

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



Planning Committee

Agenda

**Monday, 1st June, 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>



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PLANNING COMMITTEE AGENDA

Please ensure that all mobile phones are switched to silent

DATE: Monday, 1st June, 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 (Pages 6 - 13)

To confirm as a correct record the Minutes of the Meeting held on 11 May 2026 (previously circulated).

3. DECLARATIONS OF INTEREST (Page 14)

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 Chairman 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 (Page 15)

The Committee is asked to note the Index of Applications.

9. DECISION ON APPLICATIONS (Pages 16 - 89)

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

10. DELEGATED DECISIONS (Page 90)

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

11. UPDATE ON TREE MATTERS (Pages 91 - 94)

The report updates Members on Tree Preservation Orders (TPOs) served between 1st November 2025 and 30th April 2026 and provides a summary of other tree related work undertaken during the last six months.

To: Members of the Planning Committee

Councillors B Anot, F Bone (Vice-Chair), A Bubb, M de Whalley, T de Winton, P Devulapalli, S Everett, J Fry, S Lintern, C Rose, Mrs V Spikings (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, 4th June 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

BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK

PLANNING COMMITTEE

Minutes from the Meeting of the Planning Committee held on Monday, 11th May, 2026 at 9.30 am in the Assembly Room, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ

PRESENT: Councillor Mrs V Spikings (Chair)
Councillors T Barclay, R Blunt, A Bubb, M de Whalley, T de Winton,
P Devulapalli, S Lintern, C Rose, A Ryves and M Storey

PC114: **APOLOGIES**

Apologies for absence were received from Councillors Anota, Everett and Fry.

PC115: **APPOINTMENT OF VICE-CHAIR FOR THE MEETING**

RESOLVED: That Councillor S Lintern be appointed Vice-Chair for the meeting.

PC116: **MINUTES**

The minutes of the meeting held on 13 April 2026 were agreed as a correct record and signed by the Chair, subject to a correction on page 11, 4th paragraph – add the word '*outside*' of the development boundary and in the open countryside.

PC117: **DECLARATIONS OF INTEREST**

The following declarations of interest were declared:

The Chair, Councillor Spikings declared that in relation to item 9/(e) – Upwell, she was a member of Upwell Parish Council but had not taken part in the debate or decision.

PC118: **URGENT BUSINESS UNDER STANDING ORDER 7**

There was no urgent business under Standing Order 7.

The Chair took the opportunity to refer to inappropriate comments which had been made about a planning officer, with a request for professional conduct at all times.

PC119: **MEMBERS ATTENDING UNDER STANDING ORDER 34**

The following Councillors attended and addressed the Committee in accordance with Standing Order 34:

J Osborne	9/1(a)	Downham Market
B Long	9/1(b)	Marshland St James
	9/1(c) & 9/1(d)	Tilney St Lawrence

PC120: **CHAIR'S CORRESPONDENCE**

The Chair reported that any correspondence received had been read and passed to the appropriate officer.

PC121: **RECEIPT OF CORRESPONDENCE RECEIVED AFTER THE PUBLICATION OF THE AGENDA**

A copy of the correspondence received after the publication of the agenda, which had been previously circulated was received. A copy of the agenda would be held for public inspection with a list of background papers.

PC122: **DECISION ON APPLICATIONS**

The Committee considered schedules of applications for planning permission submitted by the Assistant Director for Planning and Environment (copies of the schedules were published with the agenda). Any changes to the schedules will be recorded in the minutes.

RESOLVED: That the applications be determined, as set out at (i) – (v) below, where appropriate to the conditions and reasons or grounds of refusal, set out in the schedules signed by the Chair.

- (i) **26/00414/F**
Downham Market: Melanna, 25 Ryston End: Householder:
Retrospective: Erection of detached garage: Peter
Humphrey Associates

[Click here to view a recording of this item on You Tube](#)

The case officer introduced the report and explained that permission had been granted under application 25/01624/F for alterations to an existing dwelling and the erection of a garage in November 2025. Works on the garage then commenced and it was not being constructed in accordance with the approved plans, it was reported to the Planning Enforcement Team. An application was then subsequently received, reference number 26/00155/F which was

subsequently withdrawn in March 2026. The current application was then received in March 2026.

