottage 2 Chapel Lane Ringstead Hunstanton PE36 5JX Single Storey Extension to replace existing	RINGSTEAD	APPROVE	74

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
9/2(c)	25/02119/F Mary-Lyn 9 Burnham Road Ringstead Hunstanton PE36 5LB Variation of conditions 2, 3 and 10 attached to planning permission 24/01813/F: SELFBUILD: Demolition of existing bungalow and replacement with a new 1.5 storey property.	RINGSTEAD	APPROVE	84
9/2(d)	25/01758/F Chalk Pit Farm Lynn Road Stoke Ferry King's Lynn PE33 9SW Retention of existing structures for agricultural use and retention of earth bund	WRETTON/ STOKE FERRY	APPROVE	99



25/01391/FM

Land E of Bennet Mews S And W of Sandy Lane Docking PE31 8NF



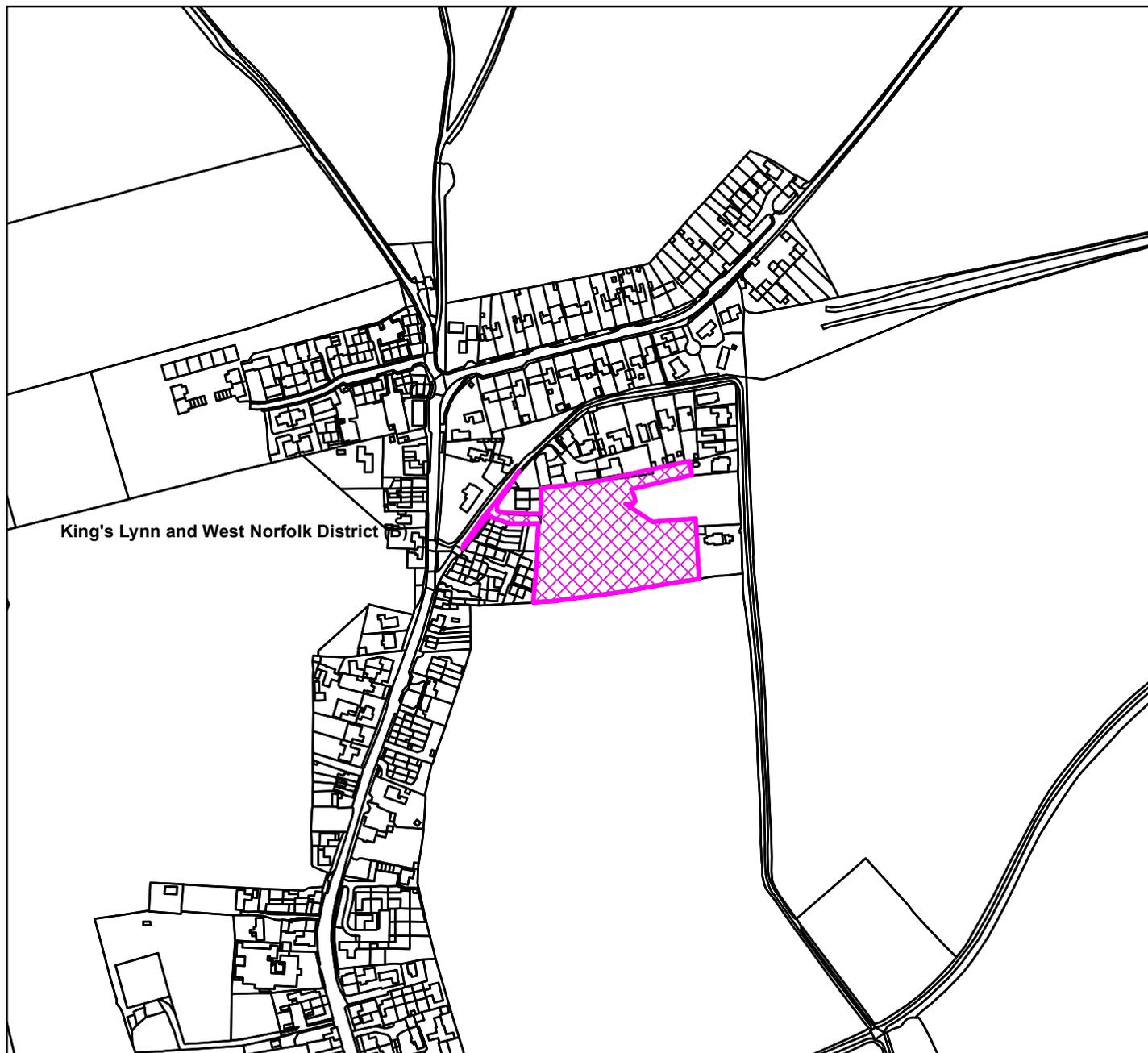
Scale: 1:2,500

Organisation	BCKLWN
Department	Department
Comments	
Date	21/01/2026
MSA Number	0100024314

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Ordnance Survey AC0000819234



Land E of Bennet Mews S And W of Sandy Lane Docking PE31 8NF



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Ordnance Survey AC0000819234

Scale: 1:5,000

Organisation	BCKLWN
Department	Department
Comments	
Date	21/01/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/1(a)

Parish:	Docking	
Proposal:	Full Planning Application: Erection of 5 no. single storey dwellings, garages, vehicular/pedestrian access, landscaping, and associated infrastructure; together with change of use of parts of site to residential curtilages (for existing dwellings)	
Location:	Land E of Bennet Mews S And W of Sandy Lane Sandy Lane Docking Norfolk PE31 8NF	
Applicant:	Vello Ltd.	
Case No:	25/01391/FM (Full Application - Major Development)	
Case Officer:	Mrs C Dorgan	Date for Determination: 3 December 2025 Extension of Time Expiry Date: 27 February 2026

Reason for Referral to Planning Committee – Sifting Panel referral. Deferred from January Planning Committee.

Neighbourhood Plan: No Docking Neighbourhood Plan has not yet been ‘made’ although has been considered below as an emerging Plan.

Members Update

Members will recall that this application was deferred from the Planning Committee on the 2nd of February 2026 in order to seek further information in relation to Anglian Water’s objection relating to foul water drainage capacity at Heacham Water Recycling Centre, and whether alternative options for foul drainage would be appropriate.

For ease of reference, amendments to the January report are presented in emboldened text including information previously included in the committee documents ‘Receipt of Correspondence received after the publication of the agenda’ and ‘Revised report for item 9/1b, application 25/01391/FM-Docking.’

Case Summary

Full Planning permission is sought for the erection of five single storey dwellings together with change of use of parts of the site to residential curtilages (for existing dwellings) at land adjacent to, but outside of the development boundary of Docking.

The development would see four open market dwellings and one affordable dwelling constructed.

The proposal has been amended since its original submission from 6 dwellings to 5 dwellings. This would now result in total of 9 dwellings using the existing private access which is the maximum allowed under NCC Highways policy.

Foul water drainage would be to the public sewer

Key Issues

Principle of Development
Design, Impact upon Heritage and Landscape
Access and Highway Safety
Impact upon Neighbour Amenity
Flood Risk and Drainage
Affordable Housing

Recommendation

A. APPROVE - subject to completion of a s106 to secure Affordable Housing. If the agreement is not completed within 4 months of the committee resolution, but reasonable progress has been made, delegated authority is granted to the Assistant Director/Planning Control Manger to continue negotiation and complete the agreement and issue the decision.

B. If in the opinion of the Assistant Director/Planning Control Manager no reasonable progress is made to complete the legal agreement within 4 months of the date of the committee resolution, the application is **REFUSED** on the failure to secure Affordable Housing in line with Policy LP28 of the Local Plan.

THE APPLICATION

The application site is a field located to the north of Docking. The site would be accessed via an existing private drive located on the western section of Sandy Lane within close proximity to the junction with Station Road. The site adjoins Docking development boundary on the west and northern boundaries and more recent residential development runs along the eastern site boundary. The southern boundary of the site and field is an established hedgerow including hedgerow trees separating it to further agricultural land to the south. Docking Conservation Area is also located to the north and west of the site. There are a number of attractive unlisted heritage assets within close proximity of the site.

Full planning permission is sought for the erection of five single storey dwellings, which is an amendment from the original six dwelling proposal. The amendment has seen the site area reduced slightly to approximately 1.1 hectares and now includes the provision of a bin storage area within an area owned by the applicant to the side of the front garden of Hawthorns, Sandy Lane, close to the public highway. This bin storage area is proposed to be used on bin collection days. In addition, parts of the site are proposed to be changed from agricultural to garden curtilage of neighbouring properties. This would see the gardens of houses along the north and part of the west boundary expanded.

The site lies on an east-west axis. Access would be gained from Sandy Lane to the west, with the private access drive running along the northern portion of the site boundary to the east with five dwellings along the southern half of the site.

Four of the proposed dwellings (plots two to five) would be open market dwellings. Plot one is proposed as an affordable rental dwelling. The four market dwellings would be large single storey, three-bedroom dwellings, with private drives and garages set within large curtilages.

The affordable dwelling has been reduced to a relatively modest size bungalow in line with Strategic Housing Comments to ensure this unit is deliverable. This unit would meet the

M4(2) building standards (accessibility) and also meets the Nationally Described Space Standard (NDSS) minimum gross internal area.

The dwellings would be constructed from a variety of traditional materials (clay pantiles, Norfolk soft red brickwork, flint set within brick quoins, painted timber windows, painted timber weather board, small sections of white render.

Drainage would be via connection to the public sewer.

SUPPORTING CASE

Further Information from Agent regarding Foul Drainage matters:

The agent has submitted an additional supporting statement (ref AP/sp/051-10 dated 9th February 2026) and a Foul Water Drainage - Technical Note - prepared by Rossi Long Consulting (ref NH/LT/261068 [rev 00]).

The statement sets out that the applicants position remains to connect to public sewer for foul water drainage.

They have taken into account members comments and have explored the option of using on-site non-mains drainage. However, technically this is considered to be unfeasible as set out in the technical note. This is due to the need to obtain an EA permit, and given the likely objection to this permit application from the EA based on their approach to the General Binding Rules (GBR) and the context of this site.

Namely, these GBR's seek to ensure foul water is discharged to the public sewer network where it is in close proximity and would not normally allow a private foul water system which requires waste water to be discharged to either local ground or surface water. This is mirrored in the NPPF and EA guidance related to planning which has a hierarchy of drainage where discharge to mains is strongly preferred and in only exceptional circumstances can alternative methods be used.

The agent has reiterated the duty Anglian Water has to allow connection under the Water Industry Act (1991).

The agent has added that there has been a potential change of position from Anglian Water in relation to new connections to the public sewerage network. They have given an example of AW on the 16th August 2024 stating that there was capacity at Heacham WRC, which has changed by the time of AW consultee response to this application in October 2025, with no explanation to explain this change in the response of AW.

The statement also makes reference to a recent planning appeal (APP/A4520/W/25/3367464 – AVANT Homes - South Tyneside) which allowed a large housing scheme which had originally been refused for a reason related to foul water drainage capacity.

The agent has set out that were they to include package treatment plants, the cost would mean that the site would be less viable, and the affordable dwelling would not be possible to provide. This has not been supported by a viability assessment and therefore can be given only limited weight.

The supporting statement sets out that the benefit of the development outweighs any potential identified or evidenced harm in isolation, and should the Council take the position of refusing this or all new housing development in the Heacham WRC catchment on the basis of the AW objection this would -

“Embolden AW to obviate its legal obligations to plan, manage and invest in requisite water recycling infrastructure”

The application has been made to accord with all the provisions of the Local Plan and (emerging) Neighbourhood Plan, in particular Policy LP02 (Residential development on windfall sites).

The site represents a ‘rounding off’ of the settlement’s built form. The site is not an important visual space within the street scene, nor one that makes a contribution to the appearance or rural character of the area (either landscape or Conservation Area). Development of the site – especially by single storey dwellings of a sympathetic and characterful form - would not dilute or undermine settlement planning policy or the specific characteristics of this part of Docking; nor would it set a precedent for any future expansion of the village southwards.

Particularly in the context of the approach expounded by Policy LP02.

The applicant is a local housebuilder, and has recently completed the adjacent bungalow (Skylark) on Sandy Lane. This illustrates commitment to high quality, well-designed, and sustainable homes in Docking.

In proposing bungalows, the application meets the provisions of Policy LP29 (Housing for the Elderly and Specialist Care), and also reflects Government guidance, seeking that Councils take better account of the needs of their older residents when planning for new homes in their area.

The application includes an affordable dwelling. The design and tenure meet the requirements of the Housing Officer, including meeting the M4(2) standard.

AW’s response is noted. However, we contend:

- The Water Industry Act 1991 provides a **statutory duty/obligation** for AW to make the necessary management plans, provision of waste water treatment/recycling infrastructure, and the connection of new dwellings thereto;
- LPAs are not obliged to follow AW’s recommendations on planning applications (especially as AW is a non-statutory consultee). Such advice is a material consideration to be assessed in the overall consideration/planning balance exercise (benefit v. adverse impacts) undertaken by LPAs, in determining applications in the context of planning law;
- LPAs should not - in determining applications and applying conditions of planning permission – duplicate other/parallel statutory or permitting regimes (Water Industry Act, water quality, pollution control regimes, etc.);
- Any concerns over lack of capacity, in the planning balance, are outweighed by: (a) the parallel statutory regime and confidence that it should be effective; and (b) benefits of the scheme;
- There should be no distinction between developments served by different WRCs, insofar as the determination of planning applications is concerned.

The applicant undertook considerable pre-application engagement, with the Parish Council and local residents. And has amended the scheme in response to application consultation, including reducing the dwellings from 6 to 5.

The Parish Council's comments are noted. However, construction traffic can be managed; AW's position is addressed above. The development is of a relatively low density (to reflect local character).

There have been no objections from other consultees.

In conclusion, these proposals meet – in full - the provisions of the NPPF, and newly-adopted Local Plan. The NPPF makes it clear that there is a presumption in favour of sustainable development, and that such proposals should be approved, where they accord with the Development Plan, without delay. Such circumstances are applicable here; we believe that the application should therefore be granted planning permission, subject to appropriate conditions and a S.106 agreement (to address affordable housing and GIRAMS).

(11/01/2026)

PLANNING HISTORY

2/01/0340/F: Application Permitted: 21/05/01 - Construction of 4 terraced dwellings - Land South of Greensleeves, Station Road.

RESPONSE TO CONSULTATION

Parish Council – OBJECTION:

- **The Parish Council is against further development in Docking as it has had lots of developments recently.**
- **Infrastructure is insufficient in Docking to support more housing with limited surgery and school spaces and the roads are at capacity.**
- **The field is a Local Green Space. Green spaces are disappearing.**
- **Parking and traffic would be further impacted from overcrowding and specifically Sandy Lane is far too narrow to accommodate further traffic.**
- **There are significant parishioner and neighbour objections.**
- **Neighbours object and feel pressured.**
- **The Neighbourhood Plan isn't made yet so limited funds are available to even plan to provide.**

Anglian Water - OBJECTION:

On the 11/02/2026 Anglian Water were notified of the updated statement and technical note submitted by the Agent. No response has been received at the time of writing this report.

31/12/2025 - There are no additional drainage documents since our last response, therefore we have no further comments to add to our previous response objecting to the development.

Anglian Water objects to the proposed development due to the intended connection to the public foul drainage network.

This site is located within the catchment of the Heacham Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows that would be generated by the proposed development. Anglian Water has determined that the site is unsustainable due to the associated environmental risk and the increased discharge rates, which could lead to a deterioration in water quality and an unacceptable risk of breaching environmental legislation at Heacham WRC.

Considering these concerns, we recommend that planning permission be refused on the grounds of insufficient infrastructure capacity and to prevent environmental harm.

Anglian Water collaborates with local planning authorities across the region to identify sustainable locations for future development, taking into account infrastructure capacity as part of the development plan processes. We also work closely with our regulators to identify opportunities for future growth investment. At present, no funding has been allocated at this Water Recycling Centre (WRC) for AMP 8 (2025-2030). However, we may seek to promote investment through our future business plans.

Anglian Water is the statutory undertaker responsible for the provision of water and wastewater services and has a duty to ensure that new development does not compromise the integrity of existing infrastructure or pose risks to our existing customers and/or the environment.

The capacity at WRCs and sewerage networks is a material consideration in planning decisions. National and local planning policies require that development must not contribute to or be adversely affected by unacceptable levels of water pollution and it should be demonstrated that adequate infrastructure capacity is available or can be provided.

Policy LP18 3.k. of King's Lynn and West Norfolks Local Plan, adopted 2025 states "development proposals will be required to demonstrate evidence that there is, or will be, sufficient wastewater infrastructure capacity to accommodate the development".

Under Section 106 of the Water Industry Act 1991, development with planning consent has the absolute right to connect regardless of any capacity constraints. The Supreme Court decision in *Barratt Homes v Welsh Water* [2009] concluded that the planning system was the only mechanism available to prevent premature occupation and control the risk of flooding and pollution. This is entirely independent of our obligations under Section 106 of the Water Industry Act.

Heacham Water Recycling Centre (WRC) operates under a numeric environmental permit issued by the Environment Agency. This permit includes a defined limit on Dry Weather Flow (DWF)—the volume of treated effluent that can be discharged to the receiving watercourse.

These limits are set by the Environment Agency (EA) to ensure that the receiving water environment is not detrimentally impacted. They are based on a range of environmental factors, including the sensitivity and ecological status of the watercourse.

While Anglian Water does not model the specific environmental effects of individual planning applications, the limits set within our permits are designed to protect the water environment.

The EA assesses the impact of these limits when granting and reviewing permits. Therefore, any additional flow that would cause the WRC to exceed its permitted DWF is an unacceptable risk to the environment.

Unfortunately there is currently no solution other than to deliver a capital scheme at the works.

If the applicant were to propose alternative private means of foul disposal, such as by utilising a package treatment plant or septic tank for example with no connection into the Anglian Water network, this would overcome our wastewater treatment objection.

Should the applicant choose to propose this, Anglian Water would like to be formally reconulted, to ensure satisfactory foul drainage from the development and to safeguard the receiving water body.

In regard to surface water disposal Anglian Water Have not objected. They have also stated that apart from the lack of capacity at Heacham WRC there is sufficient capacity within the sewerage network to which the development would connect, however, this network would connect to Heacham WRC.

CSNN – OBJECTION:

Position statement from CSNN with respect to the consultation of the above application.

Whilst noting that there are potential issues with increasing demand on the sewage network by this small development of 5 houses it is confirmed that any comments from CSNN are overridden by the requirement for the duty on sewerage undertakers to prepare and implement a comprehensive Drainage and Wastewater Management Plan and the local arrangements in place between the LPA and Anglian Water.

Therefore, although we may have concerns about additional loading, it is confirmed that the detailed information regarding resilience and capacity of the sewage system is outside of our remit and that we cannot make informed calculations regarding the impact of this new development.

On this matter CSNN are not able, and neither should we, provide any further information during the determination process regarding foul drainage for this development.

An objection to the use of wood burners due to the impact upon air quality, health and pollution.

An objection to the position of the turning head being part of the drive of one of the dwellings (Plot 4) and the impact that turning cars would have upon amenity.

The findings of the noise impact assessment are accepted by CSNN. The proposed noise attenuation fence along the south side of the access is supported, a request is made for an additional fence to the north side (on the boundary with Dragonfly Sandy Lane).

Air source heat pumps are noted as the heating system proposed. It is requested that a condition is attached to ensure full details are submitted.

Waste Team – OBJECTION(Consultation relates to the original 6 dwelling scheme without a storage area for bins now proposed.)

Household Contract Waste shall be collected from the curtilage of each property, i.e. the location where the property boundary meets the public highway.

Objection as adequate arrangements for the collection of waste and recycling had not been made.

BCKLWN would not direct a RCV up an unadopted road on a new development.

Local Highway Authority – NO OBJECTION:

Following the amendment of the scheme to five dwellings, which would result in a total of nine dwellings using the site access, the Local Highway Authority has confirmed that they do not object to the principle of the development and that the private drive would not need to be improved/constructed to an adoptable standard, nor would a management agreement be required for ongoing maintenance. This is because the NCC Highways policy allows up to nine dwellings to be accessed from a private drive.

The Local Highway Authority has requested conditions be attached to any permission in relation to highway permitted development rights, width of access, visibility splay, laying out of roads and parking, off site highway improvement, and an informative in regard to the applicant's other responsibilities in relation to highways outside of planning control.

Norfolk Fire and Rescue Service – NO OBJECTION:

Request that a condition is added to any permission requiring the provision of at least one fire hydrant, connected to the potable water supply.

Norfolk Constabulary – COMMENTS MADE:

Generally supportive of the proposal. Advice given on Secured by Design features.

Environment Agency – NO SITE-SPECIFIC COMMENT TO MAKE:

Further Information from the Environment Agency

Guidance has been sought from the Environment Agency, which has stated that they are not able to comment specifically on this development as it is outside of the thresholds on which they have a statutory duty (and ability) to comment on. This is because the proposal is for less than 10 dwellings and not within specified flood zones, and the proposed foul water drainage is to the public sewer.

They have circulated their Advice for Local Authorities on non-mains drainage for non-major development guidance note. This sets out that:-

“Private non-mains foul drainage systems are not considered to be environmentally acceptable within publicly sewered areas. Both the PPG and the Building Regulations 2010 (Approved Document H) set out a presumption in favour of connection to the public foul sewer wherever it is reasonable to do so.”

With regards to general advice from the EA on Heacham WRC, the relevant EA team are currently focusing on the high growth areas within the AW catchment and have prioritised those sites. Heacham has currently not been selected. If the situation changes, the EA will be in touch regarding this.

Environmental Quality – Contaminated Land – NO OBJECTION:

Soil sampling completed and risk of contamination is low. A condition is recommended should unexpected contamination be found on site to control how this is remediated.

Environmental Quality – Air Quality: COMMENTS MADE

Environmental Quality does not object to the principle of this development, but further information is requested to satisfy policies LP06 and LP18 subject to any relevant condition(s).

The site area is relatively large and where a more detailed sustainability and climate change statement is required under LP06 that critically shows how the development will minimise its emissions.

The use of wood burners would result in particulate matter emissions (PM2.5) which would result in air pollution. Control over wood burners under the Building Regulations and other legislation is limited. Consideration should be given to limiting the impact of these heat sources such as requiring the highest emission standard appliances, and also the provision of suitable dry wood storage to reduce PM2.5 emissions.

Norfolk County Council Minerals and Waste Planning – NO OBJECTION.

Norfolk County Council Local Lead Flood Authority – NO COMMENT:

Standing Advice given with no site-specific comment or advice due to small scale nature of development.

Norfolk County Council Historic Environment Service – NO OBJECTION:

Artefacts of Roman and Medieval date have been found in the vicinity of the application site.

If planning permission is granted, this is requested to be subject to conditions requiring a programme of archaeological mitigatory work in accordance with National Planning Policy Framework (2024), Section 16: Conserving and enhancing the historic environment, paragraph 211.

Conservation Officer – NO OBJECTION:

No objection to the amended scheme.

The site is close to the Docking Conservation Area and important unlisted buildings that rely upon a rural setting for some of their significance.

However, since the date of the adoption of the conservation area statement, further development has been allowed along the edges of this piece of land which has enclosed it on two out of three sides. This has, in itself had an impact upon the rural quality of this part of the conservation area.

The site is well screened to the south with an existing hedgerow and on the other two sides with more recent development. Given this new development and existing screening, the development proposed in this application would not be harmful to the character of this part of the conservation area.

However, it would be useful if the existing hedgerow to the south of the site could be enhanced to ensure that views into the site are further screened and filtered.

STRATEGIC HOUSING - NO OBJECTION:

In this instance as the site area exceeds 0.5ha and 5 units are proposed, LP28 is triggered and an affordable contribution of 1 unit of affordable housing would be required. This should be delivered as 1 built unit for rent. It is noted the applicant is proposing 1 x 3 bed 5 person bungalow as the affordable unit which is acceptable.

The bungalow should also meet M4(2) standards as a minimum.

The affordable unit must be transferred to a Registered Provider of Affordable Housing agreed by the Council at a price that requires no form of public subsidy.

A S.106 Agreement will be required to secure the affordable housing contribution.

Ecologist - NO OBJECTION:

The updated BNG statement confirms that the 3.04 Area & 1.65 Hedgerow Units will be delivered through the purchase of Habitat Bank Units.

If minded to grant permission a condition to require the Biodiversity Gain Plan and a BNG informative are recommended.

Arboriculturist – NO OBJECTION:

The proposal appears to make best use of the site, incorporating solar gain and protecting existing trees along the southern boundary.

The elderly oak trees (T1 and T2) identified as veterans are valuable features, and their retention is welcomed. The impact assessment and indicative tree protection proposals show that the trees can be successfully retained and protected alongside development. However, the assessment lacks the level of details required and a condition is required to secure this information.

The Landscape Proposals drawing is indicative and lacks detail.

A condition should be included for all landscaping works to be completed prior to first occupation.

REPRESENTATIONS

7 Objections have been received setting out the following issues :-

- 5 large houses (as opposed to 6) are not needed in the village. Affordable, smaller housing is what is required.
- Other planning permissions are yet to be built.
- Second homes or holiday lets would not benefit the village
- Additional dwellings would have an unacceptable impact upon local services, including schools, medical services.
- The village has already seen significant development
- Anglian Water have objected to the scheme as there is insufficient foul water capacity and there are issues with fresh water supply.
- Highway safety would be compromised on the existing narrow access and roads with increased traffic.
- Development on the land would result in harm to a meadow and harm trees and hedgerows

- the hedgerow on Sandy Lane has been cut back to accommodate the visibility splay
- The proposal would be overdevelopment
- Land is in part owned by the Crown Estate

2 letters of **support** have been received setting out the following points:

- It is inevitable that the land would be developed so better to have a low density scheme come forward.

KING'S LYNN AND WEST NORFOLK LOCAL PLAN 2021-2040

LP25 - Sites in Areas of Flood Risk (Strategic Policy)

LP30 - Adaptable & Accessible Homes (Strategic Policy)

LP30 - Adaptable & Accessible Homes (Strategic Policy)

LP01 - Spatial Strategy and Settlement Hierarchy Policy (Strategic Policy)

LP02 - Residential Development on Windfall Sites (Strategic Policy)

LP04 - Presumption in Favour of Sustainable Development Policy (Strategic Policy)

LP05 - Implementation (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

LP19 - Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (Strategic Policy)

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

LP27 - Habitats Regulations Assessment (HRA) (Strategic Policy)

LP28 - Affordable Housing Policy (Strategic Policy)

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of Development
- Design, Impact upon Heritage and Landscape
- Access and Highway Safety
- Impact upon Neighbour Amenity
- Flood Risk and Drainage
- Affordable Housing
- Other matters requiring consideration prior to determination of the application

Principle of Development:

In regard to the principle of residential development Policy LP01 defines Docking as a Tier 4 'Key Rural Service Centre'. These are larger villages that provide a good range of services that meet the daily needs of their residents and other nearby villages.

Paragraph 83 of the NPPF 2024 states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

The site is outside but adjoining the settlement boundary of Docking. As such, part 2 of Policy LP02 (Residential Development on Windfall Sites) is relevant and supports, residential development in such locations subject to complying with other relevant Local Plan Policies and meeting Policy LP02 part 2 criteria.

The development of this area of land adjoining the development boundary accords with criteria part 1 and 2 of LP02. This is because the relatively low heights of buildings, low densities and good quality design and materials in this edge of centre location, subject to landscaping, would be well integrated within the wider character of the area. With development on three sides the development would not have an adverse impact on the character of the countryside.

Comments made within representations related to services and the impact of this development would have been noted. However, the small scale of the development (now five dwellings) is not considered to result in services becoming overwhelmed and new residential development may support existing services through the addition of new residents to the village.

The development would be subject to Community Infrastructure Levy to contribute to infrastructure requirements. Additionally, an onsite affordable house would be provide. Further comment on wastewater treatment is set out below, but in principle the proposal is considered to comply with Policy LP02 part 1c and 2b.

Considering the additional development to the east of the site and comments of the Conservation Team, there is no harm to the setting of the adjoining conservation area in accordance with LP02 part 2d.

The development would not result in Docking being linked to other settlements in accordance with part 2e.

Part 3 of Policy LP02 sets out that developments of not more than 25 dwellings in key rural service centres can be considered as windfall development rather than through local Plan housing allocations, which this proposal is consistent with the revised five dwelling proposal. The proposal is therefore in accordance with Policy LP02.

Docking does not have a neighbourhood plan although it is noted that this is being produced. Policies of the emerging Neighbourhood plan are a material consideration but can currently be given limited weight as the Neighbourhood plan is not made and is currently under independent examination.

Neither the emerging neighbourhood plan nor the Local Plan includes housing allocations within Docking. The proposed windfall development would go towards meeting the windfall requirement of Docking (Local Plan indicates 11 dwellings within the plan period).

Residents have set out in objections whether there is a need for dwellings, and that the village has seen previous development. Whilst the Local Authority has in excess of 5 years of housing land supply, there is not a maximum figure in terms of new dwellings subject to other material considerations.

Therefore, it is considered the principle of residential development in this location and of this extent is generally in accordance with Policy LP01 and LP02 of the Local Plan (2021 – 2040) and the NPPF.

Design, Impact upon Heritage and Landscape:

Policies LP02, LP18 (Design and Sustainable Development) and LP21 (Environment Design and Amenity) of the Local Plan, and Paragraph 135 of the NPPF are all relevant in terms of design, scale, form of development and the impact it has upon the character of an area.

As the site is adjacent to Docking Conservation area Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (As amended) is relevant which places a duty on the Local Planning Authority to pay special attention to the 'desirability of preserving or enhancing the character or appearance of that area' in the exercise of their planning function. Policy LP20 (Historic Environment) of the Local Plan is also relevant.

As set out by the Conservation Officer, due to the proximity to the Docking Conservation Area including important unlisted buildings which rely upon a rural setting for some of their significance the works have been assessed in relation to the above duty.

In design terms of form and character Policy 6 (Design) of the emerging Docking Neighbourhood Plan is relevant. This sets out seven-character areas, the site is within a character area described as 'Edge Development' (CA2).

The key principles of these design policies can be summarised as requiring development to contribute to the overall quality of the area through high quality design. This should be achieved through good quality architecture, layout and landscaping. Consideration should be given to the character and history of the area, and that places should be distinctive through the use of street layout, materials etc.

Additionally, safety, accessibility and health are important elements of high-quality design. The density of new development is required by the NPPF and Policy LP18 to be efficient, whilst reflecting the form and character of the surroundings.

The proposed development would have an impact upon the countryside. However, the layout of the scheme with large gardens, space for landscaping, and the provision of

extended gardens at neighbouring residential dwellings would not be harmful. The existing screening hedge on the southern boundary is to be reinforced, and space for landscaping within the site would mean that this development would result in a relatively verdant layout and would not have an adverse visual impact upon the area.

The design of the dwellings incorporates materials, finishes and forms which are typical of the wider area and would be of a good quality.

Given that this site is at the edge of the settlement and the constraint of the private access, it is considered that this is an appropriate density of development.

The proposal is therefore considered to be in accordance with paragraph 135 of the NPPF, Policies LP18, 20 and 21 of the Local Plan and the emerging Neighbourhood Plan.

Access and Highway Safety:

Highway safety and access, as well as the limited width and capacity of Sandy Lane have been raised as objections by the Parish Council and within letters of objection.

The application has been amended to reduce the number of dwellings included in this development to five dwellings. When combined with the four dwellings that already use the application site's proposed access, there would be a total of nine dwellings using the existing access.

In relation to highway safety, access and traffic, the scheme has been assessed by the Local Highway Authority. Following the reduction to five dwellings the scheme is considered by the Local Highway Authority as being acceptable both in terms of access and highway safety. The site is considered to be in a location which is not isolated and within walking or cycling distance of services within the village.

Norfolk County Council's guidance document sets out the position of the Local Highways Authority in relation to the number of dwellings using a private driveway where a maximum of nine dwellings can use an access. NCC as Local Highways Authority have confirmed that private driveways do not need to be subject to a management agreement where the number of dwellings is nine or fewer.

NCC Highways has set out that the development would not lead to any adverse implications upon the adjacent highway or highway users subject to conditions to secure the access, access visibility, on-site parking & turning arrangements proposed.

The proposed layout is acceptable given the reduced total number of dwellings and the site having adequate turning space, parking space and garaging.

Therefore, whilst acknowledging the objections raised in response to the amended application, taking into account the response of the Local Highway Authority the proposal is considered to be acceptable in highways terms and complies with relevant planning policy, specifically the provisions of the NPPF, Policy LP13 of the Local Plan, County Council Guidance and the emerging Neighbourhood Plan Policy 6 (Design) and relevant design code (DC.05).

Impact on Neighbour Amenity:

The proposed housing by virtue of their separation to neighbouring dwellings, and their orientation facing away from the nearest dwellings would not result in harm to the amenity of neighbours through overlooking or overshadowing. The dwellings would have main views to

the rear over fields, and to the front over the access road and rear/side gardens of neighbours on the north. The separation distance between properties and their design mean that each dwelling would have sufficient amenity and would not reduce privacy of neighbouring residents.

A noise impact assessment (NIA) has been conducted and concludes that the development would not result in adverse impacts subject to the inclusion of an acoustic fence along the access drive to reduce the noise level within the garden of Hawthorns, Sandy Lane.

The CSNN Team has objected to the development and one of the reasons set out in their comments is that a similar fence should be included along the northern access road to protect the amenity of the property to the north of the access. However, given that the noise survey has not identified this neighbouring property as being adversely impacted, and that in general the predicted noise levels from the additional car passes is 'not significant' taking into account relevant guidelines (IEMA Guidelines) it is not reasonable to require an acoustic fence on the opposite site of the boundary. The CSNN comment regarding the position of the turning head is noted, however considering the small number of dwellings and length of driveway, this would not cause significant amenity impact and is not considered a reason for refusal.

The proposal is therefore considered to comply with Policy LP21 part 2 b. (Environment Design and Amenity) of the Local Plan.

Flood Risk and Drainage:

The site is within an area categorised by the Environment Agency as being within Flood Zone 1. The application is supported by a site-specific flood risk assessment and drainage strategy. The site is at lower risk of flooding and therefore directing development towards locations such as this would comply with the provisions of the NPPF para. 170 which seeks to steer development away from areas at highest risk.

The development would result in a green field site seeing development including new hard surfacing. The applicant has submitted a drainage strategy to mitigate this increased surface water runoff and volume.

The site is not currently considered at risk of surface water flooding, and within the drainage strategy the use of SUDs features would be within the redline site boundary. The site investigations have shown that infiltration drainage features are viable, and as can be seen in the amended site layout the position of drainage features would be integrated in the landscape proposal.

In regard to foul water, an objection has been received from Anglian Water (although not a statutory consultee). CSNN and third-party responses have also raised foul water issues. In response, the agent has set out that there is a statutory Right to Connect under Section 106 of the Water Industry Act 1991.

Anglian Water's initial response set out that the immediate sewage pipe network in this area has capacity but the water recycling centre at Heacham does not have additional capacity. The LPA sought additional information and evidence on this point with the response included above. The Anglian Water response lacks detailed evidence to back up or otherwise demonstrate a specific impact from this scheme.

Anglian Water has set out that the only solution is to increase capacity at the Heacham WRC and that they no current plans to do this, although in post 2030 plans this could be included in their capital investment program. Anglian Water has set out that they do not model

individual developments impacts so no indication is given as to what impact this development would have. The Anglian Water response has not set out how far the current capacity has been exceeded, and how this in turn has, or would cause environmental harm.

Heacham is a Key Rural Service Centre and a fundamental part in the delivery of housing and economic growth within the Borough. Despite requests, Anglian Water were not able to provide sufficient evidence base or justification or indeed a reasonably practicable timeframe to allow any necessary upgrades to be undertaken to the Heacham WRC to ensure capacity for this development and so no 'pre-occupation' condition or similar could be justified as necessary. Anglian Water cannot place a moratorium on development as a result.

Considering the relatively small scale of development and the lack of evidence to show that this proposal would have an environmental impact, the principle of foul drainage connection to mains sewer is considered acceptable in this case.

Following the deferral of the application further information has been sought from the Environment Agency and the applicant in regard to foul water drainage options. The applicant instructed drainage consultants to assess the feasibility of the alternative use of non-mains drainage. As such package treatment plants were considered. These would have been in the form of one hybrid (dual) plant and three individual plants. The applicant does not consider it feasible as this approach would not comply with the drainage hierarchy and in addition an EA permit (outwith Planning Permission) would be required due to the proximity of the site to the public sewer. The permit would likely be REFUSED because there is a public sewer pipe network in proximity to the site which has capacity (only the WRC is stated as not having capacity by AW) in accordance with the EA's Standing Advice.

Whilst the EA does not comment on this size of application, their guidance does not support the use of non-mains drainage where it is reasonable to connect to the public sewer. In effect therefore it is not considered feasible or preferable to attach a condition to this application so as to deal with drainage on site as opposed to a connection to the public sewer.

Given the benefit that new development brings in the form of additional housing including in this instance, an affordable dwelling, and given the lack of information to substantiate the impact at Heacham WRC that this scheme would have, the application is considered to have demonstrated that it would accord with Policy LP25 part 7.

Specifically, the site would use SUDs drainage for surface water (part a), foul water would be disposed of within the piped public network which has capacity, and that there is not sufficient evidence to suggest that a small scheme of five houses would result in environmental harm (part b), and as such foul and surface water is separated (part c).

The use of the immediate piped public sewerage network (that AW has stated has capacity) and Heacham WRC is considered to be in accordance with the drainage hierarchy set out in Environment Agency guidance - Advice for Local Authorities on non-mains drainage from non-major development.

The foul and surface water implications of the development are therefore considered acceptable, subject to detailed conditions relating to surface water drainage ensuring the details of installed infrastructure is acceptable and the proposal would comply with the NPPF and Policies LP18, LP21 **and LP25 part 7** of the Local Plan 2021 2040.

Affordable Housing:

The site area and number of dwellings proposed trigger the thresholds of the Council's affordable housing policy as per Policy LP28 of the Council's Local Plan. At present a 20% provision is required on sites capable of accommodating 5 or more dwellings and/or 0.165ha in Docking.

The Applicants proposed policy compliant contributions (1 on site unit).

A S.106 Agreement is required to secure the affordable housing contribution.

The affordable units must be transferred to a Registered Provider of Affordable Housing agreed by the Council at a price that requires no form of public subsidy.

Subject to completion of the S106, the proposal would comply with the NPPF (2024) and Policy LP28 of the Local Plan.

Other matters requiring consideration prior to the determination of this application:

Ecology and Trees

The application is supported by information setting out has been considered by the Council's Ecologist and Arboriculturist. The application would provide biodiversity net gain through off site credits.

The ecologist has concluded that no protected species or habitats would be harmed by the development and that the proposed biodiversity enhancement through offsite credits is acceptable.

The Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS) is a strategic partnership between the Borough of Kings Lynn and West Norfolk, Breckland Council, Broadland and South Norfolk District Council, Great Yarmouth Borough Council, North Norfolk District Council and Norwich County Council. The aim of GIRAMS is to ensure no adverse effects are caused to Habitats Sites (also called European sites) across Norfolk, either alone or in-combination from qualifying developments. A payment has been made which is considered to address these recreational pressures from growth and the resultant impact on designated habitat sites within Norfolk.

In regard to trees, the space given within the scheme would ensure that all trees can be retained. Landscaping conditions are suggested to ensure the trees are protected and the landscape scheme is controlled.

The proposal is therefore considered to be in accordance with Policy LP19 (Environmental Assets) of the Local Plan and NPPF.

Waste and Recycling

In regard to waste and recycling, the site plan has been amended to include a bin storage area to the side of Hawthorns on the access road. This is to overcome the objection from the Borough Council's Waste and Recycling Officer who had objected to the scheme on the basis that no new private access would be served by Council operated waste collection vehicles (whether or not it is constructed to an adoptable standard).

The proposal has been amended to provide a bin store close to the public highway for bins to be moved to on bin day only. Bins would be stored for the remaining period at the properties.

This is a compromised position as residents would need to move bins a relatively large distance up to 100m. However, on balance this is not considered unacceptable. Bins could be presented at the public road on collection day, albeit via a less convenient process. The proposal is therefore considered to accord with Policy LP18 and LP21 of the Local Plan and the NPPF.

Noise and Air Quality

Comments from the Air Quality officer are noted in regard to woodburners. Compliance with Building Regulations is a separate requirement and the specific type of wood burner would not warrant refusal of this application. The comments have been provided to the Applicant for their review.

In accordance with the comments of CSNN condition to control Air Source Heat pump specifications are added to protect the amenity of future occupants and neighbouring residents.

The proposal would not harm the amenity of neighbouring residents or result in unacceptable levels of pollution and therefore are considered to accord with the NPPF and policy LP06, LP18, and LP21 of the Local Plan.

Historic Environment

In regard to archaeology comments and the fact that artefacts of roman and medieval date have been found in the vicinity conditions are recommended to control archaeological mitigation. Subject to conditions, archaeological implications comply with the NPPF and Policy LP20 of the Local Plan.

The development is considered to be in accordance with Policy LP06. By virtue of it's limited scale (5 dwellings) there is a proportionate level of information required to be submitted which has been included in statements supporting the scheme. Significantly in terms of reducing CO2 emissions, the location is sustainable with good walking and cycling links to the village which should reduce the need to travel by car for shorter trips.

Access rights

In representations concerns about the ongoing maintenance of the access and right of access for new dwellings have been raised by other residents. This is considered to be a civil matter. The application form includes ownership certificates which state that notice was served on those with an interest in the land.

Open Space

It is also noted that the Parish Council's objection includes that the development would result in the loss of open space. Protection of open space would be at the heart of any planning decision, however, the land in question is not allocated as open space or any other use or designation within the emerging neighbourhood plan which would preclude it from being considered acceptable in principle for development.

CONCLUSION:

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.

The application seeks permission for five dwellings including an affordable dwelling within a site which is adjoining the development boundary of Docking, in a position which is considered to be sustainable when assessed against the criteria of Policy LP02 of the Local Plan and is in accordance with the NPPF.

The reduction in the number of proposed dwellings means that the total number of dwellings using the private access would be in accordance with Norfolk County Council Highway guidance for development accessed by private roads. The site is considered to offer safe access and would be acceptable by active travel modes in accordance with Policy LP13 of the Local Plan.

The applicant has taken technical advice regarding foul water drainage which concludes in line with the Environment Agencies general advice that non-mains drainage would not be supported and is not feasible in this location as it is likely that a permit for a private sewerage system would be refused the required EA permit.

Whilst the EA has not commented due to the small scale of this proposal, the consultation response sets out in general guidance that non-mains foul water drainage is not supported where there is a public sewer.

It is considered that there is a lack of detailed evidence or specific harm set out to support the objection of Anglian Water in relation to foul water drainage. Given AW has not objected in relation to the local piped network, solely in relation to the Heacham WRC and given the small scale of this scheme, on balance this application is considered acceptable when the benefit of five sustainable dwellings including an affordable dwelling weighs against the unspecified harm.

A S106 legal agreement is required to control on and off-site affordable housing and the GIRAMS tariff.

Overall, the proposal would comply with the NPPF (2024), Policies LP02, LP06, LP13, LP14, LP18, LP19, LP20, LP21, LP22, LP25 and LP28 of the Local Plan. Limited weight is given to the emerging neighbourhood plan, but in general the proposal would not be contrary to relevant policies.

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: -

- 2020658-02 Revision G - Initial Site layout concept
- 2020302-05 Revision A Plots 3 & 5 as Proposed
- 2020302-06 Revision A - Plot 2 as Proposed
- 2020302-07 Revision C - Plot 1 as Proposed
- 2020302-08 Revision A - Plot 4 as Proposed
- 2020302-10 Revision A - Block Plan as Existing
- 2020302-11 Revision B - Block Plan as Proposed
- 2020302-09 Revision B - Location Plan
- 2020302-12 - Garages
- 0574 C101 Revision P2 - Visibility Splay Plan
- 0574 C102 P2

- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition The development shall not be brought into use until a scheme for the provision of fire hydrants has been implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.
- 3 Reason In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF and policy LP18 of the Local Plan 2021 - 2040.
- 4 Condition No development shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and
1. The programme and methodology of site investigation and recording,
 2. The programme for post investigation assessment,
 3. Provision to be made for analysis of the site investigation and recording,
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation,
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation and
 7. any further project designs as addenda to the approved WSI covering subsequent phases of mitigation as required.
- 4 Reason To safeguard archaeological interests in accordance with the principles of the NPPF and policy LP20 of the Local Plan 2021 - 2040. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 5 Condition No development shall take place other than in accordance with the written scheme of investigation approved under condition 4 and any addenda to that WSI covering subsequent phases of mitigation.
- 5 Reason To safeguard archaeological interests in accordance with the principles of the NPPF and policy LP20 of the Local Plan 2021 - 2040.
- 6 Condition The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 4

and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

- 6 Reason To safeguard archaeological interests in accordance with the principles of the NPPF and policy LP20 of the Local Plan 2021 - 2040.
- 7 Condition The Biodiversity Gain Plan shall be prepared in accordance with the Statutory Metric dated 17/12/2025 and prepared by Dr GW Hopkins FRES CEnv MCIEEM "
- 7 Reason To ensure the development delivers a Biodiversity Net Gain on site in accordance with Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 and policy LP19 of the Kings Lynn and West Norfolk Borough Council Local Plan.
- 8 Condition No works or development shall take place until a scheme for the protection of the retained trees (section 5.5, BS 5837:2012, the Tree Protection Plan) has been agreed in writing with the Local Planning Authority. This scheme shall include:
 - a. a site layout plan to a scale and level of accuracy appropriate to the proposal that shows the position, crown spread and Root Protection Area (section 4.6 of BS5837:2012) of every retained tree on site and on neighbouring or nearby ground to the superimposed on the layout plan. The positions of all trees to be removed shall be indicated on this plan.
 - b. a schedule of tree works for all the retained trees in paragraphs (a) above, specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS3998, 2010, Recommendations for tree work.
 - c. the details and positions (shown on the plan at paragraph (a) above) of the Tree Protection Barriers, (section 6.2 of BS5837:2012), to form a construction exclusion zone, and the type and extent of ground protection (section 6.2.3 of BS5837:2012) or any other physical tree protection measures, such as tree boxes. These details are to be identified separately where required for different phases of construction work (e.g. demolition, construction, hard landscaping). Barrier and ground protection offsets should be dimensioned from existing fixed points on the site to enable accurate setting out. The position of barriers and any ground protection should be shown as a polygon representing the actual alignment of the protection.

The Tree Protection Barriers must be erected prior to each construction phase commencing and remain in place, and undamaged for the duration of that phase. No works shall take place on the next phase until the Tree Protection Barriers are repositioned for that phase.
 - d. the details and positions (shown on the plan at paragraph (a) above) of the underground service runs (section 7.7 of BS5837:2012). the details of the working methods to be employed with regard to site logistics including, the proposed access and delivery of materials to the site; space for storing materials spoil and fuel, and the mixing of cement; contractor car parking; site huts, temporary latrines (including their drainage), and any other temporary structures.
- 8 Reason To ensure that the existing trees are properly given full consideration and protected during the development of the site in accordance with the NPPF and policy

LP19 of the Local Plan 2021 - 2040. This needs to be a pre-commencement condition given the potential for trees to be lost during development.

- 9 Condition Notwithstanding the submitted landscaping proposals, prior to the first occupation of the development hereby approved, full details of both hard and soft landscape works shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include finished levels or contours, hard surface materials, refuse or other storage units, street furniture, structures and other minor artefacts. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) schedules of plants noting species, plant sizes and proposed numbers and densities where appropriate. Details should be included of gap filling along the southern boundary of the site.
- 9 Reason To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF and policies LP18, LP19, LP20 and 21 of the Local Plan 2021 - 2040.
- 10 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.
- 10 Reason To ensure that the work is carried out within a reasonable period in accordance with the NPPF and policies LP18, LP19, LP20 and 21 of the Local Plan 2021 - 2040
- 11 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 in accordance with current best practice, 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 in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

- 11 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 in accordance with the NPPF and policies LP18 and 21 of the Local Plan 2021 - 2040.
- 12 Condition Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking, amending or re-enacting that Order) no gates/bollard/chain/other means of obstruction shall be erected across the approved private drive and turning head unless details have first been submitted to and approved in writing by the Local Planning Authority.

- 12 Reason In the interests of highway safety and traffic movement in accordance with Policy LP13 of the Local Plan and the NPPF.
- 13 Condition Notwithstanding the submitted details unless otherwise agreed in writing by the Local Planning Authority the approved private drive and turning head shall be maintained in perpetuity at a minimum width of 4.2 metres for its complete length and shall be constructed perpendicular to the highway carriageway for a minimum length of 10 metres as measured from the near edge of the highway carriageway.
- 13 Reason In the interests of highway safety and traffic movement in accordance with Policy LP13 of the Local Plan and the NPPF.
- 14 Condition Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan (C101 Rev P2). The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- 14 Reason In the interests of highway safety in accordance with Policy LP13 of the Local Plan and the NPPF.
- 15 Condition Prior to the first occupation of the development hereby permitted the approved private drive / on-site car parking / turning head / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 15 Reason To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with Policy LP13 of the Local Plan 2021 - 2040.
- 16 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 as indicated on Drawing No.(s) C100 Rev P3 have been submitted to and approved in writing by the Local Planning Authority.
- 16 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 Policy LP13 of the Local Plan 2021 - 2040.
- 17 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 16 shall be completed to the written satisfaction of the Local Planning Authority.
- 17 Reason To ensure that the highway network is adequate to cater for the development proposed in accordance with Policy LP13 of the Local Plan 2021 - 2040.
- 18 Condition Prior to the first occupation of the development hereby approved, the acoustic fence as specified within the Noise Impact Assessment at part 5.6.7 figure 5.3 (reference IEC/4777/01/AVH) shall be installed in accordance with submitted details. The acoustic fence shall be maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

- 18 Reason In the interests of the amenities of the locality in accordance with the principles of the NPPF and policy LP21 of the Local Plan 2021 - 2040.
- 19 Condition No development shall take place until a scheme based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority.

Those details shall include (where applicable):

- I. Details of the design of the scheme in conjunction with the landscaping plan.
- II. A timetable for its implementation (including phased implementation).
- III. Operational maintenance and management plan including access requirements for each sustainable drainage component.
- IV. Proposed arrangements for future adoption by any public body, statutory undertaker or management company.

The development shall be undertaken in accordance with the agreed details.

- 19 Reason To manage surface water during and post construction and for the lifetime of the development as outlined at Paragraph 182 of NPPF and Policies LP18, 21 and 25 of the Local Plan 2021 - 2040.
- 20 Condition Prior to the installation of any air source heat pump(s) a detailed scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the make, model and sound power levels of the proposed unit(s), the siting of the unit(s) and the distances from the proposed unit(s) to the boundaries with neighbouring dwellings, plus provide details of anti-vibration mounts, and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 20 Reason In the interests of the amenities of the locality in accordance with the principles of the NPPF and policy LP21 of the Local Plan 2021 - 2040.
- B.** If in the opinion of the Assistant Director/Planning Control Manager no reasonable progress is made to complete the legal agreement within 4 months of the date of the committee resolution, the application is **REFUSED** on the failure to secure Affordable Housing in line with Policy LP28 of the Local Plan.



Braemore, Lynn Road, East Winch, Kings Lynn Norfolk PE32 1NP



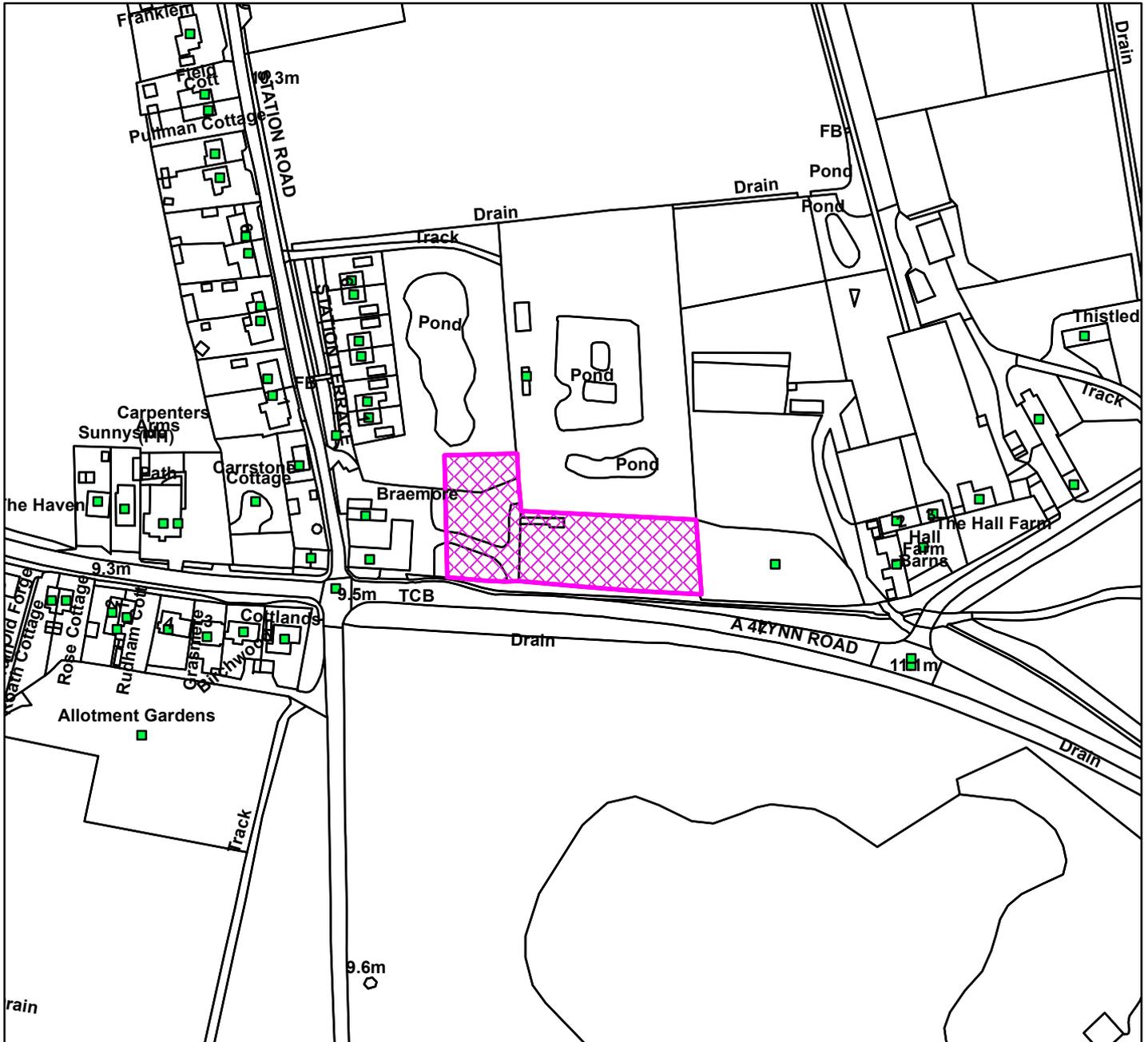
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 Ordnance Survey AC0000819234

Scale: 1:1,250

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	20/10/2025
MSA Number	0100024314



Braemore, Lynn Road, East Winch, Kings Lynn Norfolk PE32 1NP



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 Ordnance Survey AC0000819234

Scale: 1:2,500

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	20/10/2025
MSA Number	0100024314

AGENDA ITEM NO: 9/1(b)

Parish:	East Winch	
Proposal:	Outline application with some matters reserved for the construction of 5 new self/custom build sustainable homes within a site off the A47 at East Winch	
Location:	Braemore Lynn Road East Winch King's Lynn PE32 1NP	
Applicant:	Mr Jasbir Singh Anota	
Case No:	25/00590/O (Outline Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 10 June 2025 Extension of Time Expiry Date: 5 March 2026

Reason for Referral to Planning Committee – Related to Cllr Anota and deferred by Planning Committee on 3rd November 2025 meeting.