The application had been referred to the Committee for determination at the request of Councillor Osbourne.

The Committee noted the key issues for consideration when determining the application, as set out in the report.

In accordance with the adopted public speaking protocol, Chris Walford (supporting) addressed the Committee in relation to the application.

The Democratic Services Officer read out a statement from Councillor Osborne, who could not be present at the meeting.

In response to comments raised by the Committee, Officers clarified that the building would be conditioned for use only as a garage and storage area, with any change requiring further planning permission.

Councillor Bubb raised questions about the rendering of the garage and the ramp for vehicle access, with officers confirming that plans included rendering and a gradual ramp.

In response to a comment from Councillor de Winton asking whether PD rights could be removed, the Chair read out Condition 2 which restricted the use. The Planning Control Manager advised that the applicant could still apply to carry out additional works but planning permission would be required.

The Assistant Director advised that in relation to the impact on No.19, the Committee could consider using obscure glazing to that window. This was formally proposed by the Chair and seconded by Councillor de Winton and agreed by the Committee.

The Democratic Services Officer then carried out a roll call on the recommendation to approve the application subject to the additional condition 3 (as detailed in the correspondence received after the publication of the agenda) and a condition to ensure that the relevant window must be fitted with obscure glazing to protect neighbour privacy., after having been put to the vote, was carried (6 votes for, 3 against and 2 abstentions).

RESOLVED: That the application be approved as recommended.

- (ii) **26/00370/F**
Marshland St James: Nissan hut and farm buildings north of Harston, Black Drove: Self Build: Demolition of existing buildings and erection of x3 self-build semi-detached buildings on Class Q approved land: Mr and Mrs D and L Cousins

[Click here to view a recording of this item on You Tube](#)

The case officer introduced the report and explained that the application was for the erection of three self-build and custom dwellings at land to the east of Black Drove in the parish of Marshland St James.

Marshland St James was classified as a Tier 5 (Rural Village) settlement under the settlement hierarchy of policy LP01 of the Local Plan 2021-2040. The site fell outside the development boundary of Marshland St James by approximately 1.5km. The site was within the neighbourhood plan area of Marshland St James Neighbourhood Plan.

It was explained that the decision would be balanced against the 'fallback' position established under planning permission 23/01765/PACU3, for conversion of an agricultural building on the site into three dwellings. The planning permission expired on 16 November 2026.

The application had been referred to the Committee for determination at the request of Councillor Long.

The Committee noted the key issues for consideration when determining the application, as set out in the report.

In accordance with the adopted public speaking protocol, Sarah Jane Knight (supporting) addressed the Committee in relation to the application.

In accordance with Standing Order 34A, Councillor Long addressed the Committee in support of the application.

The Committee discussed the validity of the Class Q fallback, noting that the prior approval would expire in November and that no development had commenced. Officers explained that the fallback carried limited weight and emphasised the primacy of the development plan.

The issue of flood risk was raised, with the site located in flood zone 3. Officers clarified that the Environment Agency had no objections to the flood risk assessment, but the sequential test failed as there were safer sites available within Marshland St James.

Members debated the impact on rural character, sustainability, and the merits of self-build and agricultural worker dwellings. Some members supported the application for its improvement over the Class Q scheme, while others stressed the importance of adhering to development boundaries and planning policy.

The Council's Legal Advisor reminded the Committee that the law required them to determine the application in accordance with the Development Plan.

The Democratic Services Officer then carried out a roll call on the recommendation to refuse the application and, after having been put to the vote, was carried (4 votes for refusal, 3 against and 4 abstentions).

RESOLVED: That the application be refused as recommended.

The Committee adjourned for a comfort break at 10.40 am and reconvened at 10.52 am.