Neighbourhood Plan: No

Members Update

Members will recall that this application was deferred from the 3rd November 2025 Planning Committee for three months, in order to allow the applicant additional time to address highways and noise concerns. At the meeting Members debated whether the issues were insurmountable, with some suggesting the application was incomplete and required further work.

The application has been brought back to Committee now for determination, four months from the date on which it was deferred. This was considered reasonable as the applicant asked for an additional month to secure the required information.

Additional information has been submitted, and subsequent responses from statutory consultees received. For ease of reference, amendments to the November report are presented in emboldened text below.

Case Summary

The application seeks outline planning consent with access, layout and scale. The appearance and landscaping would be determined as part of a reserved matters application.

The proposed development is for five custom and self-build dwellings with associated detached garages and driveways, and private gardens. Access is proposed via a shared single access onto the A47. The site is currently in the form of grassland.

The application site is approximately 0.4ha in size and lies to the north of the A47, in the village of East Winch. East Winch is categorised as a Rural Village in the adopted Local Plan. The site lies outside of the development boundary as designated on the Planning Policies Map.

Key Issues

Principle of Development
Highways / Access
Form and Character
Noise Impact
Neighbour Amenity
Flood Risk
Ecology
Trees/ Landscaping
Other Material Considerations

Recommendation

REFUSE

THE APPLICATION

Case Summary

The application seeks outline planning consent with access, layout and scale. The appearance and landscaping would be determined as part of a reserved matters application.

The application site is approximately 0.4ha in size and lies to the north of the A47, in the village of East Winch. East Winch is categorised as a Rural Village in the adopted Local Plan. The site lies outside of the development boundary as designated on the Planning Policies Map.

The proposed development is for 5 custom and self-build dwellings with associated detached garages and driveways, and private gardens. Four of the dwellings would front onto the A47, with the fifth dwelling positioned directly behind these. Access is proposed via a shared single access onto the A47. The site is currently in the form of grassland.

In terms of the scale of the development, the dwellings proposed are large two storey detached dwellings with a footprint width of over 14m and a ridge height of 8.1m. Indicative garages are also shown, with a double garage having a footprint of 6.1m by 6.7m and a ridge height of 5.4m. The single garage shows a proposed depth of 7.4m with a ridge height of 4.4m. In terms of land levels the site falls away from the front to the rear and also east to west.

The application has undergone a number of consultations following the receipt of amended plans. A key change to the scheme, during the application process, was the removal of the proposed footpath across the site leading north onto Station Road.

SUPPORTING CASE

National Planning Policy Framework para.116. 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

The Outline application does not include design as this is to be carried out at the reserved matters stage, for custom and self-build it cannot be prescribed in advance, however an acoustic report cannot comment on the current design, which limits the acoustic report to just a record of on-site decibel levels.

Considerations.

- 1) On approach from east and west the proposed entrance has the fewest obstacles for a clear vision.
- 2) The visibility is clear in both directions in all states of traffic.
- 3) The enlargement of the Bus Layby will increase safety, bearing in mind the traffic movements will not be great.
- 4) For the Excel bus users from the proposal have a very safe route.
- 5) Commercial vehicles will not block the flow of traffic on the A47 when visiting the site.
- 6) Refuse vehicles can/ could enter and leave the site and in addition operators will not be risking an accident walking on the carriageway like they are elsewhere.
- 7) The site is relatively quiet acoustic measurements indicate the only site in East Winch to have an acoustic survey is being done.
- 8) This proposal if approved will offer an opportunity for people who wish to live within the countryside yet have excellent transport facilities. School Buses call nearby for students.
- 9) Village facilities include Carpenter's Arms, Village Hall, Village Post Office with Store and the RSPCA Centre.

Traffic Considerations.

The applicant has engaged a consulting company specialising in providing with a Road Safety Audit. On several occasions they have submitted options for safety measures to National Highways in answer to issues they have raised, and on each occasion, NH have added another issue. We have arrived at a proposal which is safe and in answer to their last rejection we have sent a 'forensic' response, raising HE issues which do not make sense, e.g. criticism of the existing positions for bus laybys, and suggesting Station Road as a better access, which would not be practical it would result in the cutting off of the garden areas belonging to Braemore and Braemore Barn from the houses. Entry onto the site will not be impede the A47 as there will be two-way width with a footway for the first section, the only housing site in East Winch to have this. The proposal has the clearest visibility splay on the north side of East Winch.

The latest correspondence sent by the applicant to NH has not been considered in context with the reality of the traffic in East Winch or in a 'fair and consistent manner' with similar applications, namely 05/00968/F & 23/01750/F for five houses within the same postcode at the west which have no RSA or acoustic survey required by NH or the BCKLWN.

The proposal now is that this will be the only site on the A47 in East Winch where the refuse lorry and other commercial vehicles can leave the A47 enter the site pick up the refuse and return to the A47 without reversing, a traffic flow diagram has been submitted, in addition it has been proposed that the bus layby be extended allowing greater space for the bus to enter and exit. Traffic movements from the site are likely to be reasonable and the site traffic will give-way to the bus as per the Highway Code, a no right turn or no entry sign can be erected to reinforce this. Other bus laybys in East Winch have similar arrangements but have less space. The people who live on the proposed site will have the safest access to the east-bound Excel bus stop.

PLANNING HISTORY

23/00666/O: Application Withdrawn: 25/07/23 - Outline application for five two storey energy efficient homes – Braemore, Lynn Road, East Winch, King's Lynn PE32 1NP

16/01102/F: Application Permitted (Planning Committee determination): 04/08/16 - Change of use from business premises into residential annexe (retrospective) – Braemore, Lynn Road, East Winch, King's Lynn PE32 1NP

2/93/0380/F: Application Permitted (Delegated determination): 18/05/93 - Extension and alterations to dwelling – Braemore, Lynn Road, East Winch, King's Lynn PE32 1NP

RESPONSE TO CONSULTATION

Parish Council: OBJECTION

The Parish Council have sought to make their views clear, that they object to the planning application. Furthermore, with reference to discussions at the Planning Committee meeting on 3rd November they wish to state that –

The proposal is not a linear development.

The earlier approved scheme on Station Road is accessed via Station Road and not the A47.

The former Crown Inn pub surrendered its licence in 1919 and has been a small-holding ever since.

Original comments:

After discussions the Parish Council reconsidered their previous opinion and wish to register an **OBJECTION** to this application for the following reasons, which the planners should note.

1. The application is outside the development area
2. Access to the development is via the A47. It is close to the junction of Station Road and on a stretch of the A47 with difficult problems of vision with traffic movements.
3. The Council are concerned about clearance of grey and surface water. They believe that reliance would have to be put on the old main drainage which would be unable to cope, and the site would have to resort to soak aways and tanks.
4. Station Road is subject to flooding due to the restricted culverts under the road, which become easily blocked.

National Highways: OBJECTION

Notice is hereby given that National Highways' formal recommendation is that we: d) recommend that the application be refused.

The proposed development seeks to upgrade a field access to accommodate a development of up to no. 5 dwellings. As a result of the proposed development, the access point needs to be upgraded to a simple priority junction. The proposed development is located to the east of East Winch, on the north side of the A47.

The applicant has provided a Road Safety Audit in support of the proposed upgraded access. The RSA raised concerns regarding the access for the development not identifying vehicles being unable to enter and exit the site in forward gear, or when there are conflicts with a vehicle waiting to exit whilst another vehicle enters the site which could result in unacceptable highway safety issues. In response, the designer's

response was to extend the bus stop layby to provide additional space for turning vehicles. This design proposal is not acceptable and cannot be taken forward as a solution to the risks identified.

In addition, the application has not addressed previous comments regarding the design of the access. Most notably, the visibility splay crosses the bus layby, contrary to CD129 paragraph 3.7 stating 'the separation between a lay-by and an at-grade junction or access (excluding field accesses) on the same side of the road, both upstream and downstream, shall be at least 3.75V metres where V is the design speed in kph'. Paragraph 3.1 makes it clear that this relates to bus laybys as well as general purpose laybys. This issue has been raised before and is fundamental to the acceptance of any access strategy and requires a Departure of Standards application if the access is to remain in the proposed location. The design considerations, Departure from Standards applications and any subsequent acceptance from National Highways is required prior to determination of this application to ensure a safe access to the proposed development site is achievable and deliverable. It is understood that there have been no further submissions in regards to this.

Further to this, National Highways Safety colleagues have raised concerns about the location of the access in terms of it being unexpected. The proposed development is located outside of the 'built up' area, in particular when travelling along the A47 west National Highways Planning Response (NHPR 25-01) January 2025 4 bound. As a consequence, may increase the risk of shunt collisions or side impact collisions with traffic turning in or out of the access.

Although we acknowledge this application seeks outline permission with all matters reserved, the site location plan does not currently identify how the site can be safely accessed, given the interaction with the bus stop layby. It is recommended that the applicant considers alternative solutions such as achieving access from Station Road or consideration in to relocating the bus stop to outside of the visibility splay.

Consequently, for the reasons identified above, National Highways recommend that this application is refused due to not identifying a safe access contrary to the NPPF paragraph 115.

Internal Drainage Board: NO OBJECTION

No objection subject to compliance with the Board's Byelaws.

Environmental Health & Housing - Environmental Quality: NO OBJECTION

The applicant has provided a screening assessment indicating no known contamination. We have reviewed our files and the site is not seen developed other than some small outbuildings on the north of site seen first in aerial photography dated 1999. The surrounding landscape is largely residential and agricultural. East Winch Common SSSI is located south of the site across the A47. No potential sources of contamination are identified in our records, or in the information provided by the applicant. We have no objection regarding contaminated land.

Strategic Housing: NO OBJECTION

The site area and number of dwellings proposed trigger the thresholds of the Councils affordable housing policy as per LP28 of the Councils adopted Local Plan. At present a 20% provision is required on sites capable of accommodating 5 or more dwellings and/or 0.165ha in East Winch. The affordable housing provision is split into 70% of the affordable homes

being made available for rent and 30% low cost home ownership, including Shared Ownership, First Homes or any other intermediate product that meets the intermediate definition within NPPF, meets an identified need in the Borough and is agreed by the Council.

However, NPPF states that affordable housing should not be sought on developments of fewer than 10 dwellings and/or 0.5ha other than in designated rural areas. On sites on 6-9 dwellings and less than 0.5ha, a financial contribution based on £71,000 per equivalent whole affordable dwelling will be sought.

In this instance as the site area is under 0.5ha and 5 units are proposed; no affordable units are required.

Ecologist: NO OBJECTION subject to conditions.

The application has claimed an exemption from Biodiversity Net Gain under the Self build and custom build exemption. This exemption should be secured via a condition. A GIRAMS sHRA has been submitted. Once the Planning Officer has reviewed and completed this form it can be saved as the LPA record of HRA. I have no objection to the proposed development pending the completion of the sHRA. However, if you are minded to grant consent please include conditions on the decision notice.

Natural England: NO OBJECTION subject to GIRAMS payment.

DESIGNATED SITES [EUROPEAN] – NO OBJECTION SUBJECT TO SECURING APPROPRIATE MITIGATION This advice relates to proposed developments that falls within the 'zone of influence' (ZOI) for one or more European designated sites, such as Norfolk GIRAMS. It is anticipated that new residential development within this ZOI is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment. Your authority has measures in place to manage these potential impacts in the form of a strategic solution Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development. This advice should be taken as Natural England's formal representation on appropriate assessment given under regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 (as amended). You are entitled to have regard to this representation.

Arboricultural Officer: OBJECTION

The application is supported by an Arboricultural Report. However, there remain concerns regarding the proposed layout. Although this is an outline application, the means of access is included for consideration, and the indicative layout will result in a very poor relationship with existing trees. In particular, the easternmost dwelling is shown unrealistically and unacceptably close to trees along the eastern boundary. This is also true of the rear gardens and their relationship to the to the hedgerow feature adjoining the A47, which includes several maturing poplar trees that have not been individually identified.

Development within the minimum Root Protection Areas of retained trees is also indicated. The proximity of dwellings and any access driveways to these trees would likely result in future pressure for their removal and an unsatisfactory living environment for future occupants.

Furthermore, the long-term retention and management of the southern hedgerow buffer remain unresolved. The layout cannot therefore be supported in its current form on arboricultural grounds.

Community Safety and Neighbour Nuisance: NO OBJECTION subject to conditions.

No objection, subject to the following conditions:

- The dwelling houses shall be located a minimum of 9m in distance from the A47 carriageway.
- Rear amenity areas shall be fully enclosed by 2.5m high acoustic fences.
- All garages shall be adjacent to and attached to their respective dwellings along the southernmost elevation.
- For each specific plot, an overheating risk assessment shall be carried out by a suitably qualified thermal engineer to identify if any of the proposed dwellings would be reliant on open windows to mitigate overheating.
- Following completion of the overheating risk assessment, an Acoustics, Ventilation and Overheating Residential Design Guide (AVO Guide) Level 2 site noise risk assessment must be submitted.
- Dwelling sound insulation measures must be applied as per figure 10 in the ENVIRONMENTAL NOISE ASSESSMENT (ENA).
- Full details of the air ventilation systems shall be submitted and agreed.
- Construction site hours.
- External lighting scheme.

Waste and Recycling: OBJECTION

Insufficient information has been included in the outline application. However, with any such application it would be appropriate to have a swept path analysis for the purposes of determining the safety of any access and egress. Any stopping on the edge of the highway which obstructs or is obstructed by the use of the Bus Stop is unsatisfactory and unsafe. We are aware of consultation has included Highways England. We are obliged to object.

Any proposal which includes the access and egress of a waste collection vehicle on to the site must demonstrate adequacy of arrangements by use of a swept path analysis and in the absence of such we are obliged to object.

Norfolk Constabulary:

Detailed comments provided related to Secured by Design for the proposed scheme.

REPRESENTATIONS THREE OBJECTIONS received, and these are summarised below.

- Vehicular access proposed will reduce safety for drivers using Station Road, Common Road and Walton Road. Already a difficult and slow area of traffic and the proposed access will intensify these problems.
- Queries regarding the land ownership/ access of proposed track. Proposed fencing blocks off access for neighbour. Footpath needs to be rerouted away from the neighbours land.
- Pond does contain fish and toads. Resident and breeding wildlife alongside animals such as deer.
- Flood risk.

- New access would delay traffic flow and increase risks to highway safety. Will also impact on use of bus stop.
- Noise levels from construction impact on residents.
- Loss of view.
- Pedestrian route proposed would mean a loss of privacy for neighbouring dwellings.
- Local services would be overwhelmed, especially foul sewerage.

KING'S LYNN AND WEST NORFOLK LOCAL PLAN 2021-2040

LP01 - Spatial Strategy and Settlement Hierarchy Policy (Strategic Policy)

LP02 - Residential Development on Windfall Sites (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP11 - Strategic Road and Major Road Network (Strategic Policy)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

LP19 - Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

LP27 - Habitats Regulations Assessment (HRA) (Strategic Policy)

LP31 - Custom and Self-Build Housing (Strategic Policy)

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Key Issues

- Principle of Development
- Highways / Access
- Form and Character
- Noise Impact
- Neighbour Amenity
- Flood Risk
- Ecology
- Trees/ Landscaping

- Other Material Considerations

Principle of Development:

The application site lies towards the east of the village, on the edge of the built extent of East Winch. Access is proposed directly off the A47 (Lynn Road). The site currently consists of an area of rough grazing with some trees and hedging around the site boundaries particularly along the southern boundary. There is an established pond to the north. To the west of the site is a detached dwelling, to the south is the A47 (Lynn Road) with an area of woodland opposite the site. To the east of the site is also a wooded area.

East Winch is categorised as a tier 5 settlement in the Local Plan as a 'Rural Village'. However, the site is outside of the settlement boundary for East Winch as shown on the Local Plan Policies Map, although does directly adjoin it. Policy LP02 of the Local Plan states:

5. In tiers 5 and 6 of the settlement hierarchy, residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. That is except at Tier 5 settlements that have a housing requirement identified in Appendix I to Policy LP03 – Neighbourhood Plans, for which there are no opportunities within the development boundaries and which the relevant Neighbourhood Plan does not address through allocations. In such circumstances, small scale development of up to 5 dwellings will be supported here this is necessary to meet that housing requirement, and subject to the criteria under Parts 1 and 2 of this policy.

There is no Neighbourhood Plan for East Winch. Appendix I of the Local Plan lists a windfall figure of only 2 dwellings for the plan period. The proposed number of units is clearly well above the 5 referred to in policy LP02 above.

Paragraph 83 of the NPPF 2024 states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

The units proposed are identified as 'self-build' dwellings and paragraph 73(b) of the NPPF 2024 seeks opportunities to support small sites to come forward for self-build and custom build housing. Local Plan Policy LP31 supports self-build housebuilding and reads:

Policy LP31 – Custom and Self-Build Housing

- 1. Proposals for self-build and custom housebuilding will be supported where they respect local character and comply with other relevant policies in the plan.*
- 2. On multi-plot sites, proposals will be encouraged to make a proportion of serviced dwelling plots available to self and custom housebuilders, for which consideration should be given to the sizes of plots identified as required on the Self Build Register.*
- 3. The delivery of plots for custom and self-build housing will be secured by a planning condition or S106 agreement.*

The Borough Council has a legal duty to give suitable development permission to provide enough serviced plots of land to meet the demand for custom and self-build housebuilding in its area. At the current time the Council is experiencing some difficulty in demonstrating that it has met the need for Custom and Self-Build due to a change in legislation, however this does not mean that planning permission should automatically be granted - it is just one of a range of material considerations in assessing a planning application.

The self-build nature has substantive positive weight and the location of the application site is adjacent to the development boundary, however, the scheme should also meet the criteria detailed in Local Plan Policy LP02. The number of units exceeds the housing requirement identified in Appendix I (to Policy LP03) and the scheme fails to meet the criteria listed under parts 1 and 2 of this policy.

Whilst custom and self-build development may be acceptable in principle, there are other in principle matters outlined above and detailed below within this report which outweigh this need for custom and self-build housing. Specifically, the failure to meet the criteria in Policy LP02. As such the scheme fails to accord with the NPPF, and Local Plan Policies LP01, LP02 and LP31.

Highways/ Access:

Policy LP11 of the adopted Local Plan states:

The Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1101 & A1122 and shown on the Policies Map, will be protected as follows outside of the settlements specified within Strategic Policy LP01:

- a. New development, apart from specific plan allocations, will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of the Strategic and Major Road Network;*
- b. New development served by a side road which connects to a road forming part of the Strategic and Major Road Network will only be permitted provided that it will not result in any unacceptable impact on highway safety, capacity, access or that the residual cumulative impacts from development, on the existing road network, would be considered severe.*

The site lies outside of the development boundary for East Winch and is not a Local Plan allocation. Given that the access would lead directly onto the A47 (Lynn Road) which forms part of the Strategic Road Network, the proposed development would be directly contrary to Policy LP11.

Objections have been received from the Parish Council and neighbouring residents regarding the vehicular access proposed. The objections raise concerns regarding road safety, the speed of traffic, increased traffic flow and increased risks to highway safety. They also raise the potential impact on the use of the adjacent bus stop.

The access proposed is directly off the A47 (Lynn Road), and as part of the Strategic Road Network, National Highways is the appropriate highway authority. The applicant has submitted information to National Highways on numerous occasions throughout the application process, and five consultations have taken place to date. National Highways recommend that planning permission is refused. Their full response is provided above.

The proposed development seeks to upgrade a field access to accommodate a development of up to no. 5 dwellings. As a result of the proposed development, the access point needs to be upgraded to a simple priority junction.

National Highways has stated that the applicant has not presented an acceptable design solution for where there are conflicts with vehicles entering and exiting the site at the same time, and also where a vehicle cannot leave the site in forward gear. The appellant's response was to extend the bus stop layby to provide additional space for turning vehicles. This design proposal is not acceptable and cannot be taken forward as a solution to the risks identified.

In addition, the visibility splays are not acceptable with one crossing the bus layby. This has been made clear to the applicant and is fundamental to an acceptable scheme. **If the applicant sought to retain the access in this position a Departure of Standards application would be required.**

Further to this, National Highways has raised concerns about the location of the access points outside of the 'built up' area (in particular when travelling along the A47 west bound) and the consequence of this being an increase to the risk of collisions as a result of turning traffic.

The design considerations, Departure from Standards applications and any subsequent acceptance from National Highways is required prior to determination of this application to ensure a safe access to the proposed development site is achievable and deliverable. **It is understood that there have been no further submissions in regards to this.** The site location plan does not currently identify how the site can be safely accessed, given the interaction with the bus stop layby. It is recommended that the applicant considers alternative solutions such as achieving access from Station Road or consideration in to relocating the bus stop to outside of the visibility splay.

The Waste and Recycling Officer has also raised concerns that it is appropriate that a swept path analysis is submitted for the purposes of determining the safety of any access and egress of waste vehicles into the site. Any stopping on the edge of the highway which obstructs or is obstructed by the use of the bus stop is unsatisfactory and unsafe. In the absence of this information the Waste and Recycling Officer is obliged to object. These concerns are on the basis of highway safety and therefore form part of the ongoing objection on this matter.

The policy position is clear. The applicant has had **continued** opportunities to resolve the outstanding issues and a safe access cannot be demonstrated. The application is fundamentally contrary to the NPPF (paragraph 115) and Local Plan LP11. The scheme as proposed also fails to meet the requirements of Policies LP02, LP13 and LP18.

It is important to note that Members are not at this time in a position to approve the planning application. Should the Local Planning Authority propose not to determine the application in accordance with the National Highways comments it is required that the Council consults the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk. The LPA may not determine the application until the consultation process is complete in accordance with the outcomes of Article 5 of that direction.

Form and Character:

The development proposes five new large detached dwellings, accessed via a single shared access off the A47. Four of the dwellings would front onto the A47, with the fifth dwelling positioned directly behind these. The dwelling to the rear would take the form of back land development. The applicant describes this site as an 'infill' form of development, however there is only built form to the west of the application site with woodland to the east. This is not an 'infill' site.

In terms of land levels the site falls away from the front to the rear and also east to west. On the southern boundary of the site, at the point at which the access is proposed the land level is 12.9mAOD which then falls away to 12.3mAOD to the rear of the site. The land level on the southern boundary at the farthest point east is at 14.2mAOD which falls to 12.2mAOD to the rear.

The form and character of the built form in East Winch varies. To the west is a large detached dwelling and associated buildings (Braemore House), with three recently constructed detached dwellings to the northwest fronting onto Station Road. However, the pattern of development in East Winch is predominantly that of frontage development. This is clearly an edge of village site with areas of woodland to the east and to the south of the site reinforcing this rural character. As such consideration should be given to this rural location, and any scheme should seek to protect existing landscaping within the site and provide quality landscaping throughout the site. The proposed dwellings should relate to this locality in terms of the scale and appearance as well as the site layout. This application seeks consent for the layout and scale of the proposed development. The site layout as proposed is somewhat contrived and the Council is of the view that anything other than frontage development is considered contrary to the form and character in this edge of village location. As such it fails to meet the requirements of LP02 in that it does not 'respect and enhance local character, contributes to place making and the reinforcement of local distinctiveness, and can be readily assimilated into the settlement' (part 1a of LP02).

In terms of the scale of the development, the dwellings proposed are large two storey detached dwellings with a footprint width of over 14m and a ridge height of 8.1m. Indicative garages are also shown, with a double garage having a footprint of 6.1m by 6.7m and a ridge height of 5.4m. The single garage shows a proposed depth of 7.4m with a ridge height of 4.4m. Two storey detached dwellings are not out of keeping with the locality and therefore the scale of the dwellings and garages proposed are acceptable.

The applicant states in the Design and Access Statement that the development would be barely visible in the street scene behind the existing trees and hedging. The Arboricultural report does identify the removal of one tree on the southern boundary of the site, adjacent to the A47. One other tree is proposed to be removed within the site. The existing hedging along the southern boundary is proposed to be retained and reinforced with additional planting.

In summary, whilst in design terms, the site could come forward for a modest form of residential development that would not be contrary to the form and character of the locality. The scheme proposed is not considered appropriate and would be contrary to the NPPF and Local Plan Policies LP02, LP18 and LP21.

At Planning Committee on 3rd November 2025, Members discussed whether they considered the form and character of the proposal was acceptable. While the Officer recommendation remains consistent (that the proposal is contrary to the development plan), Members are asked to confirm their stance on this during the debate at the Planning Committee meeting.

Noise Impact:

Paragraph 135 of the NPPF states:

'Planning policies and decisions should 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...

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 and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Paragraph 198 of the NPPF says:

'Planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life...'

The proposed dwellings are within close proximity of the A47 (Lynn Road). Further to the Planning Committee of 3rd November 2025 the applicant has submitted an environmental noise assessment for the site to identify the background noise levels for the locality and the traffic impacts of the A47. The Community Safety and Neighbour Nuisance Officer has stated that based on this assessment they would have no objection to the scheme subject to a series of detailed conditions. These conditions include that the dwellings shall be a minimum distance of 9m from the A47 carriageway, that the rear amenity areas shall be fully enclosed by 2.5m high acoustic fences and that the garages shall be adjacent to and attached to their respective dwellings along the southernmost elevation (to act as an additional barrier between the amenity space and the A47). In addition, further information is required regarding ventilation for the dwellings, to ensure that if any of the proposed dwellings would be reliant on open windows to mitigate overheating, that this would not result in unacceptable noise levels.

These conditions would inform the design/build noise control measures required to protect the residential amenity of all future occupiers of the dwellings where possible.

The applicant has stated that the screen of hedges along the south would reduce traffic noise, and that noise is not a problem for residents of Braemore which also fronts onto the A47 (Lynn Road).

Based upon the information submitted, and subject to the proposed conditions, the scheme is in accordance with the NPPF, National Design Guide, the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010) and Local Plan Policies LP18 and LP21.

Neighbour Amenity:

The site layout, scale of development and access proposed would be unlikely to result in a detrimental impact on existing neighbouring residents. The design of the proposed dwellings are to be determined at reserved matter, at which time the relationship between the proposed dwellings and those existing should be considered with regard to window placements, internal layouts, boundary treatments and landscaping. The site is of a sufficient size that the site layout and scale of development could be appropriately designed.

The Community Safety and Neighbour Nuisance Officer has stated that should the development be permitted a condition should be attached to control construction site hours. However, it is not considered this is reasonable given the location of the site alongside the A47. It is also recommended that an external lighting condition is required for the site.

The development proposed would, in regard to impacting neighbour amenity issues, be in accordance with the NPPF and Local Plan Policy LP18 and LP21.

Flood Risk:

The application site lies within Flood Zone 1 and is at the lowest risk of flooding. The application form states that the development would be connected to the main sewer. This is likely to drain to the East Winch sewerage treatment works, within which there is sufficient capacity at this time.

The Parish Council has raised concerns regarding the clearance of grey and surface water, and to whether the old main drainage would be able to cope. If not the site would have to resort to soakaways and tanks. The Parish Council also state that Station Road is subject to flooding due to the restricted culverts under the road, which become easily blocked.

A drainage scheme has not been submitted as part of the planning application; however it would be possible to secure foul and surface water drainage details via a condition attached to the consent.

The proposed development is in accordance with the NPPF and Local Plan Policies LP18 and LP21.

Ecology:

The site is comprised of modified grassland with some trees and native hedging. Third party objections to the scheme raise concerns regarding the impact of the development on local biodiversity. The applicant has submitted a Preliminary Ecological Appraisal which identifies that the proposed development would not have a significant impact on species or habitats beyond site level. No further survey work is required. The Appraisal includes necessary enhancement and mitigation measures which should be conditioned should the development gain consent. These include; management of the grassland, restricted lighting, installation of one bat box per dwelling, installation of a swift box, installation of two sparrow terraces, hedgehog holes, sensitive habitat clearance outside of nesting bird season and installation of minimum two bee bricks for each property.

The application site falls within the Impact Risk Zone for European Protected Sites, and as such the applicant is required to submit the GIRAMS HRA and the mitigation sum of £304.17 per dwelling (£1,520.85 in total). The applicant has submitted the HRA and the applicant would be required to pay the GIRAMS fee in full should the application be approved. (The fee has not been paid to date).

The General Biodiversity Net Gain (BNG) condition would not apply to this development as based on the information provided it would be exempt under the Self Build and Custom Build exemption. It is appropriate that should consent be granted a condition or a unilateral undertaking tying the applicant to the self-build exemption would be applied to the planning permission.

The proposed development is in accordance with the NPPF and Local Plan Policies LP18, LP21 and LP27.

Trees / Landscaping:

The applicant has submitted an Arboricultural Report alongside the planning application. The Arboricultural Officer has considered the application and the report and raises concerns regarding the proposed site layout. The proposed layout would result in a very poor relationship with existing category B trees and in particular, the easternmost dwelling is positioned too closely to trees along the eastern boundary. This is also true of the rear gardens and their relationship to the existing hedgerow along the southern boundary of the

site adjoining the A47. This hedgerow includes several maturing poplar trees that have not been individually identified. It is also indicated there would be development within the minimum Root Protection Areas of retained trees. The proximity of dwellings and any access driveways to these trees would likely result in future pressure for their removal and an unsatisfactory living environment for future occupants. Furthermore, the long-term retention and management of the southern hedgerow remains unresolved.

As such, the layout cannot be supported in its current form and the proposal is contrary to the NPPF and Local Plan Policies LP18 and LP19.

At Planning Committee on 3rd November 2025, Members discussed whether they considered the proposal would have an unacceptable impact on the existing trees and hedgerow. While the Officer recommendation remains consistent (that the proposal is contrary to the development plan), Members are asked to confirm their stance on this during the debate at the Planning Committee meeting.

Other Material Considerations:

Contaminated Land - No potential sources of contamination are identified in the Council's records, nor in the information provided by the applicant.

Affordable Housing – Given the site area is under 0.5ha and 5 units are proposed there are no affordable housing requirements for this scheme in accordance with LP28 (Affordable Housing) of the Local Plan 2021-2040.

Climate Change - Policy LP06 of the Local Plan requires development to recognise and contribute to the importance of, and future proofing against climate change and to support the Government target of becoming a net zero economy by 2050. The applicant has drawn attention to the location of the site within close proximity of the bus stop, as an ability to use an alternative mode of transport. The dwellings would be developed in accordance with building control standards of energy efficiency. No additional information has been submitted.

Amended scheme - The original proposal submitted included a footpath to the rear of the current application site on to Station Road. This was then removed from the proposed scheme. However, references are made to this within the third party representations.

The 'right to a view' for neighbouring residents is not a material planning consideration in the determination of applications.

CONCLUSION:

The application seeks outline planning consent with access, layout and scale. The appearance and landscaping would be determined as part of a reserved matters application. The proposed development is for five custom and self-build dwellings with associated detached garages and driveways, and private gardens.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development proposed includes a vehicular access directly onto the A47, a strategic road. The site lies outside of the development boundary for East Winch and is not a Local Plan allocation. Therefore, the proposed development would be in direct conflict with Policies LP02, LP11 and LP13.

Members will recall the application was initially considered at the Planning Committee meeting in November 2025, but that Members deferred the application for three months to allow the applicant sufficient time to address the reasons for refusal. The applicant then further requested a fourth month which was agreed. However, at the time of writing this report National Highways maintain their objection to the scheme. This reason for the refusal of the scheme remains relevant. National Highways, as statutory consultee, is required (prior to determination of this application) to ensure a safe access to the proposed development site is achievable and deliverable. To date the site location plan submitted does not currently identify how the site can be safely accessed and National Highways recommend the application is refused.

This application is for five self-build and custom dwellings on Lynn Road (A47) in East Winch, a tier 5 settlement. The application site lies immediately outside the development boundary of the village on land designated as countryside. While the Council can currently demonstrate sufficient housing supply and delivery, the Council are currently failing in their legal duty to provide sufficient self-build and custom dwellings. The self-build and custom nature of the proposal is therefore a material consideration which would be afforded weight in the determination of the application. In this case however, the need for the custom and self-build units does not outweigh the conflicts with other Local Plan policies.

The site is located adjacent to the development boundary and would be connected to the wider village. However, this is a rural village with limited local services and facilities. The proposed site layout does not reflect the pattern of development in the locality and as such is not considered acceptable for this edge of village location, and would be contrary to Local Plan Policies LP02, LP18 and LP21.

While the applicant has submitted an Arboricultural Report, the Arboricultural Officer remains concerned that the development as proposed is within too close a proximity to the existing trees and hedgerows. Not only may the development directly cause damage to the retained trees but would also likely result in future pressure for the removal of trees and hedgerows and an unsatisfactory living environment for future occupants.

The need for custom and self-build units does not outweigh these planning considerations. As such, the application is recommended for refusal for the reasons given above. The development is contrary to the NPPF, and Local Plan Policies, LP01, LP02, LP11, LP13, LP18, LP19, LP21 and LP31.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The plans submitted show the vehicular access directly onto the A47, a strategic road. The site lies outside of the development boundary for East Winch and is not a Local Plan allocation. Local Plan Policy LP11 is clear that 'new development will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of the Strategic and Major Road Network'. The proposed development is therefore in direct conflict with this policy.

Furthermore, Local Plan Policy LP02 requires that new development does not result in an unacceptable impact on highway safety, or residual, cumulative impacts on the road network which would be severe (in accordance with Policy LP13). The applicant has failed to demonstrate that a safe access can be provided onto the A47 (Lynn Road).

The proposed development is contrary to the NPPF and Local Plan Policies LP02, LP13 and LP21.

- 2 Policy LP02 of the Local Plan controls residential development on windfall sites. The policy requires that development results in a sustainable design of development which respects and enhances local character, contributes to place making and the reinforcement of local distinctiveness, and can be readily assimilated into the settlement. It also requires that the development would make a positive contribution to the local environment.

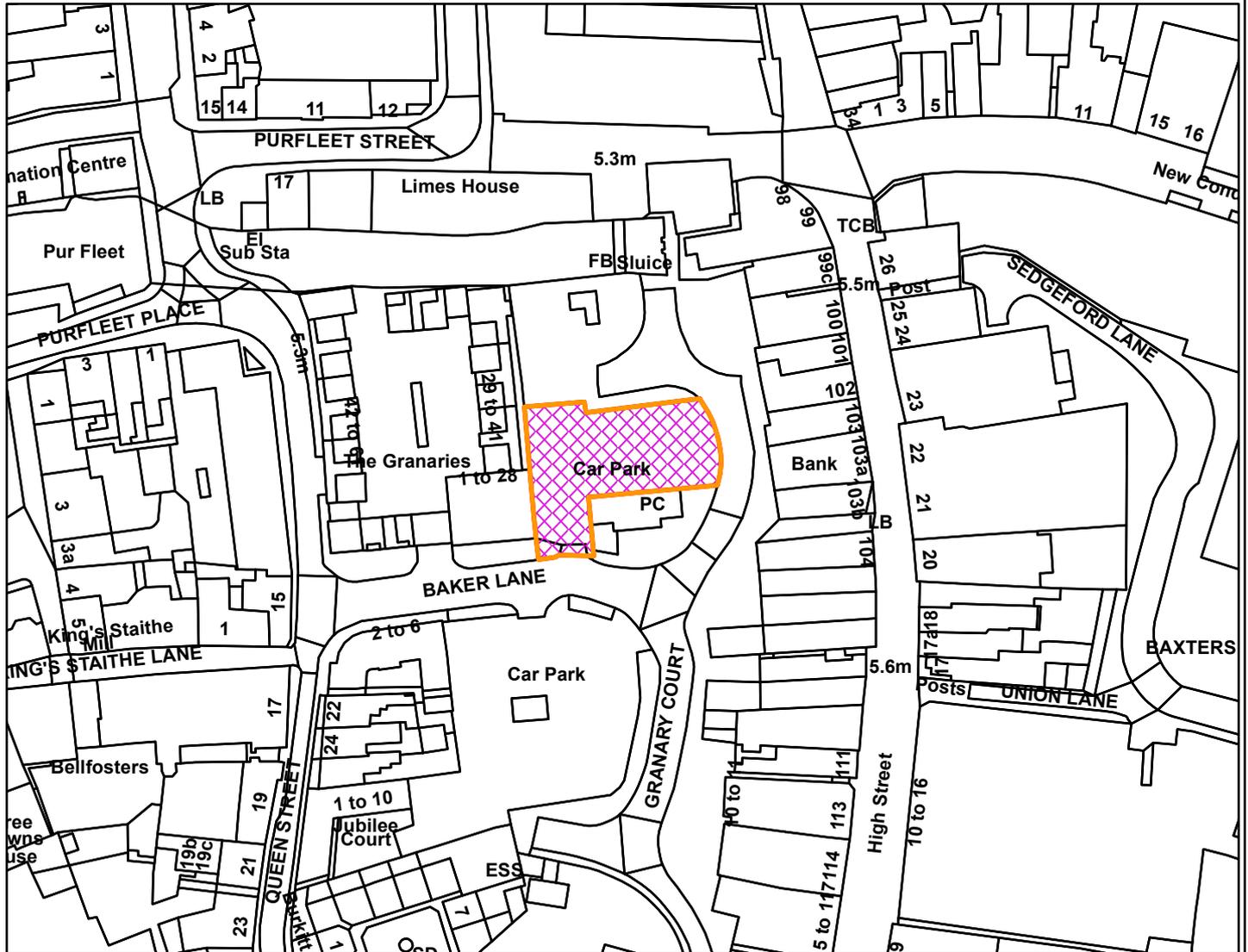
The established pattern of development in the village of East Winch is that of ribbon development, fronting onto the highways. While the development as proposed seeks to position four dwellings fronting onto the A47 (Lynn Road), the fifth dwelling is proposed to the rear of these. This represents backland development and is contrary to the established form and character of the locality.

Notwithstanding the weight attributed to the delivery of the custom and self-build housing, this does not outweigh the conflict with Policy LP02. The development proposed fails to accord with the NPPF, and Local Plan Policies LP02, LP18 in respect of design and sustainable development, LP21 with regard to environment and design, and LP31 in respect of custom and self-build housing.

- 3 The site layout, as demonstrated on plans submitted, would result in a very poor relationship between the development proposed and the existing trees and hedgerows on the site. The proximity of the dwellings, their driveways and amenity space, as well as the access arrangements, to the trees may result in disruption to their root protection areas and thereby cause damage to the trees. The development would likely result in future pressure for the removal of trees and hedgerows and an unsatisfactory living environment for future occupants. This is contrary to the NPPF and Local Plan Policies LP18 and LP19.

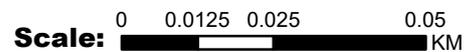


Car Park at Granary Court Baker Lane King's Lynn PE30 1HY



Legend

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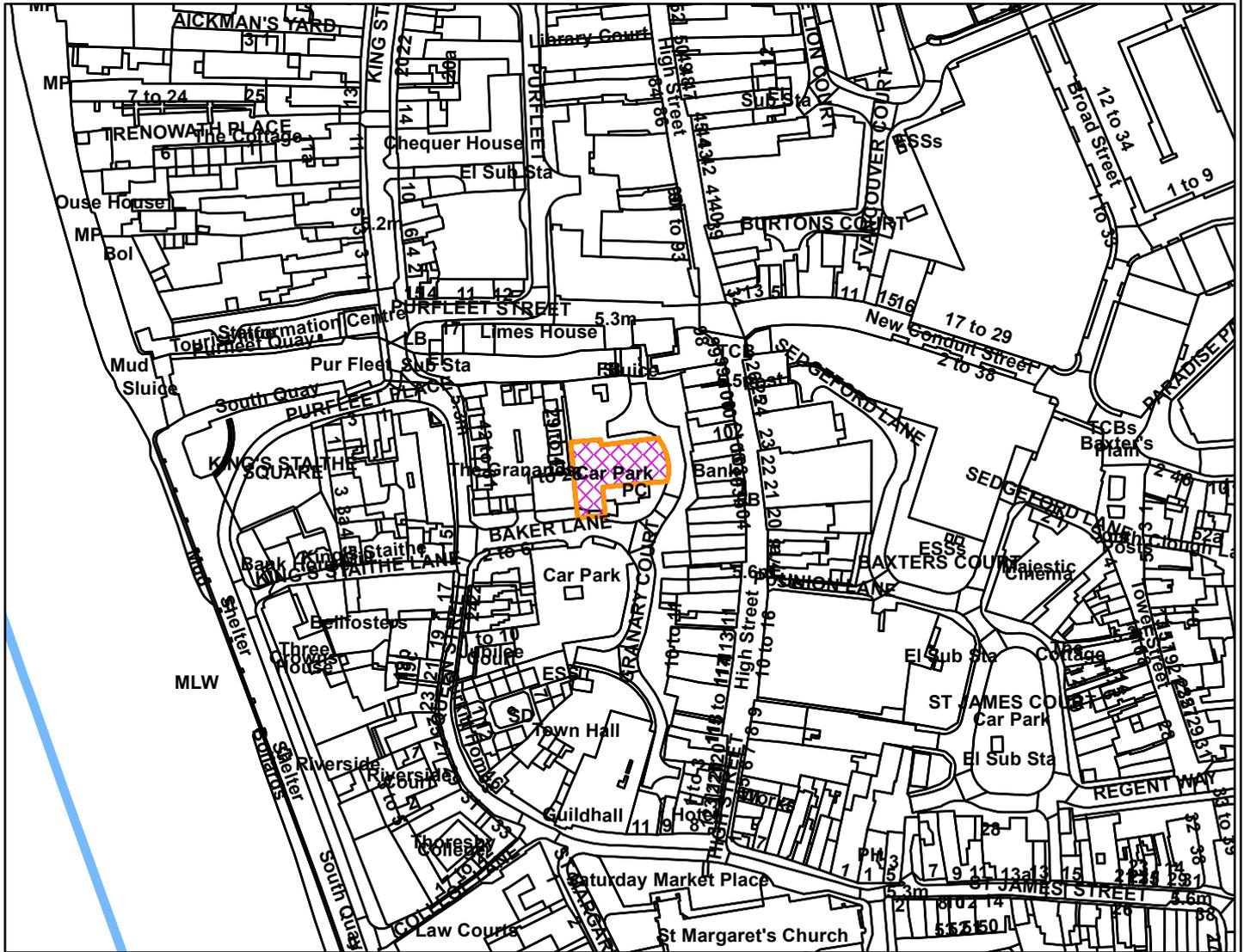


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 Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	17/02/2026
MSA Number	0100024314

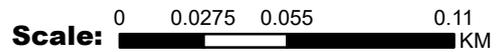


Car Park at Granary Court Baker Lane King's Lynn PE30 1HY



Legend

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 Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	17/02/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/2(a)

Parish:	King's Lynn	
Proposal:	Re-development of the Baker Lane Car Park in connection with the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub comprising cycle parking, storage, repair and changing facilities. Development to include the re-organisation of the existing car park to provide new external vehicle and cycle parking facilities alongside hard and soft landscaping.	
Location:	Car Park At Granary Court Baker Lane King's Lynn Norfolk PE30 1HY	
Applicant:		
Case No:	25/01782/F (Full Application)	
Case Officer:	Mrs Jade Calton	Date for Determination: 23 December 2025 Extension of Time Expiry Date: 9 March 2026

Reason for Referral to Planning Committee – Borough Council Application.

Neighbourhood Plan: No

Case Summary

The application site relates to the northern of the two Baker Lane car parks within King's Lynn Town Centre. The carpark currently provides 35 operational uncovered car parking spaces, three of which are disabled bays. The building accommodating public toilets to the southern side of the carpark, whilst outside of the red line, is connected to the proposed development.

Full planning permission is sought for the re-development / re-organisation of the Baker Lane Car Park in connection with the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub, comprising cycle parking, storage, repair and changing facilities, alongside hard and soft landscaping.

The proposed hub measures approx. 6.9m depth (max) x 17.5m length x 3.1m in height.

Proposed materials include a metal profiled flat roof, steel columns and a rust-coloured perforated metal elevation panels.

Key Issues

- Principle of Development
- Character and Appearance / Impact on Heritage Assets
- Highway Safety
- Neighbour Amenity
- Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

The application site relates to the northern of the two Baker Lane car parks within King's Lynn Town Centre. The carpark currently provides 35 operational uncovered car parking spaces, three of which are disabled bays. The building accommodating public toilets to the southern side of the carpark, whilst outside of the red line, is connected to the application.

Full planning permission is sought for the re-development / re-organisation of the Baker Lane Car Park in connection with the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub, comprising cycle parking, storage, repair and changing facilities, alongside hard and soft landscaping.

The proposed cycle hub would include the following: -

- 48 space two tier cycle racks;
- 1 long bike hoop;
- 20 scooter rack spaces;
- A repair stand with tool station and pump;
- 50 lockers;
- An e-bike charging arm;
- 4 accessible cycle hoops; and
- 4-seater bench with integral lock rack.

The re-design of the car park within the red line boundary would include: -

- 4 street pods (8 space non-secure bike provision);
- 10 car parking spaces, including 3 disabled spaces; and
- Additional soft landscaping.

The toilet block building itself is not included within the red line on the submitted plans as the internal refurbishment does not require planning permission. There are no external changes to the building other than the proposed hub building to be attached to the rear.

The proposed hub measures approx. 6.9m depth (max) x 17.5m length x 3.1m in height. The scale of the hub reflects the width and eaves height of the existing toilet block.

Proposed materials include a metal profiled flat roof, steel columns and a rust-coloured perforated metal elevation panels.

This project is part of an ongoing initiative by the BCKLWN to promote active travel in and around King's Lynn. The proposed Active Travel Hub (ATH) at Baker Lane will work in conjunction with a much larger new ATH at the King's Lynn Enterprise Park (KLEP) to the south of the town centre. The KLEP application (ref: 25/01783/FM) has been submitted and will be presented to Planning Committee in due course, this includes a cycle-hub building, park and ride bus stops and new car-parking to facilitate and encourage an increase in active travel (cycling and walking) as a way of accessing the town centre.

The initiative aims to:

- Reduce car journeys and town centre congestion by promoting active travel and park-and-ride bus services.
- Reduce carbon emissions from travel in and around King's Lynn.
- Improve air quality in the town centre by promoting active travel.

APPLICANT/AGENT SUPPORTING CASE

The following supporting case accompanies the application: -

This Statement has been written on behalf King's Lynn and West Norfolk Borough Council in support of the development of a Cycle Hub within the Baker Lane Car Park in King's Lynn. The scheme comprises the erection of a single storey extension to the existing toilet block alongside internal alterations to provide a Travel Hub that includes secure cycle parking, storage, repair and changing facilities. The proposal also offers the re-organization of the existing car park to provide a changed parking layout alongside associated hard and soft landscape.

The principle of the development is considered to be acceptable, based on the ability for the scheme to work in tandem with the Active Travel Hub (ATH) in the King's Lynn Enterprise Park (KLEP), if approved, to mitigate impact on the local highway network and to promote opportunities for sustainable and active modes of transport including walking and cycling both in and around the town centre. The location of the Hub provides an end point for users of the site at the Enterprise Park to enable travel into the town centre without the use of private vehicles. It further supports the Council's need to make improvements to the Borough's cycle and pedestrian networks through improving active travel connections through the town and promoting a transition to the increased use of sustainable modes of transport, which in turn will help ease congestion in the town centre.

Importantly, the Hub will deliver significant public benefits by supporting the implementation of the Council's wider transport vision, including the objectives identified within the emerging Local Cycling and Walking Infrastructure Plan. Facilities such as secure cycle parking, showers, lockers and repair provision will actively encourage healthier and more sustainable travel habits. The proposal therefore represents sustainable development and aligns strongly with both national and local planning policy, which seek to promote active travel, reduce congestion and support modal shifts.

The Applicant has worked closely with Officers in the Planning Department alongside other key stakeholders throughout the evolution of the proposals. The Applicant has proactively engaged with consultees during the application process and responses have been provided to address any comments raised, with no concerns outstanding. It has subsequently been demonstrated that design, layout and landscape approach for the development responds to key site constraints and mitigates any impact arising from the development in terms of highways, ecology, and drainage in particular. The submission is supported by a suite of technical reports that support the application and demonstrate that it will not give rise to any significant environmental or other negative impact.

The proposal represents sustainable development and aligns strongly with both national and local planning policy, which seek to promote active travel, reduce congestion and support modal shifts. The Travel Hub will deliver significant public benefits by supporting the implementation of the Council's wider transport vision which should be read positively in the context of the scheme. In turn, it has been demonstrated that the proposed development is

in accordance with the relevant policies of the development plan, and planning permission should therefore be granted subject to necessary conditions’.

PLANNING HISTORY

22/00156/PREAPP: INFORMAL - approve with amendment: 10/02/23 - PRE-APPLICATION ENQUIRY WITH CONSULTATIONS: Full: Re-development of Baker Lane Car Park comprising the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub including re-organising of the existing car park and hard and soft landscaping. - Car Park At Granary Court

RESPONSE TO CONSULTATION

Parish Council: N/A – King’s Lynn is unparished

Highways Authority: **NO OBJECTION** subject to a condition relating to laying out the carpark and cycle parking in accordance with approved plans.

Internal Drainage Board: **NO OBJECTION** – Byelaw consent may be required.

Arboriculture Officer: **NO OBJECTION** subject to conditions relating the tree protection and Method Statement.

Norfolk Constabulary: Standard Secure By Design Advice – sent to the relevant department for their consideration as the issues raised relate to operational matters and Building Regulations.

Historic Environment Service: **NO OBJECTION** subject to conditions relating to the submission of an Archaeological Written Scheme of Investigation.

Environmental Quality: NO OBJECTION

Regeneration Team: The Regeneration Team fully supports the Baker Lane Travel Hub application, citing its strategic alignment with initiatives like the Towns Fund, King’s Lynn Town Investment Plan (2021), and the Local Cycling and Walking Infrastructure Plan (LCWIP). The project is seen as supporting active travel, improving connectivity, addressing public priorities for better cycling facilities, and contributing to environmental, health, and economic goals outlined in documents such as the King’s Lynn Transport Strategy and the "Pride in Place" 10-Year Vision.

King’s Lynn Civic Society: **SUPPORT** active travel infrastructure in principle – However, the concept is flawed for the following reasons: -

- More important to create a safe, integrated network of cycle paths first.
- Prioritise cyclist and pedestrian access over general traffic.
- Questions the notion that people will park at NORA and cycle to Baker Lane for access to the town.
- The proposition of a shuttle bus from NORA to town undermines the viability of the cycling option.
- Is Baker Lane the right place?
- Not very easy to cycle to.
- A facility at the Boal Quay or Devil’s Alley might have made more sense.
- Covered cycle facilities at St James car park which is significantly underutilised.

- Welcome the investment in refurbishing the public toilet facilities in principle.
- Hope that the flat roof will drain properly.
- The planting areas will enhance the setting.
- Note the comments raised by BUG regarding viability and technical concerns.

King's Lynn Are Consultative Committee (KLACC): **SUPPORT THE PRINCIPLE** but raise the following questions -

- Cost of parking – will there be an incentive to pay to park at NORA rather than in town?
- Security, lighting, feeling safe using site at night (NORA)
- Security and maintenance of cycle hub / showers – how will they operate and be managed? Pay for shower / can anyone use at any time?
- Would the hub operate on a booking system?
- Other incentives such as electric bike hire at both destinations.
- Increased bus service to encourage use of hub?

Public Open Space: NO OBJECTION to the proposed design of the Active Travel Hub to be located to the rear of Baker Lane Toilets. Operational matters with regards to the showers/toilets which are outside the red line plan (suggested changes within the block to contain showers) will be dealt with between departments.

REPRESENTATIONS

ONE Third Party **OBJECTION** received, raising the following concerns: -

- Moved a popular cycle facility to a secluded area.
- Cycle access to and from is forbidden.
- Dangerous
- No usage instructions
- Vandalism
- Not an advert for safe parking.
- Where are the usage figures to justify the cost of this facility?
- Money could be better spent on other active travel projects.

ONE Third Party **NEUTRAL** representation received, raising the following points: -

- Welcome the facility as will be useful for people living in the town centre.
- However, it will be of limited use to shoppers and other visitors who need more casual parking in the town centre.
- If this is a chargeable facility it is unlikely to be used.
- Should include the removal of unused containers on Purfleet.
- Should provide replacement high standard (covered) cycle parking.
- One way systems mean a lengthy detour.
- The 'no cycling' sign on the Purfleet bridge should be removed to allow access in both directions through the town.