- (iii) **25/01749/O**
Tilney St Lawrence: Land at E554871 N314281 south of 53 Church Road: Self-Build: Proposed 3 no. self-build plots: Ms S Leeks

[Click here to view a recording of this item on You Tube](#)

The case officer introduced the report and explained that the application sought outline consent with all matters reserved for future consideration or the development of three plots for self-build dwellings on the western side of Church Road in Tilney St Lawrence. The site was located approximately 490 m north of the crossroad junction of Church Road / St Johns Road / Magdalen Road / School Road.

Tilney St Lawrence, combined with Terrington St John and St John's Highway, was classified as a Tier 4 settlement (Key Rural Service Centre) under Policy LP01 of the Local Plan 2021 – 2040.

The site was located some 400 m beyond the development area of the village in an area classified as 'countryside', and within Flood Zone 3a plus Tidal Hazard Mapping Zone of the Environment Agency's mapping.

The application had been referred to the Planning Committee for determination at the request of the Planning Sifting Panel.

The Committee noted the key issues for consideration when determining the application, as set out in the report.

In accordance with the adopted public speaking protocol, Shanna Penney (supporting) addressed the Committee in relation to the application.

In accordance with Standing Order 34A, Councillor Long addressed the Committee in support of the application.

Members discussed the potential for future boundary changes and the merits of the sites, with some suggesting the sites could be reconsidered in future local plan updates

The Democratic Services Officer then carried out a roll call on the recommendation to refuse the application and, after having been put to the vote, was carried (10 votes for refusal and 1 abstention).

RESOLVED: That the application be refused as recommended.

- (iv) **25/01775/O**
Tilney St Lawrence: Land north of 37 Church Road: Self-Build: Proposed 3 no. plots: Mr J Blyth

[Click here to view a recording of this item on You Tube](#)

The case officer introduced the report and explained that the application was an outline application, with all matters reserved, for the development of three self-build and custom dwellinghouses along Church Road in the Parish of Tilney St Lawrence. The site was located approximately 430 m from cross junction of Church Road, St Johns Road, Magdalen Road, School Road.

Tilney St Lawrence, combined with Terrington St John and St John's Highway, was classified as a Tier 4 (Key Rural Service Centre) settlement under Policy LP01 of the Local Plan 2021 – 2040.

The Committee noted the key issues for consideration when determining the application, as set out in the report.

In accordance with the adopted public speaking protocol, Shanna Penney (supporting) addressed the Committee in relation to the application.

In accordance with Standing Order 34A, Councillor Long addressed the Committee in support of the application.

The Democratic Services Officer then carried out a roll call on the recommendation to refuse the application and, after having been put to the vote, was carried (10 votes for refusal and 1 vote against).

RESOLVED: That the application be refused as recommended.

- (v) **26/00275/F**
Upwell: Land north of Horsehead Drove, Three Holes: Change of use from agricultural land to a dog walking field and associated car parking, access, storage container, lighting, mobile field shelter, fencing and landscaping: c/o Ceres Property

[Click here to view a recording of this item on You Tube](#)

The case officer introduced the report and explained that permission was sought for a change of use from agricultural land to a dog walking field and associated car parking, access, storage container, lighting, mobile field shelter, fencing and landscaping.

The application had been referred to the Committee for determination at the request of Councillor Spikings.

The Committee noted the key issues for consideration when determining the application, as set out in the report.

In accordance with the adopted public speaking protocol, Mr P Hartley (supporting) addressed the Committee in relation to the application.

Members questioned the relevance of agricultural land loss and emphasised the temporary nature of the change.

Several members supported the application, citing the need for rural employment, benefits to local residents, and the suitability of the site for dog walking away from sensitive wildlife areas. The debate included discussion of noise, proximity to dwellings, and the importance of supporting rural businesses and diversification of those businesses.

Councillor Ryves requested a map to assess the site's isolation and proximity to other dog walking facilities. Officers provided information on other sites, and members debated whether the remote location was a disadvantage or a benefit.