The Norfolk and Fens Cycling Campaign (KLWNBUG) raises the following **OBJECTIONS**: -

- fundamental design flaws that they argue make the development unsafe and non-compliant with national policy.
- Dangerous Cycle Parking:

- The proposed two-tier racks lack the necessary clearance (approx. two bike lengths) for safe operation.
- creates a risk of injury and bike damage.
- Highway Safety Risks: -
 - An emergency exit opens directly onto a carriageway at a blind corner;
 - posing a high risk of collisions with drivers searching for parking spaces.
- Poor Accessibility & Priority: -
 - The design fails to give priority to pedestrians and cyclists as required by the NPPF.
 - Access to nearby primary cycle routes involves significant, unattractive detours (up to 1.1km).
- Failure to Meet Standards: -
 - The proposal ignores Local Transport Note 1/20 standards, which favour small clusters of parking near shops rather than a single, inconvenient "hub" for short-stay visitors.
- Inaccuracies & Transparency: -
 - The group questions the accuracy of the application regarding land ownership, staff presence, and opening hours.
 - They also note that previous consultation feedback was ignored.
 - Usage data for existing hubs has been withheld.
 - Recommends permission is refused or require a total redesign of the internal layout and access routes to ensure safety and inclusivity.

KING'S LYNN AND WEST NORFOLK LOCAL PLAN 2021-2040

LP01 - Spatial Strategy and Settlement Hierarchy Policy (Strategic Policy)

LP05 - Implementation (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

LP25 - Sites in Areas of Flood Risk (Strategic Policy)

LP38 - Community and Culture (Strategic Policy)

LP40 - King's Lynn (Strategic Policy)

Policy E1.1 – King’s Lynn Town Centre

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS

The key considerations in the determination of this application are as follows: -

- Principle of Development
- Character and Appearance / Heritage Assets
- Neighbour Amenity
- Highway Safety
- Other Material Considerations

Principle of Development:

The application site lies within King’s Lynn Town Centre where the principle of development is acceptable in accordance with the Development Plan.

The proposed development has been designed to meet the strategic objectives of the Borough’s Local Plan and overarching NPPF.

Locally, the scheme complies with Policy LP13 (Transportation) which prioritises sustainable forms of transport in the order of walking, cycling, and public transport over the private car. The Travel Hub directly implements this by providing 48 two-tier cycle racks, 20 scooter racks, and e-bike charging points.

Policy LP40 relates to ‘King’s Lynn Growth & Regeneration’ and is relevant to the Travel Hub as it supports urban regeneration by improving the “arrival experience” in the town centre and improving links within the town for walking and cycling in line with King’s Lynn Transport Strategy in promoting active travel and connectivity, which is one of the core principles of this policy. Additionally, the associated refurbishment the existing Baker Lane toilet block makes efficient use of brownfield assets.

It is considered that the proposed scheme would improve the Town Centre’s Vitality in accordance with Local Plan Policy E1.1. By way of providing modern amenities (showers and lockers) for commuters and shoppers, it would enhance the town centre's appeal as a "prime hub" for services and retail, and most importantly it would improve the access to the town centre in terms of public transport, walking and cycling as set out in the Policy.

Nationally, chapter 9 of the NPPF promotes Sustainable Transport. The proposed development directly supports the NPPF’s overarching aims and provisions to provide high quality public transport facilities and encourage cycling and walking. By repurposing central space for a multi-modal hub, it facilitates "active travel" and reduces reliance on private vehicles, a core requirement of the NPPF.

Character and Appearance / Heritage Assets:

As explained, the proposed travel hub would utilise an existing public car park and toilet building. The refurbishment of the toilet building itself does not require planning permission but the new internal amenities will be directly linked to the travel hub facility.

There are no external changes to the toilet building other than the proposed linked element to its northern elevation comprising a flat roof building, measuring approx. 99 sqm and providing the cycle hub facilities, including secure cycle parking, scooter parking, lockers and bike maintenance stand. The new showers and changing facilities will be located within the existing toilet building and once again, do not require planning permission.

The new cycle hub is contemporary in design, with a simple lightweight metal profiled roof supported on slender steel columns and a rust-coloured perforated metal panels on its elevations.

Low level planters are proposed along the northern elevation to soften its appearance and to link with the landscaping at Purfleet. Additional incidental planting will be provided to the site's frontage and adjacent to the turning head to the rear of the cycle hub.

The application site is located within King's Lynn's Conservation Area and as such a Heritage Statement supports the application. The toilet building is not listed and there are no listed buildings directly adjacent to the site.

The external materials have been carefully considered due to the location of the site within the Conservation Area and in linking different parts of the town together. The rust coloured metal panels relate well to the red / orange brickwork of the existing toilet block building as well as complementing the local historic building materials as well as reflecting the traditional functions of the town's maritime and industrial built environment. This modern material allows for new extensions / structures to blend with the town's existing aesthetic while introducing a contemporary vibrancy.

Third Party concerns have been raised regarding design and safety considerations. The design of the scheme has been informed by comprehensive analysis through the various design stages in the lead up to submission. This includes matters relating to highways and the design of the hub building, which has been informed by pre-application conversations with the Secure by Design Officer, the LPA and the Conservation Officer.

As such, it is considered that the proposed development would cause no harm to the significance of this part of the Conservation Area, and if there were any impact, this would be outweighed by the public benefit of delivering sustainable communities through active travel, in accordance with Local Plan Policy LP20 and Chapter 16 of the NPPF. The LA's Conservation Officer supports the proposed development.

Neighbour Amenity:

The closest residential properties to the application site are located directly to the west at 'The Granaries' which comprises a block of 61 apartments.

The proposed development would utilise an existing public car park and toilet facility within the town centre where the occupiers of The Granaries would already experience a level of noise and disturbance associated with a town centre location.

The inclusion of the travel hub building and associated works would not materially increase any impact on neighbour amenity over and above that which already exists.

A construction management scheme will be conditioned to ensure that works are carried out appropriately so not to affect neighbouring occupiers.

It is considered that the proposed development accords with Local Plan Policy LP21 and the provisions of the NPPF, in particular paragraph 135.

Highway Safety:

In the main, the existing car park layout will remain the same. Whilst there will be a loss of 16 car parking spaces as a result of the proposed development, these will be replaced with 48 cycle spaces and 20 scooter spaces, whilst providing 19 car parking spaces, including 3 disabled spaces.

Local Plan Policy LP13 (Transportation) focuses on delivering a sustainable transport network and reinforcing the town as a regional transport node. The proposed travel hub development accords with this policy by contributing towards creating a sustainable network in line with the aims of improving connectivity within the borough, encouraging walking, cycling, and bus use. It also facilitates and supports regeneration, development and economic growth of the town centre through delivering part of the Active and Clean Connectivity Project which is a core part of the and the Town Deal regeneration programme.

King's Lynn Civic Society and Third Parties raise concerns around the need to creating a safe, integrated cycle network first before investing in such infrastructure as that proposed. However, as stated this proposal forms part of a wider King's Lynn Transport Strategy, which aims to further improve pedestrian and cycle links throughout the town.

The proposal aims to reduce congestion, by providing alternatives to car usage, supporting the strategy to improve safety and travel efficiency. This prioritises sustainable modes which would also improve air quality.

While LP13 recognises the importance of the use of the private car in rural areas, the proposed hub supports the modal shift to more sustainable ways to travel in more urban locations such as in and around the town centre.

Similarly, the proposal is considered to comply with the provisions of Chapter 9 of the NPPF by way of promoting sustainable transport through active travel infrastructure. The proposed facility supports the requirement to provide high-quality, secure cycle parking and charging infrastructure as set out in para. 111. It would improve the capacity and availability of existing infrastructure in promoting sustainable travel modes in line with para. 129. Further, the proposed facility addresses the needs of people with disabilities and reduced mobility in relation to all modes of transport as outlined in para. 117.

The proposal includes CCTV, secure lockers, repair facilities, in line with the NPPF requirement to create safe, secure, and attractive places that encourage multi-modal transport use. It acts as a key element of a wider strategy to improve connectivity.

Third Party concerns have been raised regarding the conflict of safety between pedestrians, cyclists and motorists due to the site and surrounding layout. The car park is a slow speed environment operated as a one way system, and therefore any vehicles approaching the facility should not pose an unacceptable risk to other users. The Planning Agent has stated that it is possible to provide hatching outside of the door to highlight this area to drivers. The emergency exit door is partially screened by planters to avoid a direct interface with vehicles in the car park.

Concerns relating to cycle access within the car park are noted, however, there will be a direct access from the highway to the hub building, meaning cyclists will not have to enter the car park. An existing raised table crossing to the east of the building provides pedestrians and cyclists a direct link to cross over.

Notwithstanding this, the Local Highway Authority raises no objection to the proposed development on highway safety grounds, in accordance with LP13, LP18, LP21 and LP40 and the NPPF.

In regard to engagement with Active Travel England, they are not a statutory consultee in this instance as the scheme does not meet the threshold required. In addition, whilst Local Transport Note 1/20 (LTN 1/20) (Cycle Infrastructure Design) is referenced in the Local Cycling and Walking Infrastructure Plan (LCWIP), it is not a requirement set through the Local Plan or at a national level in the NPPF.

Notwithstanding that, the scheme has taken the guidance into account, using the key requirements of the guidance as follows: -

- Strategic role of the cycle hub – the LTN 1/20 positions cycling as an everyday mode of transport. The proposal aligns strongly with this objective where it acts as a node (as with the King's Lynn Enterprise Park (KLEP)) in a wider cycling network (LCWIP approach), supports a modal shift for commuting, education, shopping and leisure trips to the town centre, and integrates cycling with public transport interchanges. The key intention of the cycle hub is to support the operation of the Active Travel Hub in the King's Lynn Enterprise Park. In doing so, the hub provides cycle facilities that will enable users to travel from the out of town location to the town centre by bicycle, and offer the relevant facilities needed for users on either side. The guidance is also clear that infrastructure should be planned as part of a connected network. As per the above, the proposal demonstrates how the hub connects coherently to surrounding cycle routes and connections, and its location has been chosen to support this alongside the ATH proposed on the outside of town.

- Core design principles – with reference to the requirements of the guidance, the hub will be easy to find, legible and usable. Accesses / entrances and parking areas are clearly identifiable, and the layout ensures that the hub will feel like an integral part of the wider network. The layout is safe, in that there is a clear separation between vehicles and cyclists, and good surveillance over the site. This has been demonstrated through the transport statement alongside engagement with the Norfolk Constabulary. In addition, the scheme incorporates space for two way movement and non-standard cycles and has utilised high quality finishes that will enable it to sit comfortably in the surrounding public realm. The design of the proposal has been informed by pre and post-application discussions with both the Council and Conservation Officer to help the site achieve this.

- Accessibility and inclusive design – the LTN 1/20 places cycling at the heart of design. Similarly to the KLEP site, the hub has been designed to accommodate adapted cycles, cargo bikes and non-standard equipment. The internal and external layout and levels have been designed to ensure safe and ease of accessibility. Again, there is a clear desire for this hub to connect directly to the out of town hub, to promote the use of active travel modes into the town centre.

- Cycle parking guidance – the LTN 1/20 states that hubs will be supported where they provide significant high quality parking. A mixture of parking options have been provided and the design of the cycle parking infrastructure in particular is easily accessible, safe and secure, with facilities to support cyclists on a day to day basis.

- The hub further offers integration with other modes and development, connecting into the wider bus and road network between the centre of King's Lynn and the KLEP site, to ensure that users are able to get to and from the location with ease.
- The maintenance and management of the cycle hub will ensure smooth operation. A condition requesting an operational management plan will ensure this.

In summary, the hub will be part of a connected cycle network, completing one element of the intention to deliver enhanced connections from outside of the town centre. It also meets inclusive design standards and provides high quality, secure and convenient parking that has been designed to meet current and future levels of demand, in accordance with best practice.

Overall, it is considered that the proposed development accords Local Plan Policies LP13, LP14, LP18, LP21 and LP40 and the provisions of the NPPF, in particular Chapter 9.

Other Material Considerations:

Flood Risk and Drainage - A Flood Risk Assessment supports the application. The FRA demonstrates that the site is within both Flood Zones 1 and 2. The area in Flood Zone 2 includes the northern boundary of the site, within the vicinity of the River Great Ouse to the west and Purfleet to the north. The majority of the site however is within Flood Zone 1. Taking into account the form of development, it is defined by the NPPF as being 'Less Vulnerable' to flood risk.

Other sources of flooding at the site include; groundwater flood risk and reservoir and artificial flooding is classified as low to very low.

Surface water flood risk is low with the potential to increase to medium with climate change. A Surface Water Management Strategy has been submitted and this follows the SuDS hierarchy. The geology of the ground on and around the site means that it is unsuitable for infiltration. It is therefore proposed to discharge surface water and any additional runoff into the Purfleet via the AW surface water manhole situated close to the site access.

Given that the surface water discharge from the site is not going to be greater than the existing arrangement serving the car park hardstanding, as there is no proposed increase in impermeable area, the IDB raises no objection to the proposed strategy, subject to any relevant Byelaw consents if required.

There is no requirement to discharge foul water, and no changes are proposed to the existing foul water drainage system.

The FRA report recommends that a dynamic flood warning evacuation plan should be developed to manage flood risk in the long term, and the owner of the site is advised to sign up to the EA's flood warning and flood alerts.

It is considered therefore that the proposed development would not result in any increased level of flood risk either on, or in close proximity to the site, in accordance with Local Plan Policies LP18 and LP25 and the provisions of the NPPF.

Contamination - A Phase 1 Desk Study supports the application. The report identifies that it is unlikely that contamination is present on the site in a circumstance which could lead to unacceptable risks to identified receptors. The report recommends a watching brief during groundworks and construction. The LA's Environmental Quality Team has raised no objection to the proposal given that the site is seen developed with malhouses or

warehouses until its redevelopment as a car park. The surrounding landscape is largely commercial or industrial. The proposed end use is not particularly sensitive to contamination. The information submitted does not indicate the presence of significant land contamination. However, the former site use means that it is possible that some unexpected contamination could be present. Therefore it is recommended that a condition is imposed accordingly, in line with Local Plan Policy LP18 and the provisions of the NPPF.

Trees - The application is supported by an Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement prepared by Wild Frontier Ecology. The site contains two large mature London plane trees and one smaller rowan, all of which make a valuable contribution to the character and amenity of the area. The proposal includes revised parking layout and increased soft landscaping, which is welcomed in principle.

The submitted Arboricultural Method Statement (Part 8, Wild Frontier Ecology) and Tree Protection Plan provide suitable measures for protection of retained trees during construction, which the LA's Arboricultural Officer is satisfied that trunk protection and general site controls are appropriately addressed.

However, the proposals include the removal of existing hard surfacing in close proximity to retained trees in order to create enlarged planting beds. While the report recognises the presence of existing surfacing within the root protection areas, it does not provide sufficient detail on how the removal of this surfacing will be undertaken to avoid root damage. The breaking out and excavation of hardstanding adjacent to mature trees presents a significant risk of root severance, compaction and long-term decline if not carefully managed.

An additional pre-commencement condition will therefore be recommended for a method statement for the removal of hard surfacing adjacent to retained trees, and to ensure that all tree protection measures are implemented prior to works commencing.

Subject to the conditions the LA's Arboricultural Officer raises no objection to the proposed development in accordance with Local Plan Policy LP19 and the provisions of the NPPF.

Ecology and BNG - An Ecological Appraisal accompanies the application which considers any potential impacts of the proposed development on protected species and habitats. The Appraisal identifies that the existing toilet block building has a 'low' potential to support roosting bats. The development will retain the flowerbeds and trees and therefore impacts to other protected species are considered to be very unlikely. To limit the small chance of harm or disturbance to species during construction, the report recommends that best practice measures will be adhered to.

With regards to enhancements, the site plans show small areas of new planting around the cycle hub. The bed to the east of the building will have the benefit of providing additional space for root growth for the existing rowan tree and also providing additional habitat features. To maximise ecological benefit, it was recommended that the bed be planted with native shrub or flower species, or those which have a pollen or nectar resource for pollinators. Additionally, one bird box will be installed on a mature tree.

With regard to BNG, the proposed development would be located on an area of existing hard surface and therefore falls within the de minimis exemption meaning that no net gain of biodiversity is required.

The proposed development therefore complies with Local Plan Policy LP19 and the provisions of the NPPF, namely Chapter 15.

Archaeology - An Archaeological Desk Based Assessment supports the application. The report and previous archaeological investigations on parts of the proposed development site in 1968-9 and later in 1997 recorded extensive and significant medieval remains, including the remains of wooden and masonry buildings, which will almost certainly extend into the rest of the proposed development area. Archaeological monitoring of groundworks a short distance to the west in 2014 recorded more medieval walls at a very shallow depth below modern ground level. Consequently, there is potential that heritage assets with archaeological interest (buried archaeological remains) may be present at the site and that their significance will be affected by the proposed development.

As such, whilst the Norfolk Historic Environment Service supports the application, it is recommended that conditions are imposed requesting a programme of archaeological mitigatory work in accordance with Local Plan Policy LP20 and the provisions of the NPPF.

Crime and 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.

Third Party concerns have been raised regarding the safety of people and parking bikes / cars at the site which is considered by some to be in a secluded part of town. Issues of anti-social behaviour have been highlighted. The public facilities, such as the toilet block and car parking already exists at the site and the former already benefits from the presence of an attendant. As such, the inclusion of a cycle hub at the site is not considered to materially increase the risk of crime and disorder that would warrant refusal of the application.

Given that this is an operational matter, it is not known at this stage if the travel hub facility will include a registered user key or digital access code or remain open to the general public. As stated above, the existing toilet facilities are permanently staffed by a dedicated cleaner/attendant seven days a week, typically between 7:30 am and 6pm.

The proposed facility is expected to integrate with the additional security requirements for the cycle storage and shower areas, though specific staffing levels for the expanded facility are subject to the final management plan separate from the planning application.

The LA's Public Open Space Team has raised no objection to the proposed development. Final operational elements will be discussed separately as they do not form part of the application.

Furthermore, a CCTV system linked to the wider town CCTV network will be installed in the new cycle-hub, with sufficient external lighting on each elevation.

In conclusion, the application before the Committee will not have a material impact upon crime and disorder, in accordance with the abovementioned Act, Local Plan Policies LP18 and LP38; and the provisions of the NPPF.

Third Party Concerns – The majority of Third Party concerns raised have been addressed in the relevant sections of the report above. Any outstanding issues relate to operational matters which do not form part of and are not material considerations at the planning application stage.

Notwithstanding that, a condition will be imposed requesting details of an 'Operational Management Plan' for the Hub element only.

In relation to the extension of the orange primary cycle route (proposed active travel corridor that connects the Town Centre to Clenchwarton), this does not form part of this application; however, the works on the site would not prevent this from taking place in the future.

Concerns have been raised by Third Parties in relation to the risk of damage and injury from the setting out of equipment and facilities in the hub. Further information has been provided in relation to this and the Planning Agent has confirmed that this risk was considered in the design of the layout of the hub, and the setting out of the two-tier racks has been considered against the manufacturing literature from various providers. A plan has been provided which highlights that the minimum dimensional requirements of all of the providers can be achieved. It is worth highlighting that the internal layout is indicative and the installation of the equipment does not require planning permission. Therefore, any risks arising during installation of the equipment can be managed in later design stages.

Additionally, details have been provided suggesting that 'The Easylift Premium' cycle racks will be used which is a highly convenient gas assist two-level bicycle parking system. The lifting system ensures that a bicycle can be parked on the top level effortlessly and is therefore user friendly.

Climate Change - It is considered that the proposal accords with the aims of the Climate Change Policy LP06 as the hub facilitates introduces a modal shift to reduce carbon emissions and tackle air quality issues in the King's Lynn Air Quality Management Area. Furthermore, the Travel Hub scheme involves the refurbishing of an existing structure (the toilet block) and modification of existing car park facilities rather than an entirely new construction, which aligns with principles regarding the efficient use of land and "brownfield first" initiatives.

CONCLUSION:

This application should be determined in accordance with the Development Plan, as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, unless material considerations indicate otherwise.

It is considered that the proposed Travel Hub represents a sustainable, well designed development that aligns with the strategic aims of both the Local Plan and the NPPF. The scheme supports active travel, enhances connectivity, and contributes positively to town centre regeneration while making effective use of existing brownfield land, in line with the Towns Fund, King's Lynn Town Investment Plan (2021), and the Local Cycling and Walking Infrastructure Plan (LCWIP) and the King's Lynn Transport Strategy.

The design has been sensitively developed to respect the character and appearance of the Conservation Area, with no identified harm to heritage significance. Impacts on neighbour amenity, highway safety, drainage, ecology, trees, archaeology, and crime and disorder have all been appropriately assessed, with conditions recommended where necessary to ensure any impacts are limited.

The development provides public benefits, including improved cycling facilities, modern commuter amenities, and stronger integration with sustainable transport modes. As such, the proposal is considered acceptable in planning terms and compliant with relevant local and national policy, namely Local Plan Policies LP01, LP05, LP06, LP07, LP13, LP14, LP18, LP19, LP20, LP21, LP25, LP38, LP40 and E1.1.

It is therefore recommended that Members approve the application in accordance with the Development Plan, subject to the following conditions.

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 using only the following approved plans:
 - 9825-FM-XX-XX-D-A-150: Site Location and Block Plan.
 - 9825-FM-XX-00-D-A-151: Proposed Site Layout.
 - 25020-GUA-BL-XX-D-L-1001-P02: Outline Softworks Site Plan.
 - 9825-FM-XX-00-D-A-550: Proposed Floor Plan.
 - 9825-FM-XX-RF-D-A-551: Proposed Roof Plan.
 - 9825-FM-XX-ZZ-D-A-750 (P01.03): Proposed Elevation.
 - 9825-FM-XX-ZZ-D-A-650 P01.01: Proposed Section.
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition Notwithstanding the details that accompanied the application, no development shall take place on any external surface of the extension hereby permitted until samples of the materials to be used 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.
- 3 Reason In the interests of the character and appearance of the Conservation Area, in accordance with Local Plan Policies LP20 and LP21 and the provisions of the NPPF.
- 4 Condition Prior to the first use of the development hereby permitted the proposed on-site car and cycle parking areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 4 Reason To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety, in accordance with Local Plan Policies LP13 and LP14 and the provisions of the NPPF.
- 5 Condition No development shall take place until an archaeological written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

- 5 Reason To safeguard archaeological interests in accordance with Local Plan Policy LP20 and the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 6 Condition No development shall take place other than in accordance with the written scheme of investigation approved under condition 5.
- 6 Reason To safeguard archaeological interests in accordance with Local Plan Policy LP20 and the principles of the NPPF.
- 7 Condition The development shall not be put into operation until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 5 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 7 Reason To safeguard archaeological interests in accordance with Local Plan Policy LP20 and the principles of the NPPF.
- 8 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 in accordance with current best practice, 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 in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.
- 8 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, in accordance with Local Plan Policies LP18 and LP21 and the provisions of the NPPF.
- 9 Condition The development hereby approved shall be carried out and operated in accordance with the flood risk mitigation measures set out within the supporting 'Site Specific Flood Risk Assessment', prepared by Richard Jackson Engineering Consultations, dated July 2025.
- 9 Reason In the interests of safeguarding life and property in the event of a flood, in accordance with Local Plan Policy LP25 and the provisions of the NPPF.
- 10 Condition No development or other operations shall take place on site until a detailed Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include:
 - a) the methods to be used and the measures to be undertaken to control the emission of dust, noise, and vibration from the operation of plant and machinery to be used;
 - b) the location of any temporary buildings and compound areas;
 - c) the location of parking areas for construction and other vehicles;
 - d) the measures to be used to prevent the deposit of mud and other deleterious material on the public highway; and,

e) a scheme for the management and signage of all construction traffic.

The development of that phase shall be carried out in accordance with the approved construction management statement.

- 10 Reason In the interests of maintaining highway efficiency and safety and in order to protect neighbour amenity, in accordance with Local Plan Policy LP21 and the provisions of the NPPF.

This also needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.

- 11 Condition Construction or development work on site, along with collections and deliveries of waste products, material and equipment, shall only be carried out between the hours of 0800 and 1800 weekdays, and 0900 and 1300 on Saturdays, with no work allowed on Sundays and Bank/Public Holidays.

- 11 Reason In order to safeguard the amenities of the locality in accordance with Local Plan Policy LP21 and the provisions of the NPPF.

- 12 Condition Prior to the first use of the development hereby approved, details of an Operational Management Plan (for The Cycle Hub only – within the red line) shall be submitted to and approved in writing by the Local Planning Authority. The operations of the facility shall be managed in full accordance with the approved details in perpetuity.

- 12 Reason To ensure the Cycle Hub is operated in a safe, secure, and efficient in the interests of the amenities of the locality, in accordance with Local Plan Policy LP18 and LP21 and the provisions of the NPPF.

- 13 Condition No development shall commence on site until the existing trees to be retained have been protected in full accordance with the approved Tree Protection Plan and Arboricultural Method Statement (Part 8) prepared by Wild Frontier Ecology.

The approved tree protection measures shall be installed prior to the commencement of any works, including demolition, site clearance or material storage, and shall be retained in position for the duration of the construction period. No materials, plant, soil, spoil or equipment shall be stored within the protected areas.

- 13 Reason In order to protect the existing trees on the site in the interests of the amenities of the locality, in accordance with Local Plan Policy LP19 and the provisions of the NPPF.

- 14 Condition Notwithstanding the submitted details, no development shall commence until a detailed Arboricultural Method Statement for the removal of existing hard surfacing within or adjacent to the root protection areas of retained trees has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include:

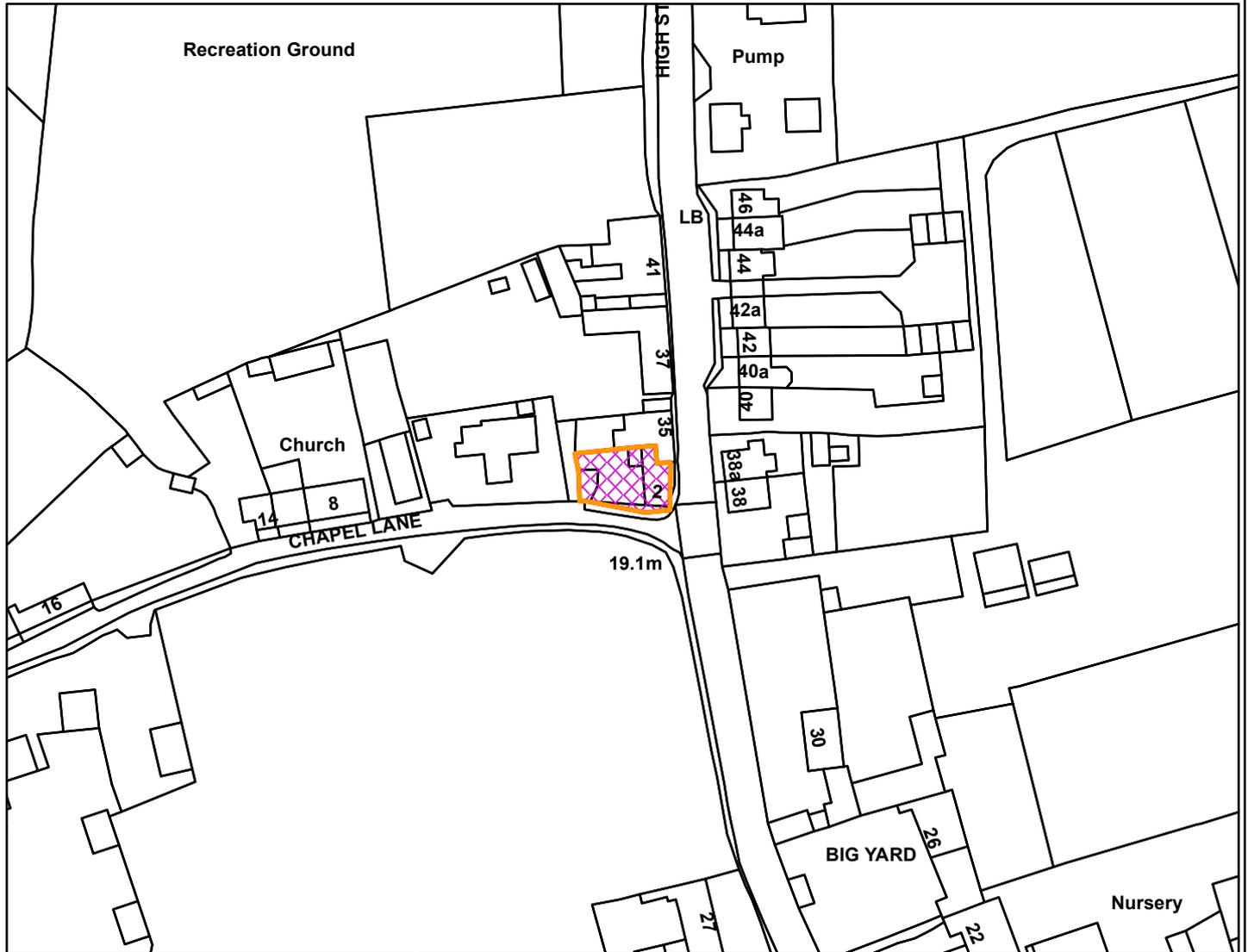
- A plan identifying areas of surfacing to be removed within or adjacent to root protection areas;
- The proposed methodology for breaking out and lifting existing hardstanding;
- Measures to avoid root severance and soil compaction;
- Details of arboricultural supervision during the works;
- Procedures to be followed in the event that significant roots are encountered;
- Details of any hand-digging or air spade work

The works shall thereafter be carried out in strict accordance with the approved method statement.