The Chair proposed that the application should be approved on the grounds that the application provided rural employment and was in accordance with policies LR06, 07, 13, 17 and 18 and also paragraph 89 of the NPPF. This was seconded by Councillor Storey.

The Democratic Services Officer then carried out a roll call on the recommendation to approve the application with conditions to be agreed with the Chair and Vice-Chair and, after having been put to the vote, was carried (10 votes for and 1 abstention).

RESOLVED: That the application be approved, contrary to recommendation, subject to conditions to be agreed with the Chair and Vice-Chair, for the following reason:

The application provides rural employment and was in accordance with policies LR06, 07, 13, 17 and 18 and also paragraph 89 of the NPPF.

PC123: **DELEGATED DECISIONS**

The Committee received the delegated report.

RESOLVED: That the report be noted.

PC124: **QUALITY OF DECISIONS**

The Committee received a report relating to the above.

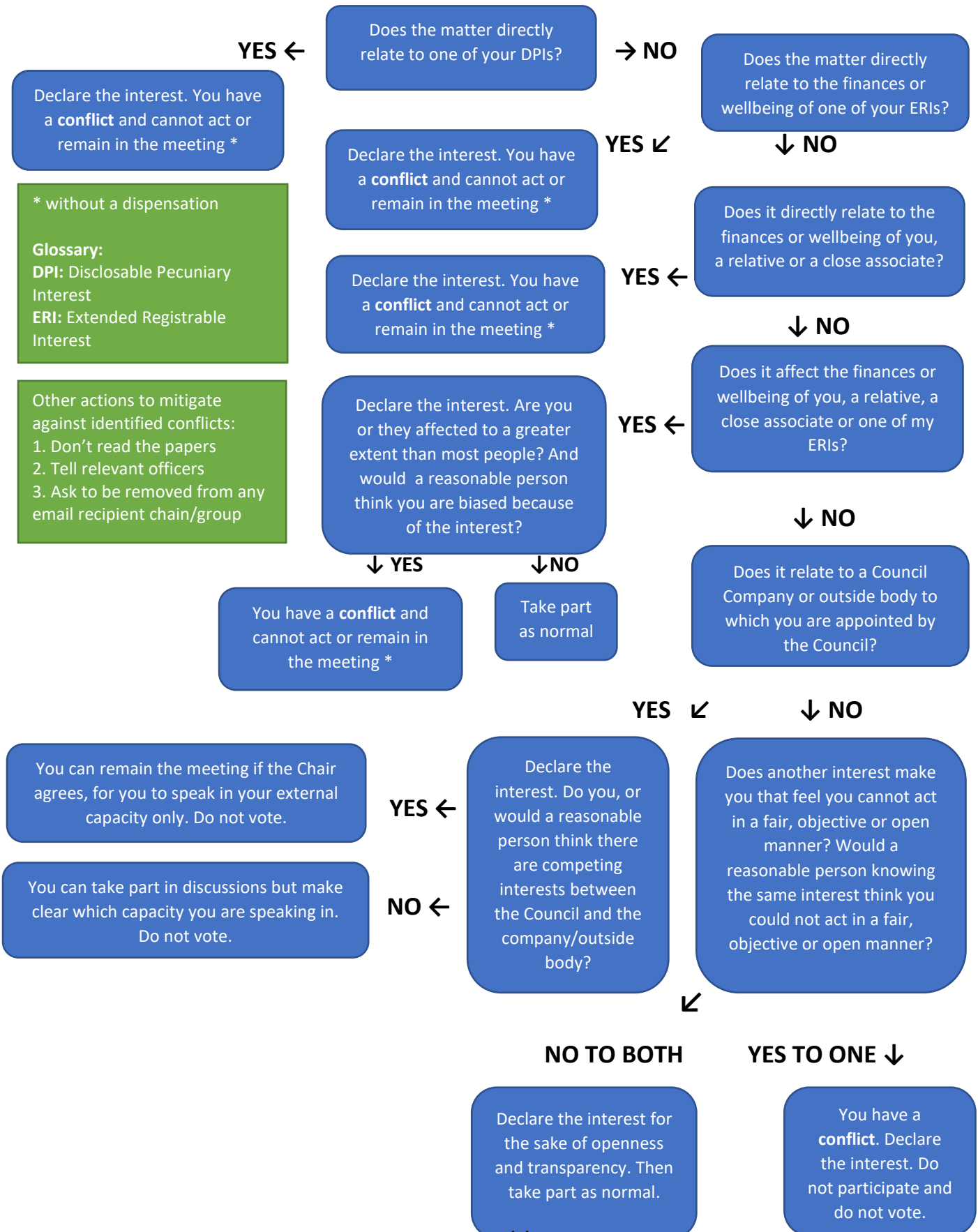
RESOLVED: That the report be noted.

The meeting closed at 12.00 pm

DECLARING AN INTEREST AND MANAGING ANY CONFLICTS FLOWCHART



START

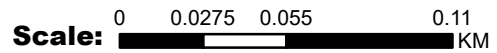
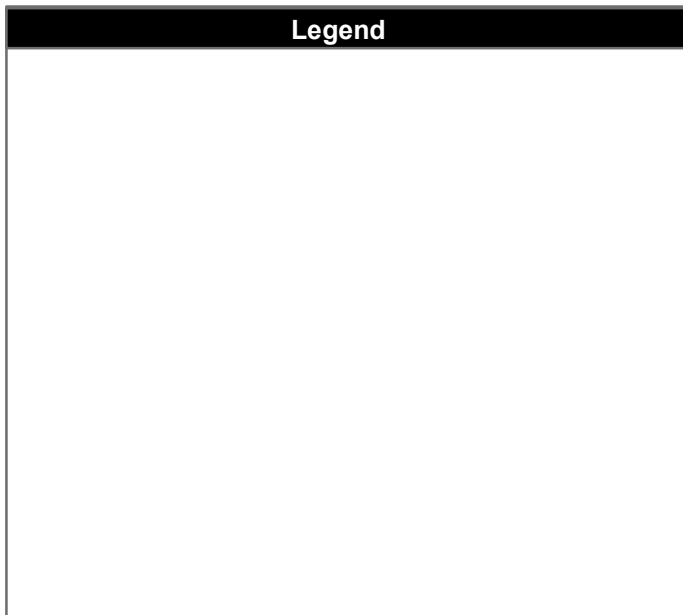
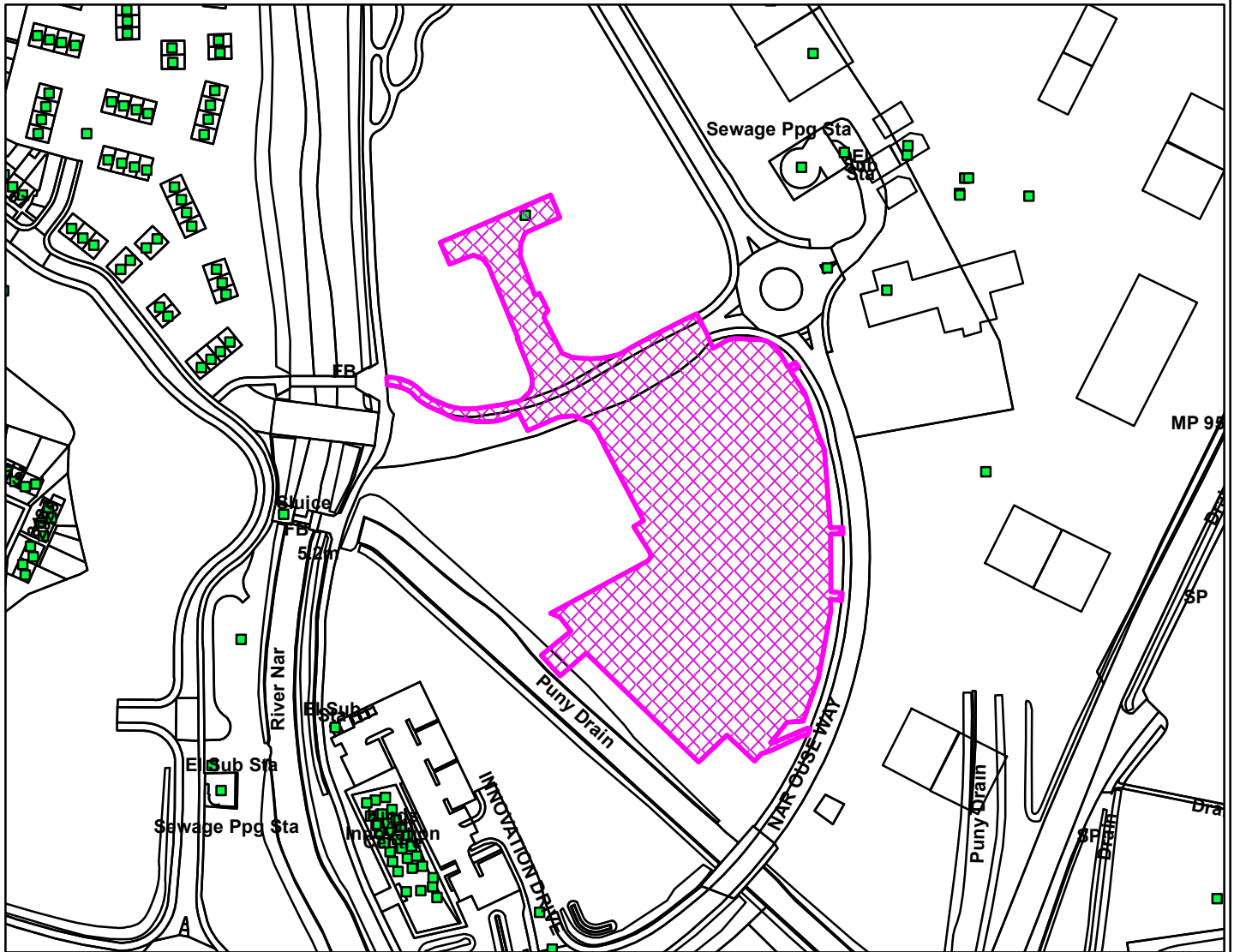