- 14 Reason In order to protect the existing trees on the site in the interests of the amenities of the locality, in accordance with Local Plan Policy LP19 and the provisions of the NPPF.

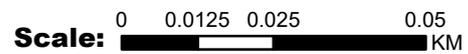


April Cottage 2 Chapel Lane Ringstead PE36 5JX



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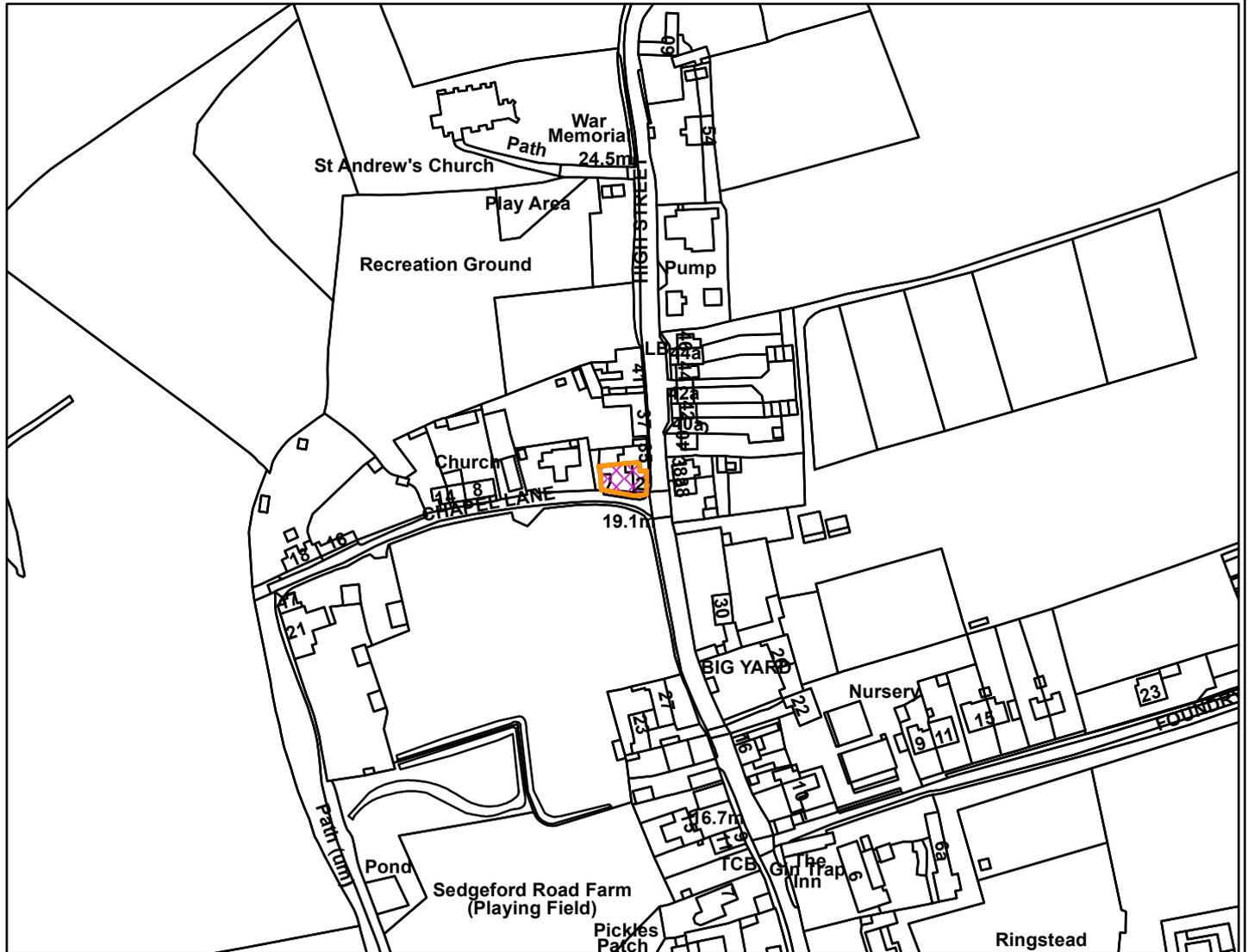


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Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	16/02/2026
MSA Number	0100024314

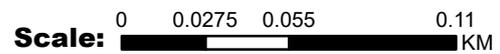


April Cottage 2 Chapel Lane Ringstead PE36 5JX



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Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	16/02/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/2(b)

Parish:	Ringstead	
Proposal:	Single Storey Extension to replace existing	
Location:	April Cottage 2 Chapel Lane Ringstead Hunstanton PE36 5JX	
Applicant:	Mr. & Mrs. Skinner	
Case No:	25/01678/F (Full Application)	
Case Officer:	Jody Haines	Date for Determination: 8 December 2025 Extension of Time Expiry Date: 6 March 2026

Reason for Referral to Planning Committee – Called in by Councillor De Winton.

Neighbourhood Plan: Yes

Case Summary

This application is for a single storey extension to replace an existing extension/porch.

The application site is located within Ringstead development boundary as seen within the policies map as defined by the Local Plan 2021-2040 and Figure 13 of Ringstead Neighbourhood Plan. Ringstead is classified as a Tier 6: Smaller Villages and Hamlets under Policy LP01 of the Local Plan.

The surrounding area is residential, with a designated local green space, allocated by Policy 8 of Ringstead Neighbourhood Plan, to the south of the site. The site accommodates a white painted clunch two-storey dwelling, with brick and timber extension/porch to the west. On site there is a detached mono-pitched outbuilding to the northwest corner. The site and surroundings fall within Ringstead Conservation Area and the Norfolk Coast National Landscape.

Key Issues

Principle of Development
Form and Character (Impact on designated and non-designated assets)
Impact on Neighbour Amenity
Dark Skies
Other matters requiring consideration prior to the determination of this application

Recommendation

APPROVE

THE APPLICATION

The site is a corner plot between High Street and Chapel Lane. The cottage dwelling is two-storeys with whitewash clunch elevations and a pitched red pantile roof. The dwelling has traditional proportions, materials and building techniques. Due to its age and architecture, it is recognised as a non-designated heritage asset (important unlisted building as listed within Ringstead Conservation Area Character Statement).

This application is for a single storey extension which would replace the brick and timber extension/porch. The extension would have a width of approx. 4.35 metres, depth of approx. 3.71 metres, and height of approx. 2.25 metres to 3.38 metres. The elevations would be painted brick to match the colour of the existing dwelling, and a tiled roof to match the existing dwelling. The window and doors would be timber framed with a brick curved lintel detail.

APPLICANT/AGENT SUPPORTING CASE

Neither the agent nor the applicant have submitted a supporting case at the time of writing this report.

PLANNING HISTORY: No relevant planning history.

RESPONSE TO CONSULTATION

During the course of the application, amendments were received following comments from the Parish Council and Conservation Officer. These amendments have removed the horizontal cladded elevations and zinc or GRP with lead seam roof for painted brick elevations and a tiled roof to match the existing dwelling, increased the roof pitch, and has seen changes in fenestration and detailing. The comments received on the latest amendment are as follows.

Parish Council: Objection

The background and planning policies have been set out in detail in the Parish Council's letters of the 11 November 2025 and 12 December 2025.

Whilst the Councillors remain of the view that an extension to the property is not unacceptable, the revised proposals with a significantly larger built structure still utilises inappropriate building materials in the very heart of the Ringstead Conservation Area. The extension looks like a bulky brick shed addition, rather than an integral and sympathetically designed extension to this historic and prominent cottage.

Located on the corner of the High Street and Chapel Lane, 2 April Cottage is a prominent building forming part of a terrace of cottages characterised with whitewashed clunch walls and red pantile roof. The rear of the cottage and garden form an important open area, clearly visible when approaching Chapel Lane.

Whilst it is appreciated that the applicant has made a number of changes to the original proposal, the use of modern building materials including painted brick is still not in keeping with the local vernacular, contrary to RNP Policy 5(c) and RNP Policy 12 D.

The proposed extension with painted white brick is still out of keeping with the current local vernacular, particularly in an area so visible and prominent within the heart of the Conservation Area. The Council would accept the proposal if the extension were faced with chalk, to match the rest of the terrace of cottages, under the whitewash (which keeps flaking off).

In addition, it is essential that all windows in the proposed extension have glazing bars to match the rest of the windows on the cottage.

The proposed extension still has a number of large windows and double-glazed doors. Development proposals should demonstrate compliance with best practice guidance for avoiding artificial lighting impacts on bats, birds and other species. Such an increase in internal lighting is likely to cause harm to the landscape, and disturbance and risk to wildlife, no mitigation from the impact of pollution from internal light sources is provided.

Overall, the revised proposals although an improvement on the previous iteration still harms the setting and character of the rural Conservation Area and National Landscape, it doesn't demonstrate high-quality design as required by national and local planning policy.

For these reasons, Ringstead Parish Council still objects to this application and urges the Local Planning Authority to refuse planning permission

Conservation Officer: No Objection

The plans for this scheme have recently been amended and although have not taken all comments into consideration, it is now in an acceptable form for the Conservation Team to remove our objections.

REPRESENTATIONS: No public comments received.

KING'S LYNN AND WEST NORFOLK LOCAL PLAN 2021-2040

LP16 - Norfolk Coast National Landscape (Strategic Policy)

LP18 - Design & Sustainable Development (Strategic Policy)

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

LP25 - Sites in Areas of Flood Risk (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Policy 5: Design

Policy 6: Extensions, Annexes and Outbuildings (Cartlidges and Garages)

Policy 8: Local Green Space

Policy 9: Landscape Quality

Policy 10: Surface Water Management

Policy 12: Ringstead Conservation Area

Policy 13: Non-Designated Heritage Assets

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Principle of development
Form and Character (Impact on designated and non-designated assets)
Impact on neighbour amenity
Dark Skies
Other matters requiring consideration prior to the determination of this application

Principle of Development:

Paragraph 2 of the National Planning Policy Framework (2024) reiterates the requirements of planning law which is that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

In this instance the Development Plan comprises the Local Plan 2021-2040, (2025) and Ringstead Neighbourhood Plan 2021-2036 (2025).

There is nothing within the development plan to suggest that the principle of development here for an extension, within a development boundary, is not acceptable, subject to compliance with relevant development plan policies and guidance.

Form and Character (Impact on designated and non-designated assets):

Paragraph 135 of the NPPF provides an overarching aim for planning policies and decision to ensure development functions well and adds to the overall quality of the area, are visually attractive as a result of good architecture, layout and landscaping, sympathetic to local character and history, including its setting, and to establish or maintain a strong sense of place.

Policies LP18 and LP21 of the Local Plan and Policies 5 and 6 of Ringstead Neighbourhood Plan require that development be of a high-quality design which protects, responds, and enhances the character and vernacular of the locality with regard to scale, height, layout, design, materials and colour. Specifically, policies 5 and 6 expects development proposals to be consistent with Ringstead Neighbourhood Plan Design Guidance and Codes (2022), specifically BF07 for this application, and the character areas, which in relation to this application is CA1 - Conservation Area.

The site is within the National Landscape. Paragraph 189 of the NPPF, Policy LP16 of the Local Plan and Policy 9 of Ringstead Neighbourhood Plan states that, as far as is reasonably practical, the LPA should seek to avoid harm and contribute to the conservation

and enhancement of the natural beauty, special qualities, and key characteristics of Protected Landscapes.

Lastly, Section 71(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended, places a duty on the LPA to pay 'special attention to the desirability of preserving or enhancing the character or appearance of that [Conservation] area.' Proposals in Conservation Areas should be designed to preserve or enhance the character and appearance of the locality in accordance with Policy LP20 of the Local Plan, with Policy 12 of Ringstead Neighbourhood Plan requiring development to have regard to the Conservation Area Character Statement, its setting and the use of locally distinct building materials.

Paragraph 212 of the NPPF ensures that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 213 requires clear and convincing justification for harm to designated assets (Conservation Area), with Paragraphs 214 and 215 providing the consideration depending on the level of harm.

Whilst Policy 13 of Ringstead Neighbourhood Plan does not list April Cottage as a Non-Designated Heritage Asset, the Conservation Officer has recognised the dwelling as a Non-Designated Heritage Asset, with it being listed as an important unlisted building within the Conservation Area Character Statement. Para 216 of the NPPF, Policy LP20 of the Local Plan and Policy 12 of Ringstead Neighbourhood Plan require proposals that affect Non-Designated Heritage Assets to be assessed on their significance and their setting. Development which would remove, harm or undermine its significance, or its contribution to the character of a place (directly or indirectly) will require a balanced judgement having regard to the scale of harm and significance of the asset.

The proposal would see the removal of an existing brick and timber extension/porch, for a brick extension with mono pitched tiled roof. Due to the location of the proposal this would have limited to no public vantage point from High Street but would be visible from Chapel Lane.

Whilst brick is not a widely used material on the main dwelling, only being seen on window detail surrounds, it can be seen within the locality such as the blank elevation of the neighbouring extension which faces south towards the site. The use of brick has also been recognised as a material within an assessment of the character area CA1 - Conservation Area and BF09 within the Design Guidance and Code. The use of brick has also been mitigated by the painting of it to match the existing dwelling, which would be conditioned.

Furthermore, in relation to materials, the windows and doors would be timber framed, with a tiled roof which match the existing dwelling. Whilst glazing bars are not seen on the proposed windows, they have been designed to keep the same overall proportion sizes of the existing dwelling. A traditional brick curved arch has also been added above the windows and doors to better relate to the main dwelling. As there has been little detail provided on the windows, doors and tiles, these would be conditioned.

The roof form of a mono-pitch would extend from the eaves of the main dwelling, making a more cohesive design, creating an asymmetrical roof overall. The roof form of mono-pitch and asymmetrical can be seen within the locality, such as on the neighbouring dwellings to the north. Therefore, the roof form would not be out of keeping for the locality.

Whilst the proposal does have a larger footprint than the existing extension/porch, it is not considered the mass and height of the proposal would appear dominating over the main dwelling or incur a significant loss in private amenity space.

All these factors take into consideration the requirement of Policies LP16, LP18, LP20 and LP21 of the Local Plan and Policies 5, 6, 9 and 12, and the Design Guidance and Codes of Ringstead Neighbourhood Plan. In turn it is not considered the proposal would be detrimental to the character and appearance of the street scene, Non-Designated Heritage Asset, Conservation Area or Norfolk Coast National Landscape. It is therefore considered that the proposed development is in general accordance with the Development Plan and NPPF.

Impact on Neighbour Amenity:

Policy LP21 of the Local Plan and Policy 6, having regard to BF07, of Ringstead Neighbourhood Plan seek to ensure that neighbouring uses and their occupants, as well as the amenity of future occupiers is not unduly affected by the development. This is reiterated in paragraph 135 of the NPPF.

North

The extension would have no overbearing impact due to the neighbouring extension. There would be minimal overshadowing to one of the neighbouring rooflights, however given this is a secondary window, with the limited scale of the proposal, there would be minimal impact. Whilst the neighbouring extension lines some of the boundary, the rest is an approx. 1.8 metre fence with approx. 1.3-1.5 metres of this being horizontal hit and miss and the rest being latticed. Given the low nature and direction of outlook of the window facing west, there would be minimal overlooking impact.

West

To the west the site has an approx. 1.8 metre close boarded fence and approx. 1.2 metre picket fence to the northwest. The neighbouring dwelling has a further approx. 1.8 metre close boarded fence. The proposal would be approx. 15.4 metres from the neighbouring dwelling. Given the separation distance and boundary treatments, there would be no neighbour amenity impacts.

South

To the south is Chapel Lane Road and a designated local green space. The south boundary has an approx. 1.2 metre picket fence, where the proposal is approx. 12.6 metres from this boundary. The local green space has a low brick wall and trees lining the north boundary. Given the location and use of the extension there would be no neighbour or public amenity impacts.

It is therefore considered that the proposed development is in general accordance with the Development Plan and NPPF.

Dark Skies:

Section f of Policy LP21 requires the need to take into consideration light pollution of a proposal. Policy 9 of Ringstead Neighbourhood Plan requires the protection of dark skies, with external lighting not normally being supported except where it is required for safety and security on public footways. Where internal lighting is likely to cause harm to the landscape,

or disturbance and risk to wildlife, mitigation to reduce pollution from internal light sources will be sought.

With the scheme there is no proposed external lighting. Whilst the proposal does have two windows and a double door, given these being at ground floor level and the use of the extension as an entrance way/porch, there would be minimal impact from internal lighting.

Therefore, the scheme is considered acceptable in regards to Policy LP21 of the Local Plan and Policy 9 of Ringstead Neighbourhood Plan.

Other matters requiring consideration prior to the determination of this application:

Flood Risk:

The site lies within Flood Zone 1; however, it is within an area at risk of ground water flooding >25%.

Given the limited increase in ground floor area, with the floor of the main dwelling proposed to be increased to meet that of the proposed extension and the existing area being a brick paved patio area, it is not considered the proposal would result in implications to the site or the surrounding locality. The application would therefore be in accordance with Policies LP06, LP18 and LP25 of the Local Plan and Policy 10 of Ringstead Neighbourhood Plan.

Climate Change:

Policy LP06 of the Local Plan and Policy 5 of Ringstead Neighbourhood Plan requires all development to recognise and contribute to the importance of, and future proof against, the challenges of climate change and to support the transition towards meeting the Government target of becoming a net zero economy by 2050, through mitigation where relevant. Given the scale and nature of the proposed development it is not considered that further mitigation is required.

CONCLUSION:

This application is for a single storey extension to replace an existing extension/porch.

The development would not result in any unacceptable impacts in terms of the Conservation Area, Non-Designated Heritage Asset, Norfolk Coast National Landscape, or visual or neighbour amenity. It is also considered the proposal would not result in flood risk implications to the site or surrounding locality. The development is therefore considered to be in general accordance with the NPPF, Local Plan and Neighbourhood Plan. It is therefore recommended that the applications be approved subject to the following conditions.

RECOMMENDATION:

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

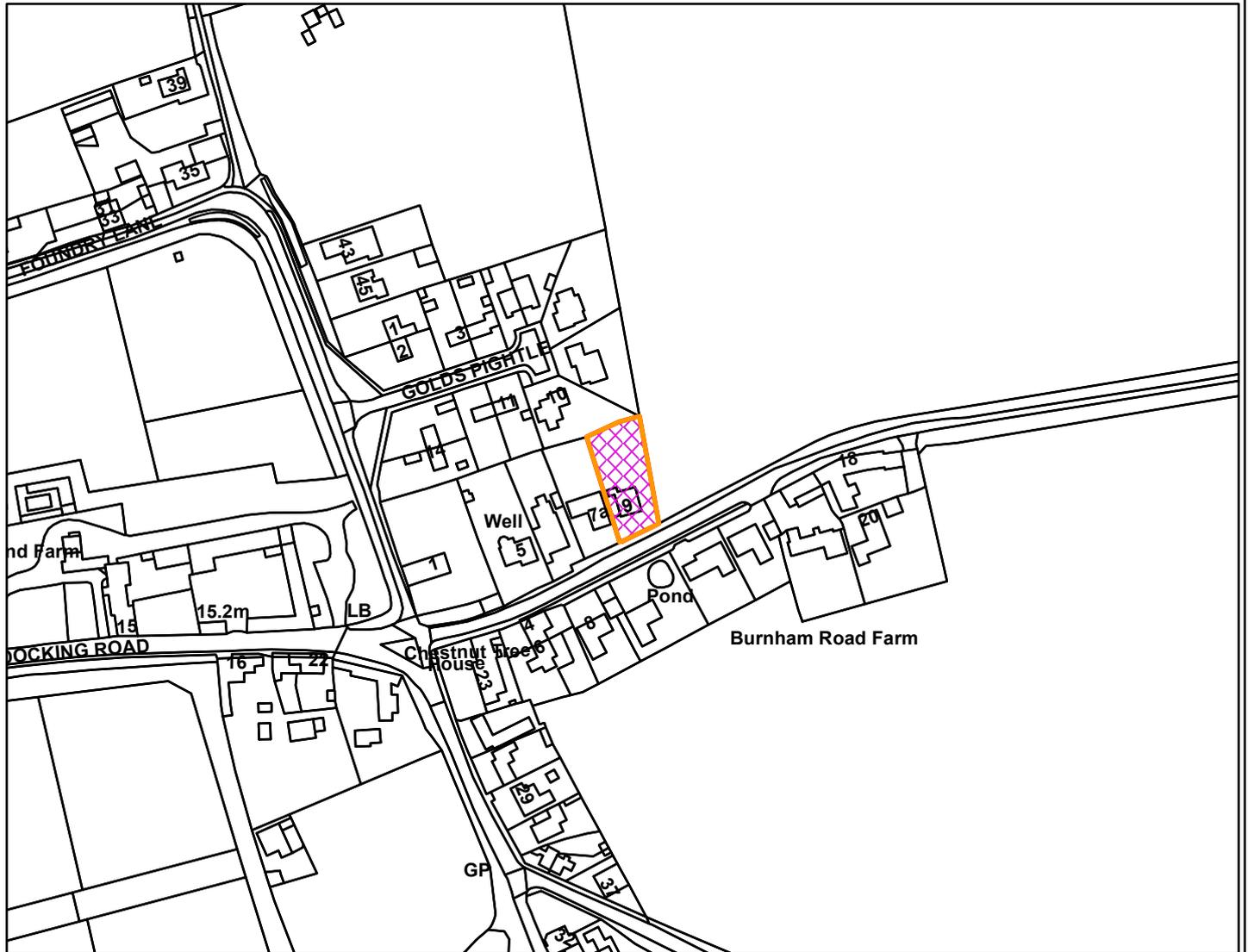
- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

- 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 using only the following approved plans:
 - Proposal Drawing 4041_506/02 Rev F
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition Prior to the installation of windows and doors, 1:20 drawings of all new and/or replacement windows and doors shall be submitted to and approved in writing by the Local Planning Authority. The plans shall provide full details including cross-sections and opening arrangements. The development shall be implemented in accordance with the approved details.
- 3 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with LP16, LP18, LP20 and LP21 of the Local Plan, Policies 5, 6, 9 and 12 of Ringstead Neighbourhood Plan, and the principles of the NPPF.
- 4 Condition The materials (brick, roof tiles and paint) to be used for the external surfaces of the extension hereby permitted shall match, as closely as possible, the type, colour and texture of those used for the existing building. The materials shall thereafter be retained.
- 4 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with LP16, LP18, LP20 and LP21 of the Local Plan, Policies 5, 6, 9 and 12 of Ringstead Neighbourhood Plan, and the principles of the NPPF.

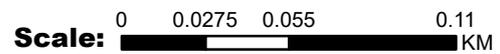


Mary-Lyn 9 Burnham Road Ringstead PE36 5LB



Legend

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 Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	16/02/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/2(c)

Parish:	Ringstead	
Proposal:	Variation of conditions 2, 3 and 10 attached to planning permission 24/01813/F: SELFBUILD : Demolition of existing bungalow and replacement with a new 1.5 storey property.	
Location:	Mary-Lyn 9 Burnham Road Ringstead Hunstanton PE36 5LB	
Applicant:	Mr R Hutchinson	
Case No:	25/02119/F (Full Application)	
Case Officer:	Clare Harpham	Date for Determination: 2 March 2026

Reason for Referral to Planning Committee – Councillor de Winton has requested that the application be determined by Members on the Planning Committee. The Parish Council and Conservation Team object to the proposal which is at odds with the officer recommendation.

Neighbourhood Plan: Yes

Case Summary

Planning permission was granted on 4th March 2025 (Committee decision) for the demolition of an existing bungalow that stood on site and its replacement with a new 1.5 storey dwelling (24/01813/F).

This application seeks to vary the design of the proposed dwelling (Condition 2). The applicant has discharged conditions 3 (materials) and 10 (foul and surface water drainage) of the original planning consent (24/01813/F) and wishes these conditions to be amended in line with the details which have already been agreed within the discharge of conditions applications.

The application site is within the development boundary of Ringstead, approximately 0.08ha in size, and located along the north side of Burnham Road. The site is approximately 51.6m to the east of Ringstead's Conservation Area and within the National Landscape.

Key Issues

Principle of development
Form and Character and Impact on the Conservation Area and National Landscape
Impact on Neighbour Amenity
Flood Risk and Drainage
Any other matters requiring consideration prior to determination of the application

Recommendation:

APPROVE

THE APPLICATION

The application site is within the development boundary of Ringstead and approximately 0.08ha in size. It is located along the northern side of Burnham Road just as you enter the village from the east and is within the Norfolk Coast National Landscape. The site is approximately 51m to the east of Ringstead's Conservation Area and within an area characterised within Ringstead's Neighbourhood Plan as an area of Post WW1 development which is predominantly detached and semi-detached housing with single and two storey dwellings.

This application seeks some alterations to the design of the dwelling which was approved at Planning Committee in March 2025. A 1.5 storey dwelling was approved to replace a bungalow which stood on site. The approved dwelling would be an 'L' shaped, traditionally proportioned chalet dwelling, similar in appearance to other dwellings in the locality, with similar features such as intersecting catslide dormer windows on the front elevation, and finished in vernacular materials such as knapped flint, brick, and clay pantiles.

This application seeks to amend the plans which would result in the dwelling being pushed back very slightly within the plot (approx. 0.3m) and would be slightly closer to the bungalow to the west (approx. 0.3m). The overall appearance to the front would be similar to that approved but would be slightly lower (0.15m) and narrower (0.4m). The L-shape previously approved would be essentially the same, however this variation proposes a large single storey addition which fills the 'L' at the side/rear and would provide a large open plan kitchen/diner/lounge. There are other changes to the fenestration which will be discussed in the report below.

Ringstead is classified as a Smaller Village and Hamlet (Tier 6) within Local Plan Policy LP01. The principle of a replacement dwelling has already been established, and this application seeks changes to the design.

APPLICANT/AGENT SUPPORTING CASE

Not available at the time of writing the report.

PLANNING HISTORY

24/01813/DISC_B: Discharge of Condition final letter: 10/02/26 - DISCHARGE OF CONDITION 10 (Retrospective) FROM PLANNING PERMISSION 24/01813/F - Demolition of existing bungalow and replacement with a new 1.5 storey property - Mary-Lyn 9 Burnham Road Ringstead

25/01451/F: Application Refused: 26/11/25 - VARIATION OF CONDITIONS 2, 3 AND 10 FROM PLANNING PERMISSION 24/01813/F - Demolition of existing bungalow and replacement with a new 1.5 storey property - Mary-Lyn 9 Burnham Road Ringstead

24/01813/DISC_A: Discharge of Condition final letter: 03/11/25 - DISCHARGE OF CONDITIONS 3 FROM PLANNING PERMISSION 24/01813/F - Demolition of existing bungalow and replacement with a new 1.5 storey property - Mary-Lyn 9 Burnham Road Ringstead

24/01813/F: Application Permitted: - SELFBUILD : Demolition of existing bungalow and replacement with a new 1.5 storey property – Mary Lyn 9 Burnham Road Ringstead

RESPONSE TO CONSULTATION

Parish Council: OBJECT

- Parish Council have opposed the scale, height and massing of this development from the start. Considers the changes significant and material to the previously approved scheme.
- Considers it is contrary to the adopted Ringstead Neighbourhood Plan.
- Does not consider this a 1.5 storey dwelling.
- This application seeks to regularise retrospective development that has been carried out in breach of conditions.
- Consider the proposal is contrary to paras. 135, 139, 189, and 219 of the NPPF 2024. The PC consider it is not well designed, does not conserve and enhance the scenic beauty of the National Landscape and does not make a positive contribution to the Conservation Area.
- Considers the proposal is contrary to Local Plan Policies LP18 and LP21 with regard to design and the amenity of the neighbours.
- Consider it contrary to the Ringstead Neighbourhood Plan and should respect local vernacular, materials and ratio of building scale to plot size.
- Substantial redesign with the new dining lounge area increasing the visual massing contrary to NP Policy 5(n).
- The CIL submission shows the proposal will be 336.64m² where the original bungalow was 82.7m² (over 300% increase).
- The proposed Juliet balcony, given the previous applications, implies the intention to reinstate a large glass balcony over the proposed flat roof lounge/diner. This should be changed to a window rather than balcony doors.
- The amended drawing appears to shift the proposal further south and the proposed building appears taller, which will impact upon the neighbours kitchen window (overbearing/overshadowing) and therefore contrary to LP21.
- The PC fully concurs with the Conservation Officer's previous objections that the scheme is contrary to para. 219 of the NPPF and even larger than the approval and visible from the public domain.
- The size and massing would cause harm to the National Landscape.
- The proposed layout is different from the approved scheme and appears to be trying to maximise built area.
- The proposal is contrary to Neighbourhood Plan Policy 9 with regard to dark skies as it will cause unnecessary light pollution due to the amount of glazing. If approved request that permitted development rights with regard to NP Policy 9 are removed.
- Details of external materials have not been given and would usually require a sample panel.
- The drainage would not comply with Building Regulations with minimum separation distances, and no percolation data has been provided.
- A previous variation of condition application was partly refused due to the absence of a detailed drainage strategy.
- Out of character with the local street scene and character of the village due to its scale, height and massing.

Conservation Team: OBJECT

The Conservation Teams objections and comments on this development have been well documented in previous applications on this site, and for clarity are summarised below:

24/01813/F: The scale and size of the proposal is very dominating which would result in a complete change of character to the current approach to the historic village. The scale,

height and massing of this proposed building would therefore cause harm to the character and significance of the Ringstead Conservation Area and should be refused in its current form.

After working with the original Agents, an amended scheme for a smaller property was approved at committee as it was found acceptable in design and scale.

A new Planning Agent then submitted a different scheme for the plot and Conservation Team commented as below:

25/01451/F: It is disappointing that this amended scheme has been submitted, considering the lengthy negotiations involved in the previous application.

This amended proposal is very similar in design to the first submission of the previous application, which was rejected as it was considered to cause harm to the setting and character of the conservation area. This was subsequently reduced in scale with an amended design.

However, this proposal is even larger, as it includes an extra downstairs room and glazed balcony on the roof, which will be fully visible from the public domain as the village is entered from the east along Burnham Road. The large dormer window and doors out to the proposed balcony on this elevation are also out of proportion and add to the visual dominance of the building. It also appears that the roof height has been raised.

All of these amendments have a cumulative harmful effect on the views, setting and character of the rural conservation area which is contrary to Para 219 of the NPPF and also to the local Neighbourhood Plan. The Conservation Team therefore object to this application. This scheme was refused.

Current proposal 25/02119/F:

This application has now been submitted for a slightly different scheme. However, the Conservation Team note that this proposal still has an increase in footprint making the building larger in width, length and height, giving the appearance of a disproportionately large building within the plot, compared with the previously approved scheme. This proposal also includes a large ground floor, flat roof extension and the introduction of Juliette balcony at first floor, which is inappropriate in scale and design in this rural location.

The Conservation Team therefore object to this latest proposal on this site as it is disproportionately larger than the approved design and its size and scale will cause harm to the setting and views of the Ringstead Conservation Area, and not enhance or better reveal their significance, contrary to NPPF Para 219 and the Ringstead Neighbourhood Plan.

Flood and Civil Drainage consultant:

The drainage strategy report and drainage details were submitted and agreed as a discharge of Condition 10 of the original consent 24/01813/DISC_B.

REPRESENTATIONS

TWO letters of OBJECTION:

- Neighbours' kitchen and utility window are only 1.0m from fence. Do not want building to block the light.

- The previous garden which had mature trees and established bushes has been destroyed.
- The internal layout has changed from what was approved.
- The double doors with Juliet balcony could lead to the large flat roof area becoming a balcony which could cause overlooking.
- The size of the replacement is not proportionate and sympathetic to the surroundings.
- Concerned regarding the drainage. No dwellings in this part of Ringstead are on mains drainage.

KING'S LYNN AND WEST NORFOLK LOCAL PLAN 2021-2040

LP31 - Custom and Self-Build Housing (Strategic Policy)

LP35 - Enlargement or Replacement of Dwellings in the Countryside

LP01 - Spatial Strategy and Settlement Hierarchy Policy (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP16 - Norfolk Coast National Landscape (Strategic Policy)

LP18 - Design & Sustainable Development (Strategic Policy)

LP19 - Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (Strategic Policy)

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Policy 4: Principal Residence Housing

Policy 5: Design

Policy 9: Landscape Quality

Policy 10: Surface Water Management

Policy 14: Residential and Commercial Parking Provision

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of development
- Design, Form and Character
- Impact on Conservation Area and National Landscape
- Impact on Neighbour Amenity
- Flood Risk and Drainage
- Any other matters requiring consideration prior to determination of the application

Principle of Development:

The principle of replacing the modest bungalow which was originally on site with a 1.5 storey dwelling has already been established with the approval of planning application 24/01813/F in March 2025.

There are objections that the bungalow which was originally on site was demolished prior to the pre-commencement conditions being agreed and that the applicant is therefore in breach of conditions and therefore the development has not been lawfully commenced.

There is only one pre-commencement condition on decision 24/01813/F where the applicant has to agree further details with the LPA. Condition 10 relates to the proposed foul and surface water drainage. While demolition of the original bungalow does represent relevant demolition which would, under Section 56 of the Town and Country Planning Act 1990, as amended, constitute commencement of the development, the Whitley principle would consider that the drainage condition is not a true conditions precedent in this case of demolition, as the proposed drainage is not for the demolished bungalow but for the new dwelling and it is possible to agree the drainage prior to the new dwelling being started.

At the time of the site visit on 8th January 2026, it was evident that the bungalow had been demolished, and the site cleared, and that protective fencing had been erected around the site in accordance with condition 6 which related to a tree protection plan. At that time a discharge of conditions application (24/01813/DISC_B) had been submitted in order to agree the foul and surface water drainage condition, and while this could not technically be discharged due to the demolition having already taken place, the details were agreed as submitted and form part of this application.

Consequently, while the demolition of the bungalow has meant that application 24/01813/F has technically commenced, it is not considered that any conditions precedent were breached and that the commencement of development is lawful.

Section 73 of the Town and Country Planning Act 1990, as amended, allows for the determination of applications for the development of land without compliance with conditions previously attached. Within such an application the LPA shall consider only the question of conditions subject to which the permission should be granted. If planning permission can be granted subject to conditions differing from those to which the previous planning permission was granted, then an application made under Section 73 should be granted. If it is determined that permission should be granted under the same conditions as was previously applied, then the application should be refused.

Design, Form and Character:

Burnham Road is characterised by modern dwellings of mixed styles and designs. The western end of Burnham Road is in the Conservation Area. As such, dwellings are more

vernacular in design and appearance. Heading east on Burnham Road, out of Ringstead Village, are more modern bungalows to the northern side of the road and two-storey dwellings to the southern side. The two-storey dwellings imitate the design features and materials of the dwellings within the Conservation Area along Burnham Road and the farmstead buildings further east.

As already stated, consent was granted in March 2025 for the demolition of the modest bungalow that was on site and its replacement with a 1.5 storey dwelling with a considerably larger Gross Internal Area (GIA) which was 301.53m². The amended plans would increase this GIA by 35.11m² to 336.64m². The proposed changes to the approved design would result in some elements being slightly smaller, and some elements being slightly larger than that already approved.

The approved dwelling is one-and-a-half storey in height, comprising of two components: the 'main' dwelling and a north projecting section.

The proposed dwelling is very similar in design to the house already approved. It is still one-and-a-half storey in height, comprising of similar components: the 'main' element is actually slightly lower and narrower than the 'main' element already approved. The north projecting element is slightly higher than approved (0.3m), but slightly shorter.

The main difference between the approved dwelling and this proposed change is the additional single storey element which will infill the 'L' shape at ground floor level only and would project 7.8m from the rear of the 'main' element and be 5.4m wide.

It is worth noting at this stage that permitted development rights were not removed for extensions and alterations to the dwelling (Class A, Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, as amended) and that it would be possible to build a substantial extension in this location once the dwelling was complete. It would not be as large as the proposal which is 7.8m in depth, but it would be possible to construct an extension which projects 4.0m in depth from the rear wall of the 'main' element without specific planning permission.

In addition to the additional flat-roof element there is a proposed change to the fenestration on the eastern elevation. The approved plans have five roof-lights in the rear projection however the proposal has removed these roof-lights and proposes two intersecting cat-slide dormers, one of which has double doors and a Juliet balcony. This is considered acceptable and the inclusion of cat-slide dormers into the side elevation would not be out of character in its context and considered preferable to the large number of roof-lights in the current approval.

Concerns are expressed from the Parish Council and a neighbour that the double doors will result in the roof of the flat-roofed extension being used as a large balcony. This would require planning permission, as it would represent a raised platform, and a condition will be placed on the decision to state that the roof shall not be used as a balcony as it would represent an incongruous feature as you enter the village, sitting above the boundary hedging to the east.

In addition, there are some minor changes proposed to the fenestration within the side and rear elevations, with additional ground floor windows being inserted within the eastern elevation at ground floor level and bifold doors within the proposed single storey element. The proposal also removes some rooflights and bifold doors to the rear, moves a rooflight in the eastern side and replaces a rooflight to the proposed bathroom with a window on the eastern elevation.

The proposed changes to the dwelling are considered acceptable and would not be out of character with other dwellings within the locality in accordance with para. 135 of the NPPF 2024, Local Plan Policies LP18 and LP21 and NP Policy 5.

Condition 3 of the original consent which this application seeks to vary related to the approval of the proposed materials. These materials were agreed in November 2025 and include clay pantiles, cobbled flint, timber windows with a red multi brick (Aldwick antique) as well as the rainwater goods and mortar details. These were all considered acceptable and will be conditioned as part of this decision.

Impact on the Conservation Area and National Landscape:

The Parish Council and Conservation Team consider that the scale, height, and massing of the proposed dwelling in its amended form would be out of keeping with the neighbouring bungalows and when approaching from the east into Ringstead from Burnham Road. This was already considered within the previous approval which considered that while the now approved dwelling was much larger than the original bungalow it would be appreciated within the setting of the surrounding two-storey dwellings along Burnham Road and Goldpightle (to the north), not just by the immediate neighbouring bungalows. It was considered that the approved replacement dwelling would meet Policy 5 in this regard.

The proposed changes to the proposal as viewed when approaching from the east would result in a slightly higher rear projection (0.3m), changes to the fenestration with intersecting cat-slide dormers (one with a Juliet balcony) rather than five roof-lights, and the single storey 'infill' extension. It is not considered that these changes to the previously approved design would have a detrimental impact upon the character and appearance of the locality over and above what has already been approved on site and that they would meet Policy 5 of the Neighbourhood Plan.

The application is within the Norfolk Coast National Landscape, and the LPA has a legal duty under S245 (Protected Landscapes) of the Levelling-up and Regeneration Act, 2023 (LURA) to seek to further the statutory purposes of Protected Landscapes. In essence this means, as far as is reasonably practical, the LPA should seek to avoid harm and contribute to the conservation and enhancement of the natural beauty, special qualities, and key characteristics of Protected Landscapes. The proposed changes to the design of the replacement dwelling are not considered to materially harm the National Landscape and the removal of a large number of rooflights and their replacement with two catslide dormer windows is considered more traditional in appearance.

There are objections relating to additional glazing within the proposal; however, the approved plans also have significant glazing and a comparison between the two proposals shows there would actually be a similar amount of glazing within this proposal and the approved dwelling (the submitted glazing calculation shows a very slight reduction in glazing in the proposed plans). Overall, the proposed alterations to the fenestration are considered acceptable and would not have a material impact with regard to 'dark skies' policy over and above what has already been approved. The assessment of these changes with regard to neighbour amenity is assessed below.

The amendments have also been considered with respect to their impact upon the Conservation Area to the west. There is an objection from the Conservation Team, who also objected to the previously approved replacement dwelling and consider the amendments have a cumulative harmful effect on the views, setting and character of the rural conservation area. The original replacement dwelling was considered to cause less than substantial harm to the Conservation Area, on the lower end of the scale. Paragraph 215 of the NPPF states: "Where a development proposal will lead to less than substantial harm to

the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use." The replacement dwelling would be for a self-build dwelling which is considered to be a public benefit by contributing to the Council's delivery of self-build and custom dwellings. Furthermore, it is thought that the proposed dwelling including the amendments in this application would have a neutral impact on the Conservation Area as it shares design similarities to the modern dwellings and traditional farmstead along the south of Burnham Road.

For the reasons set out above, the proposal is considered to meet the principles of the NPPF 2024, in particular paras. 135, 189 and 215, Local Plan Policies LP02, LP18, LP20 and LP21 with regard to design and Policies 5 and 9 of the Neighbourhood Plan.

Impact on Neighbour Amenity:

The impact upon the amenity of the neighbours to the west and north was considered during the original application 24/01813/F and the proposed changes to the proposal have also been considered.

The position of the proposed dwelling has moved back approximately 0.3m within the site and slightly west making the proposal 1.0m from the boundary with the neighbouring bungalow (original approval 1.3m). By pushing the proposal slightly further back, the proposal would have less impact upon the side windows within the neighbouring bungalow, even though it is now 0.3m closer to the boundary. Due to the scale and orientation, the proposal would not impact upon this neighbour with regard to loss of light. The subservient side projection of the western elevation is not considered to be of a scale that could be considered overbearing on this neighbour and the proposed side windows with the exception of one rooflight would all serve bathroom/en-suite rooms which are obscure glazed. A section has been submitted which demonstrates that the proposed rooflight within the master bedroom would be above head height (2.2m) and would therefore not cause any material overlooking.

The neighbour to the rear has been considered. While the proposal has been pushed back by approximately 0.3m, the first-floor rear window serving bedroom 3 would still be in excess of 21m from the shared boundary. The proposal would therefore not cause any material overlooking of this neighbour. In addition, the distance between the proposal and this neighbour means that there is not considered to be any material overshadowing or overbearing impact upon this neighbour.

There has been an objection regarding the potential use of the flat roof element which could be used as a balcony which would have the potential to cause overlooking of the neighbour to the rear. This element would be approx. 14m from the rear boundary and a condition will be placed on the decision to ensure that the proposed flat roof is not used as a raised platform/balcony.

Overall, the proposal would comply with para. 135 of the NPPF 2024 and Local Plan Policy LP21.

Flood Risk and Drainage:

The proposal seeks to vary condition 10 of 24/01813/F which related to the submission of foul and surface water drainage arrangements prior to the commencement of development.

These details have been agreed within 24/01813/Disc_B and this condition will be amended to reflect the agreed details.

As discussed within the 'Principle of Development' section above, the condition was not technically agreed prior to the commencement of development as the bungalow was demolished prior to the drainage details being agreed. This was not a conditions precedent in this case, and the drainage details have been agreed prior to the commencement of the new dwelling being constructed.

The Parish Council have objected to the absence of a drainage strategy; however this strategy was submitted with the associated discharge of conditions application 24/01813/Disc_B and will be conditioned as part of this application to vary the conditions.

Other matters requiring consideration prior to the determination of this application:

Highways:

There are no proposed changes to the access or parking and turning areas and the previous conditions can be reapplied.

The proposal would still comply with para. 115 of the NPPF 2024 and Local Plan Policies LP13, LP14 and LP21.

Ecology - Biodiversity Net Gain:

Whilst Policy 7 (Biodiversity) of the Neighbourhood Plan states that 'all development proposals will need to demonstrate 10% net gain in biodiversity', the application is for a self-build and custom dwellinghouse, which is exempt from BNG. The relevant condition will be reimposed which is related to this.

Neighbours have commented about the removal of some landscaping on site and it was noted during a site visit that the hedging to the front (southern) boundary had been removed. Condition 7 of the original consent states that the existing hedges on the east and south boundary shall be retained. This condition will be amended to include the reinstatement of the hedging to the front of the site.

Climate Change:

Policy LP06 of the Local Plan 2021-2040 requires development to recognise and contribute to the importance of, and future proofing against climate change and to support the Government target of becoming a net zero economy by 2050. Given the scale and nature of the proposal, and having to accord with Building Regulations, the proposal would generally be compliant with Policy LP06.

Specific comments and issues:

Application 24/01813/F has commenced development with the demolition of the original bungalow and therefore condition 1 of the original consent will be removed. This will have the effect of renumbering the other conditions.

The condition relating to the fact that the proposal is for a self-build dwelling (condition 4 of 24/01813/F) will be reimposed and is acceptable to use rather than a unilateral undertaking as it is enforceable.

CONCLUSION:

This application is for a variation of condition to an already approved self-build replacement dwelling at 9 Burnham Road in Ringstead, which falls outside of Ringstead's Conservation Area, but within the National Landscape.

The Parish Council and Conservation Team have raised objection to the scheme due to the size, scale and height of the proposed dwelling.

Although significantly larger than the original bungalow, that stood on site it is important to consider the changes in light of what has already been approved at the application site under planning permission 24/01813/F. The proposed alterations to the design are not thought to harm the setting of the National Landscape, Ringstead Conservation Area, and the wider street scene, being in keeping with the form and design of nearby dwellings. Subject to conditions, the proposal is considered to comply with the policies within the Neighbourhood Plan.

It is thereby recommended that Members approve the development, which is in accordance with local plan policies LP02, LP06, LP13, LP14, LP16, LP18, LP19, LP20, LP21 and LP31; Policies 5, 9, 10 and 14 of the Neighbourhood Plan; and the provisions of the NPPF 2024 and there are no material considerations that indicate it should be approved otherwise than in accordance with the plan.

RECOMMENDATION:

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

- 1 Condition The development hereby permitted shall be carried out using only the following approved plans:
 - PL07 'Location Plan' received by the LPA on 9th October 2024.
 - 25110-02RevC 'Proposed Floorplans, Elevations, & Site Plan' received by the LPA on 13th January 2026; and
 - 'Master Bedroom Section' received by the LPA on 2nd February 2026.
- 1 Reason For the avoidance of doubt and in the interests of proper planning.
- 2 Condition The development hereby approved shall be carried out in accordance with the discharge of conditions letter (24/01813/DISC_A) dated 11th November 2025 with regard to the agreed materials.
- 2 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF, Local Plan Policies LP16, LP18, LP20 and LP21 and NP Policy 5.
- 3 Condition Notwithstanding The Town and Country Planning (Use Classes) Order 1987 and The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and/or reenacting those orders with or without modification), the development shall not be constructed other than as a self-build or custom build dwelling as defined under the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) and shall not be used for any other purpose without express planning permission.

- 3 Reason To ensure the satisfactory development of the site as a genuine self-build and/or custom dwelling, in accordance with the NPPF (2024).
- 4 Condition Before the first occupation of the dwelling hereby permitted the ground floor shower room window, first floor ensembles and bathroom windows, shall be fitted with obscured glazing and any part of the window(s) that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening. The window(s) shall be permanently retained in that condition thereafter.
- 4 Reason To protect the residential amenities of the occupiers of nearby property in accordance with para. 135 of the NPPF 2024 and Local Plan Policy LP21.
- 5 Condition The development hereby approved shall be constructed in strict accordance with the recommendations of the Tree Report Survey prepared by RGA Arboricultural Consultants carried out September 2024, and the Tree Protection Plan (Proposed) shown on Appendix 3 of this Report dated September 2024. The protective fencing shall be retained intact for the full duration of the development until all equipment, materials, surplus materials have been removed from the site. If the fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written approval of the Local Planning Authority.
- 5 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF, Policy 5 of the Neighbourhood Plan, and Local Plan Policy LP19.
- 6 Condition The existing hedge on the eastern boundary, shall be retained and protected as shown within drawing 'Tree Protection Plan (Proposed) Appendix 3 of the Tree Report Survey prepared by RGA Arboricultural Consultants.

No part of the hedge on the eastern boundary shall be felled, uprooted, willfully damaged or destroyed, cut back in any way or removed without the prior written approval of the Local Planning Authority. Any trees, shrubs or hedges removed without such approval or that die or become severely damaged or seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of a similar size and species in the next available planting season, unless the Local Planning Authority gives written approval to any variation.

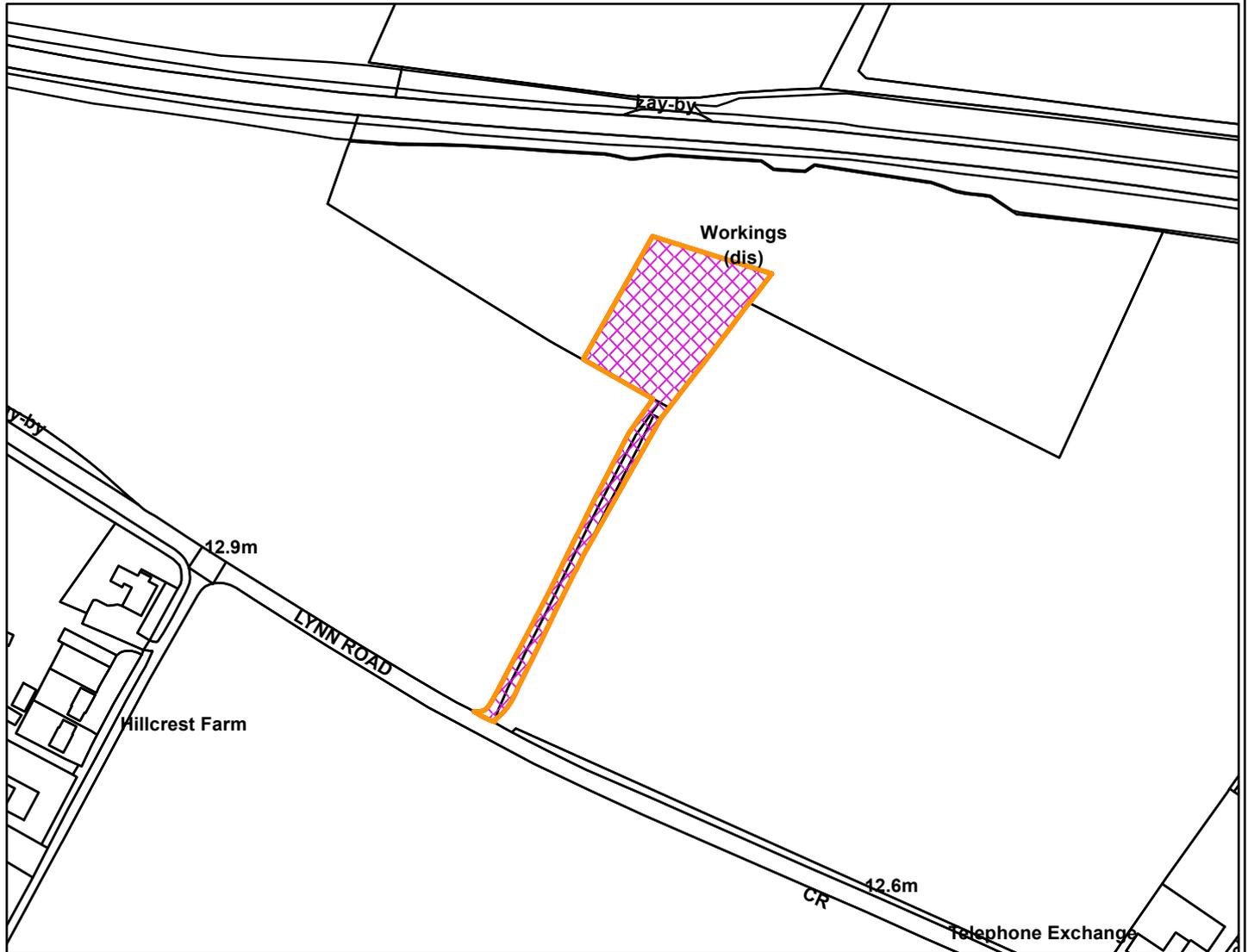
- 6 Reason To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF, Local Plan policies LP16, LP18 and LP21 as well as NP Policy 5 and 9.
- 7 Condition Prior to the first occupation of the development hereby permitted, full details of the hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority.

These details shall include full planting details of the replacement hedge/planting on the front (southern) boundary as well as finished levels or contours and hard surface materials. The development shall be carried out in accordance with the agreed details and maintained in perpetuity unless agreed in writing by the Local Planning Authority.

- 7 Reason To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 8 Condition Prior to the first use of the development hereby permitted the proposed on-site car parking/turning area shall be laid out in accordance with the approved plan and retained thereafter available for that specific use.
- 8 Reason To ensure the permanent availability of the parking/maneuvering areas, in the interests of satisfactory development and highway safety in accordance with Policy DM15 of the SADMPP 2016 and the NPPF.
- 9 Condition The development hereby permitted shall be carried out in full accordance with the drainage details agreed within discharge of conditions letter (24/01813/DISC_B) dated 13th February 2026.
- 9 Reason To ensure that there is a satisfactory means of drainage in accordance with the NPPF, Local Plan Policy LP18 and NP Policy 10.
- 10 Condition Notwithstanding the provisions of Schedule 2, Part 1, Classes B and C of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), additions etc to the roof of a dwellinghouse and other alterations to the roof of a dwellinghouse, shall not be allowed without the granting of specific planning permission.
- 10 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.
- 11 Condition The glazing of the roof lights of the development hereby permitted shall have a Visible Light Transmission (VLT) of no more than 0.65 VLT, details of which shall submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.
- 11 Reason To minimise light pollution in accordance with the Ringstead Neighbourhood Plan, ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF and to limit the impact of the replacement dwelling in the wider landscape.
- 12 Condition The flat roof projection on the eastern/rear elevation and which incorporates a dining/lounge area on the approved plans, shall at no time be used to provide a raised platform/balcony area on its roof.
- 12 Reason In the interests of the visual amenities of the locality and the protection of the protected North Coast National Landscape in accordance with the NPPF and Local Plan Policies LP16 and LP21.

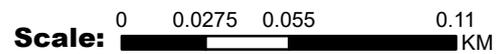


Chalk Pit Farm Lynn Road Stoke Ferry PE33 9SW



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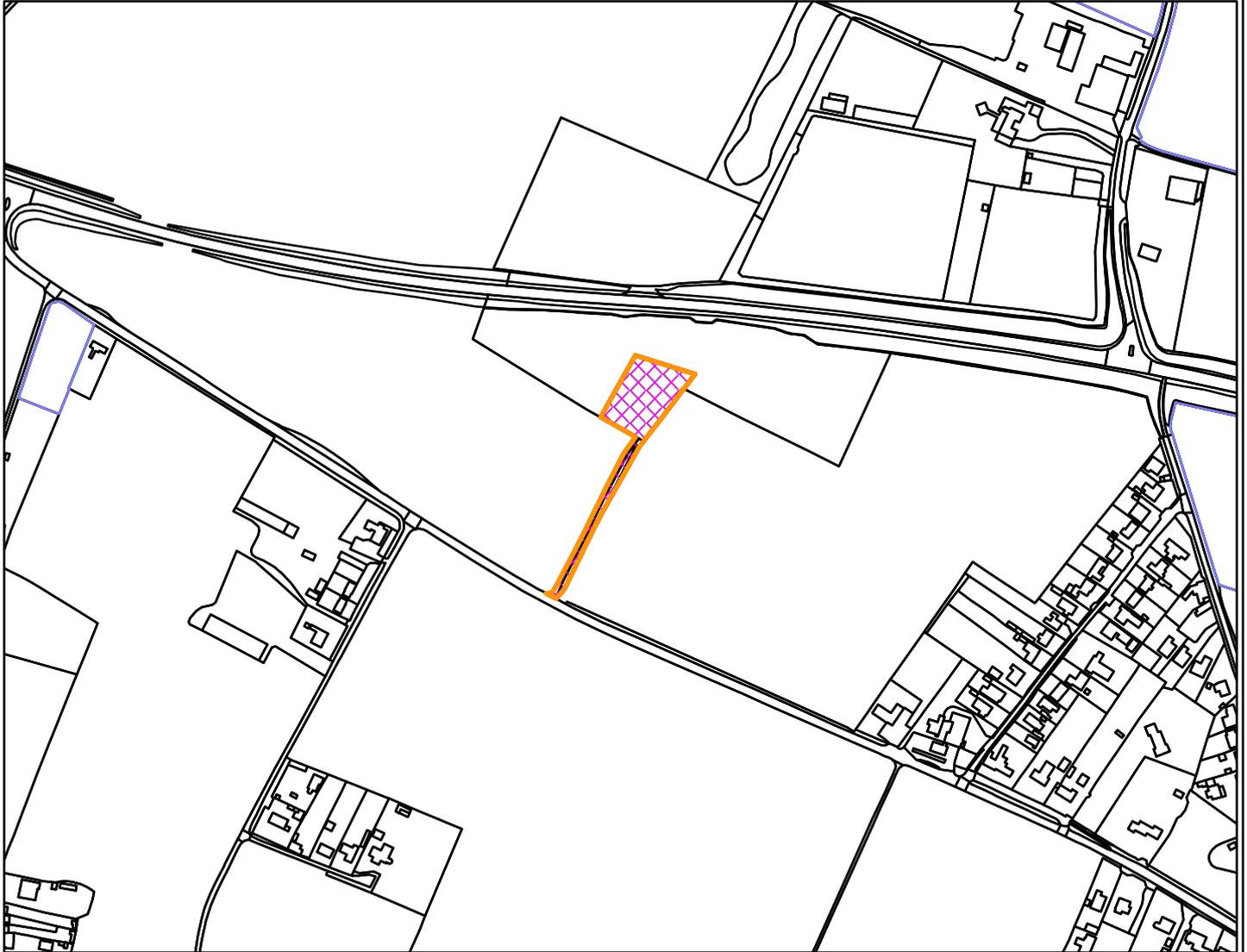


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 Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	16/02/2026
MSA Number	0100024314

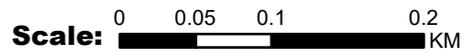


Chalk Pit Farm Lynn Road Stoke Ferry PE33 9SW



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	16/02/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/2(d)

Parish:	Stoke Ferry Wretton	
Proposal:	Retention of existing structures for agricultural use and retention of earth bund	
Location:	Chalk Pit Farm Lynn Road Stoke Ferry King's Lynn PE33 9SW	
Applicant:	Country Contractors (Norfolk) Ltd	
Case No:	25/01758/F (Full Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 31 December 2025 Extension of Time Expiry Date: 5 March 2026

Reason for Referral to Planning Committee – Called in by Councillor Lintern.

Neighbourhood Plan: Yes

Case Summary

The application seeks retrospective planning consent for the 'retention of existing structures for agricultural use and retention of earth bund' at Chalk Pit Farm on Lynn Road. The site falls within the parish of Wretton but is located on the approach to the village of Stoke Ferry. Access is via an existing vehicular access off Lynn Road.

The site lies approximately 300m from the development boundary of Stoke Ferry on land designated as open countryside in the adopted Local Plan. Stoke Ferry (the closest settlement) is categorised as a Key Rural Service Centre in Policy LP01 of the Local Plan.

The site lies between a former quarry to the northeast and a former landfill site to the northwest.

Key Issues

- Site History and Principle of Development
- Highways / Access
- Form and Character
- Neighbour Amenity
- Ecology
- Contamination
- Drainage and Flood Risk
- Other material considerations

Recommendation

APPROVE

THE APPLICATION

The application seeks retrospective planning consent for the 'retention of existing structures for agricultural use and retention of earth bund' at Chalk Pit Farm on Lynn Road. The site falls within the parish of Wretton but is located on the approach to the village of Stoke Ferry. Access is via an existing vehicular access off Lynn Road.

The site lies approximately 300m from the development boundary of Stoke Ferry on land designated as open countryside in the adopted Local Plan. Stoke Ferry (the closest settlement) is categorised as a Key Rural Service Centre in Policy LP01 of the Local Plan.

The site lies between a former quarry to the northeast where there is an agreed restoration plan for that site, and to the northwest is a former landfill site. The landfill site is now vegetated and appears as countryside in the landscape.

The structures include three steel corrugated agricultural sheds with steel containers (painted grey) between each. The ridge height of the middle shed (labelled as covered stock yard) is at 5.6m (and 2.8m to the eaves). The other covered stock yard to the north has a ridge height of 5m, and the storage shed to the south has a ridge height of 3.9m. The bund is to the south of these structures, in line with the access and is approximately 1.5m in height at the highest point, stretching to 27m in length and 10m in width. The bund is the result of the applicant having levelled the yard area. To the south east of the structures is a yard which has been used for the storage for vehicles.

The application site has been used by the landowners temporarily to store vehicles and telecommunications equipment; however they state that this was only a temporary use and the site is being cleared. Prior to this the site was historically grassland (agricultural in use) and included the shared vehicular access to the chalk pit to the rear. At the time of the last visit to the site (February 2026) the covered stock yards were filled with hay bales. They are also in the process of purchasing cattle, for the business registered as Beefys Livestock.

The application was submitted following discussions with the Planning Enforcement Team and it was advised the use of the site should be regularised in the form of a planning application.

APPLICANT/AGENT SUPPORTING CASE

A reaction to Environmental Quality Officer's response is to question the 'current use' and 'proposed use' referred to. As far as we are concerned, there is no change of use being applied for. The 'current use' is agricultural land and the application is for the retention of existing structures for agricultural use. The only thing that's changed since the report is the placing of the structures on the site. The earth bund was formed from soil on the site, which we accept involved some minor work, but as can be seen from the bund, there was no contaminating material found and underlying is the natural chalk. None of this work was in the 'filled' part of the old chalk pit.

The applicants inform me that the proposed use is purely agricultural, the type of structures hardly lend themselves to anything different. The equipment currently on site is for sale as part of a previous business in telecoms cabling, which is no longer required and the site is being gradually cleared now. The applicants have just secured deals to purchase hay straight from the fields next year and will therefore need storage for it. They are also in the process of preparing to purchase cattle which will live in one of the sheds.

In response to the Parish Council comments, the land is owned by Country Properties and was rented to Country Contractors. The farm business is Beefy's Livestock, which rents from the parent company. In reality, these businesses are all owned by Hayley and Andrew Judge-Grief. A search of Gov UK companies will find Beefy's Livestock Ltd. with registered address at Chalk Pit Farm and business description as 'mixed farming'.

PLANNING HISTORY

16/00993/CM: Application not required: 21/06/16 - COUNTY MATTERS: Discharge of conditions 21 and 23: Continued mineral extraction until 5 April 2012 - Quarry (landfill) Site South of A134 Lynn Road Stoke Ferry

2/99/0386/CM: Application Permitted: 26/08/99 - Continuation of mineral extraction and landfill until 20 August 2005 - South Side of A134 Lynn Road

2/99/0388/CM: Application Permitted: 26/08/99 - Continuation of mineral extraction until 5 April 2006 - The Gravel Pit South Side of A134 Lynn Road

05/02067/CM: Application Permitted: 31/10/05 - Continued mineral extraction and landfilling until 5 April 2012 - Quarry(Landfill) Site

05/02066/CM: Application Permitted: 09/11/05 - Sorting of recyclable materials with retention of existing storage buildings - Stoke Ferry Landfill(South) Adjoining A134 Lynn Road

05/02063/CM: Application Permitted: 09/11/05 - Continued mineral extraction until 5 April 2012 - Stoke Ferry Landfill (north) Adjoining A134 Lynn Road Stoke Ferry

2/96/0553/CM: Application Permitted: 09/07/97 - Determination of conditions attached to Planning Permission ref: DM1343 dated 27 September 1957 - Off Lynn Road

2/94/0469/CM: NO OBJECTION TO NCC APP: 16/05/94 - County Matters Application: Continued mineral extraction landfill and crushing of brick and concrete rubble without complying with conditions 1 & 2 of planning permission 2/92/2007 - The Gravel Pit

RESPONSE TO CONSULTATION

Wretton Parish Council: OBSERVATIONS

There has been concern from residents in Wretton regarding the number of bonfires at this site. The site is also in very close proximity to the A134. Is waste being brought to site to be disposed of? A retrospective Biodiversity report that was conducted a year after work began at this site does not show a true impact of the biodiversity that has been lost as a result of this development. We would like to see the continued support and improvement to the native trees and hedgerows to mitigate the loss that has occurred. The application would suggest that the use of this site is in relation to Civil Engineering, not Agriculture. This would indicate Industrial/Commercial activity. Are there any associated HGV movements going through the village of Stoke Ferry? The site is also not hidden from view as the application would suggest. Roof structures and associated fencing are visible from Lynn Road and Field Lane, in Wretton.

Highways Authority: NO OBJECTION

Having visited the site and examined the submitted information, in terms of highway considerations for the adopted road network, there is no objection to the principle of the application.

Environmental Health & Housing – Environmental Quality: NO OBJECTION subject to conditions

To clarify the position regarding Part 2A of the Environmental Protection Act 1990 and Planning legislation and guidance, as there previously had been confusion. The report produced by the borough council was to assess if the land was contaminated land as defined by Part 2A.

Part 2A sites are judged on if there is 'significant possibility of significant harm' (EPA 1990, Part 2A). For planning permission, sites are judged on if there is enough information to determine the site would be 'suitable for its proposed use' (NPPF, paragraph 196a&c). The planning threshold for contamination is different from Part 2A and more conservative.

The site with its previous use has been determined not to be contaminated land under part 2A meaning there has not been significant possibility of significant harm for its use at the time of writing the report. As the way parts of the site are being used has changed to potentially a more sensitive end use, and as material on site has been moved, the site would require further assessment as stated in the report:

“This assessment is based on site's current use and is valid providing no changes are made to the soil or vegetation cover material, to surface water conditions, to the site's use, or if the Environment Agency indicate that the site is a source of significant water pollution. No further assessment of the Stoke Ferry Pit site is considered necessary under Part 2A unless additional information is discovered or if changes are made to the site.”

If further Part 2A assessment determined the site not to be contaminated land under Part 2A, it would not necessarily mean it would meet the threshold of 'suitable for proposed use' under planning, as that is a lower threshold and therefore more protective.

Therefore, if a site is investigated and the report finds it to be suitable for its proposed use through planning, it “should not be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990” (NPPF, paragraph 196b).

Hopefully that clears up the legislative context and reason why more information is required in this case. It is considered reasonable to require the information by condition, but this must be provided within a reasonable timescale. If the applicant would like to discuss the scope of further investigation to meet the conditions requirements, they can contact this team to discuss.

Ecologist: NO OBJECTION subject to conditions

The following documents have been submitted in support of this application and are relevant to these comments:

Statutory Metric (Lucy reed (Greenlight Ecology, 05/02/2025)

Biodiversity Net Gain Assessment (Greenlight Ecology, 05/02/2025)

The Biodiversity Net Gain information shows a 72.79% net loss in area habitat. No information has been provided which suggests how this loss will be compensated. The applicant must show a measurable net gain in biodiversity in accordance with the duty on

every development under the NPPF. This should be through area habitat measures. Until then the proposals cannot be supported.

Officer Note: Further verbal discussion with the Ecologist established that this information could be submitted via condition.

Minerals and Waste Authority: NO COMMENTS

The site is not on a Mineral Safeguarding Area, nor does it fall within the consultation area of any existing mineral site or waste management facility, or the consultation area of any allocated mineral extraction site. Therefore, Norfolk County Council in its capacity as the Mineral and Waste Planning Authority has no specific comments on this site.

Internal Drainage Board: NO COMMENTS

Having screened the application, the site in question lies outside the Internal Drainage District of the King's Lynn Internal Drainage Board as well as the Board's wider watershed catchment, therefore the Board has no comments to make.

REPRESENTATIONS

A Stoke Ferry Parish Councillor commented –

The applicant is listed as "Country Contractors (Norfolk) Ltd", described on Companies House as -

- 42990 - Construction of other civil engineering projects not elsewhere classified
- 52290 - Other transportation support activities

But this application is for "retention of existing structures for agricultural use and retention of earth bund".

Maybe I am missing something but what is the intended use of the steel buildings? I do not remember seeing livestock or any farming activity on this site. I also wonder if this part of the site was included in the landfill that the original site was used for. Would this effect contamination? I also cannot see how the foul sewerage is to be disposed of it states "other" but not what it will be.

KING'S LYNN AND WEST NORFOLK LOCAL PLAN 2021-2040

LP01 - Spatial Strategy and Settlement Hierarchy Policy (Strategic Policy)

LP02 - Residential Development on Windfall Sites (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP07 - The Economy (Strategic Policy)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

LP19 - Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Policy SF4: Design and Character

Policy SF14: Prot and Enh Nat Feat and Sp

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Site History and Principle of Development
- Highways / Access
- Form and Character
- Neighbour Amenity
- Ecology
- Contamination
- Drainage and Flood Risk
- Other material considerations

Site History and Principle of Development:

The application site is adjacent to and includes the vehicular access for the former quarry, to the northeast of the application site. This has ceased operation and as part of the planning permission it was specified that the after-use of the whole area was for agriculture. Looking at historic maps the land appears as agricultural prior to the quarry works. The Council are satisfied that the use of the land prior to the current development was agricultural. As such the use of the land for agriculture is not development. It is the erection of the structures and the engineering works of the bund which are considered development and require planning permission. It may have been that the structures could have fallen within permitted development rights and an application could have been made for prior notification (subject to criteria), however given the development has already taken place the applicant is unable to benefit from permitted development rights.

On the purchase of the site by the current landowners, the site was temporarily used for the storage of equipment and vehicles for a commercial use. The Enforcement Team were made aware of this use in 2024. However, alongside this temporary use the structures have sheltered sheep/lambs at different times. On visiting the site in February 2026, the site has largely been cleared of the commercial equipment and the covered stock yards are filled with hay bales. The applicant has stated that the site will be used for agriculture only.

The NPPF in paragraphs 88 and 89, and Local Plan Policy LP07, both seek to support rural enterprise and enable the growth and expansion of business in rural areas. As such, the construction of buildings to support agriculture is acceptable in principle.

It is not considered necessary to condition the site for agricultural use only as any alternative uses (such as commercial storage) would require planning consent in their own right.

The lawful use of the site is established for agricultural purposes, and in terms of the principle of development the structures and bund are appropriate to this use. The development is in accordance with the NPPF and Local Plan Policies LP01, LP02 and LP07, and Neighbourhood Plan policy SF09.

Highways / Access:

Access to the site is via an existing well established vehicular access off Lynn Road and no alterations are proposed. The Local Highway Authority has no objections to the development and does not request any conditions are attached to any consent. The development is in accordance with the NPPF, Local Plan Policies LP13, LP14 and LP21 and Neighbourhood Plan policy SF07.

Form and Character:

Paragraphs 135 and 187 of the NPPF and Local Plan Policies LP18 and LP21 seek to protect the landscape, recognising the character and beauty of the countryside. As well as ensuring that developments function well and are sympathetic to local character and history.

A detailed description of the development is provided above.

The structures are clearly agricultural in purpose and in terms of size and scale are entirely appropriate to their use. Furthermore, the bund created does shield the visibility of the structures from the south to some extent. The recently constructed bund is covered in vegetation in the form of planting/ brambles. Given the surrounding land forms including the former pit, the existing bund to the rear of the structures, as well as the existing bunds either side of the A134 to the north, the bund is not alien in the landscape. However, the site is partially visible from both the A134 and the Lynn Road. While the structures are utilitarian, this reflects their use and these are typical of agricultural development within the open countryside. As such the development is viewed in the wider landscape and is not an alien feature. The development is in accordance with the NPPF, Local Plan Policies LP18 and LP21 and Neighbourhood Plan policy SF04.

Neighbour Amenity:

The closest residential neighbour is approximately 300m away from the application site to the southeast, separated by an agricultural field. Given the scale of the development and the separation distances between, it is not considered likely that the development would have a detrimental impact on the residential amenity of neighbouring dwellings. This is subject to the appropriate management of waste and drainage on the site, given the existing/ proposed livestock. There have been no complaints raised with the Community Safety and Neighbour Nuisance Team to date regarding the livestock. The development is in accordance with the NPPF and Local Plan Policy LP21 subject to conditions.

Ecology:

Given this is a retrospective planning application, there is not a requirement for 10% Biodiversity Net Gain. Notwithstanding this, in line with paragraph 187 of the NPPF, the

development is required to provide a net gain to Biodiversity through ecological enhancement.

The applicant has submitted a Biodiversity Net Gain Assessment and Metric. This identifies that historically the land was an area of grassland and so in its current form there has been a loss in biodiversity. The applicant is required to secure a positive contribution to biodiversity as a result of the development. Wretton Parish Council also wish to see the continued support and improvement to the native trees and hedgerows to mitigate the loss that has occurred.

The Ecologist has stated that the ecological enhancement could be secured (in the form of new trees for example) via condition, and therefore conditions are attached to secure a scheme and to secure the implementation of this. On this basis the development as proposed is in accordance with the NPPF, Local Plan policy LP20 and Neighbourhood Plan policy SF14.

Contamination:

Historically, investigative contamination work has been carried out on a wider site area (which includes the application site) in order to satisfy the obligations under the Environmental Protection Act 1990. The report assessed whether there was significant possibility of significant harm to a receptor (human health, environment, controlled waters, property) from the current use of the site at the time of writing that report. The report identified the site was acceptable.

However, in determining a planning application it is necessary to consider contaminated land as a material planning consideration, and as such the Council should assess whether 'a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination'. (NPPF, 196a). The proposed use does not only consider the use class under planning, but also how the site will physically be used, so that all the potential exposure pathways between on and off-site contamination and all sensitive receptors are assessed. This represents a higher threshold than that considered under the Environmental Protection Act.

Section 196c of the NPPF states: 'Planning policies and decisions should ensure that: adequate site investigation information, prepared by a competent person, is available to inform these assessments.'

As a result of the development of the structures and the earth bund further investigative work is required to confirm that the site remains suitable for its proposed use. The Environmental Quality team requires that conditions are attached to the planning consent to secure this additional investigative work. Given this is a retrospective consent, the conditions attached require the information is submitted in writing and agreed within 3 months of the date of determination of the application. That said it is considered that there is a low risk with the required conditions in place, and as such the Environmental Quality Officer does not object to the development on this basis.

Subject to the specified conditions being in place, the development is in accordance with the NPPF and policy LP21.

Drainage and Flood Risk:

The application site lies within Flood Zone 1, and as such is at the lowest risk of flooding. In terms of drainage, no details have been provided to date. The site lies outside of the catchment area for the IDB. In terms of the surfacing of the application site, this remains

permeable at the current time. However, the site is to be used for livestock on a permanent basis and the applicant does need to provide the Council with drainage and waste details for the site. This would secure the appropriate management of waste disposal and run off from the site, to prevent pollution of the surrounding land and amenity issues for the locality. Accordingly, a condition is attached to the planning consent and the proposal (subject to this condition) is in accordance with the NPPF and Local Plan policy LP21.

Other matters requiring consideration prior to the determination of this application:

- Policy LP06 requires that developments recognise and seek to address the challenges of climate change. However, given the nature of the development there is little the applicant can do to address this. The development, by its nature, is within the open countryside with limited opportunities to minimise travel or utilise sustainable transport methods. The structures are fit for purpose and it would be unreasonable to request that these encompass energy efficiency measures or solar panels for example. However, the conditions attached to the scheme would ensure that any outstanding contamination concerns are addressed. There will also be planting/ landscaping provided to meet the requirement for ecological enhancements.
- Complaints received regarding bonfires on the site have been passed to CSNN and Environmental Quality to consider.
- Comments received from the Minerals and Waste Authority (Norfolk County Council) confirm that the application site is outside of any Mineral Safeguarding Area and is outside of any existing mineral site, mineral extraction site or waste management facility. As such the Authority has no comments to make.

CONCLUSION:

The use of the site for agriculture is lawful. The structures for agricultural purposes and the provision of a bund are of a scale and visual appearance commensurate to this use and is acceptable in the rural landscape. Given the distance to residential properties, there are unlikely to be significant issues related to amenity as a result of the development subject to the submission of waste management and drainage details, and the implementation of these. Finally, conditions are proposed to ensure that in terms of contamination the site remains suitable for its use. Conditions are also attached to secure the ecological enhancement on the site required by the NPPF. In conclusion, the development proposed is considered, subject to the conditions set out above and below, is in accordance with the NPPF, Local Plan policies LP01, LP02, LP06, LP07, LP13, LP14, LP18, LP19 and LP21, and Stoke Ferry Neighbourhood Plan policies SF04, SF07, SF09, and SF14 and is thereby recommended for approval.

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, Drawings no's -
 - 14859 LOCATION PLAN received 04 Nov 2025
 - 14859 SITE AND LOCATION PLAN received 04 Nov 2025
 - 14860 ELEVATION AND LAYOUT PLAN received 04 Nov 2025

- 1 Reason For the avoidance of doubt and in the interests of proper planning.
- 2 Condition Within 3 months from the date of this permission, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
 - (i) a survey of the extent, scale and nature of contamination
 - (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
 - (iii) an appraisal of remedial options and proposal of the preferred option(s).
- 2 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.
- 3 Condition Should site investigations recommend remediation of the site, a detailed remediation scheme should be submitted 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 land after remediation.
- 3 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.
- 4 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.

- 4 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.
- 5 Condition Within 2 months of the date of this decision notice full details of the waste management arrangements, including the drainage details for the site, shall be submitted to the Local Planning Authority for approval in writing.

Within 3 months of the date of the details approved in writing by the Local Planning Authority, the waste management arrangements and drainage arrangements shall be implemented fully in accordance with the details agreed and maintained in accordance with those details thereafter.

- 5 Reason For the avoidance of doubt and to safeguard the amenities of the locality in accordance with the NPPF.
- 6 Condition Within 3 months of the date of decision an Ecological Design Strategy shall be submitted to the local planning authority for approval in writing. The strategy must be submitted with accompanying calculations, demonstrating a measurable net gain in Area Units calculated using the Statutory Metric, including information about how the habitat will be established, secured and monitored for at least 30 years and the mechanism to achieve it.
- 6 Reason In order to ensure the development does not result in the loss of habitat and to enhance biodiversity on the site in accordance with Paragraph 174 of the NPPF and Local Plan Policy LP20.
- 7 Condition Within 3 months of the date of the details approved in writing by the Local Planning Authority, the Ecological Design Strategy shall be implemented in accordance with the details agreed and thereafter retained in a suitable condition to serve the intended purpose.

A 'statement of good practice' shall be signed upon completion of the enhancement by a competent ecologist and evidence of delivery, and be submitted to the Local Planning Authority, confirming that the specified enhancement measures have been implemented in accordance with good practice upon which the planning consent was granted'. Measures shall be implemented in full and the habitats maintained thereafter.

- 7 Reason In order to ensure the development does not result in the loss of habitat and to enhance biodiversity on the site in accordance with Paragraph 174 of the NPPF and Local Plan Policy LP20.

Planning Committee - 2 March 2026

Previous Committee:	02/02/2026
Upcoming Committee:	02/03/2026

APPLICATIONS DETERMINED UNDER DELEGATED POWERS

PURPOSE OF REPORT

(1) To inform Members of the number of decisions issued between the production of the 2 February 2026 Planning Committee Agenda and the 2 March 2026 agenda. There were 100 total decisions issued with 95 issued under delegated powers and 5 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) Major applications are assessed against a national target of 60%. Failure to meet this target could result in applications being dealt with by Pins who will also receive any associated planning fee.

RECOMMENDATION

That the reports be noted

Number of decisions issued between 22 January 2026 and 17 February 2026.

	Total	Approved	Refused	Under 8 Weeks	Under 13 Weeks	Performance %	National Target	Planning Committee Decision	
								Approved	Refused
Major	4	4	0		4	100.0%	60%	0	0
Minor	38	27	11	33		86.8%	80%	2	0
Other	58	57	1	55		94.8%	80%	3	0
Total	100	88	12	88	4			5	0

Planning Committee made 5 of the 100 decisions (5%)