**INDEX OF APPLICATIONS TO BE DETERMINED
BY THE PLANNING COMMITTEE AT THE MEETING
TO BE HELD ON MONDAY 1 JUNE 2026**

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
MAJOR DEVELOPMENTS				
9/1 (a)	25/01783/FM- Development Site W of Nar Ouse Way, King's Lynn, Norfolk PE30 5FR Application for the phased development comprising the change of use of the land to an Active Travel Hub, alongside the construction of a single storey hub building, surface car park, pedestrian infrastructure, access, landscaping and ancillary works.	KING'S LYNN	APPROVE	16
OTHER APPLICATIONS/APPLICATIONS REQUIRING REFERENCE TO THE COMMITTEE				
9/2 (a)	25/01420/F - Land At Heacham Manor E567837 N338621 Hunstanton Road Heacham PE31 7JX Construction of floodlit padel tennis courts, associated bar and clubhouse facilities, and formation of car park extension.	HEACHAM	APPROVE	46
9/2 (b)	26/00382/F - 12 Kitchener Street, King's Lynn, Norfolk PE30 5BJ RETROSPECTIVE- Use of former store building as one bedroom dwelling	KINGS LYNN	REFUSE	65
9/2 (c)	26/00521/F - 5 Gregory Close North Wootton King's Lynn PE30 3SY Householder: Single storey side extension and new porch.	NORTH WOOTTON	APPROVE	79



Development Site W of Nar Ouse Way, Kings Lynn Norfolk PE30 5FR

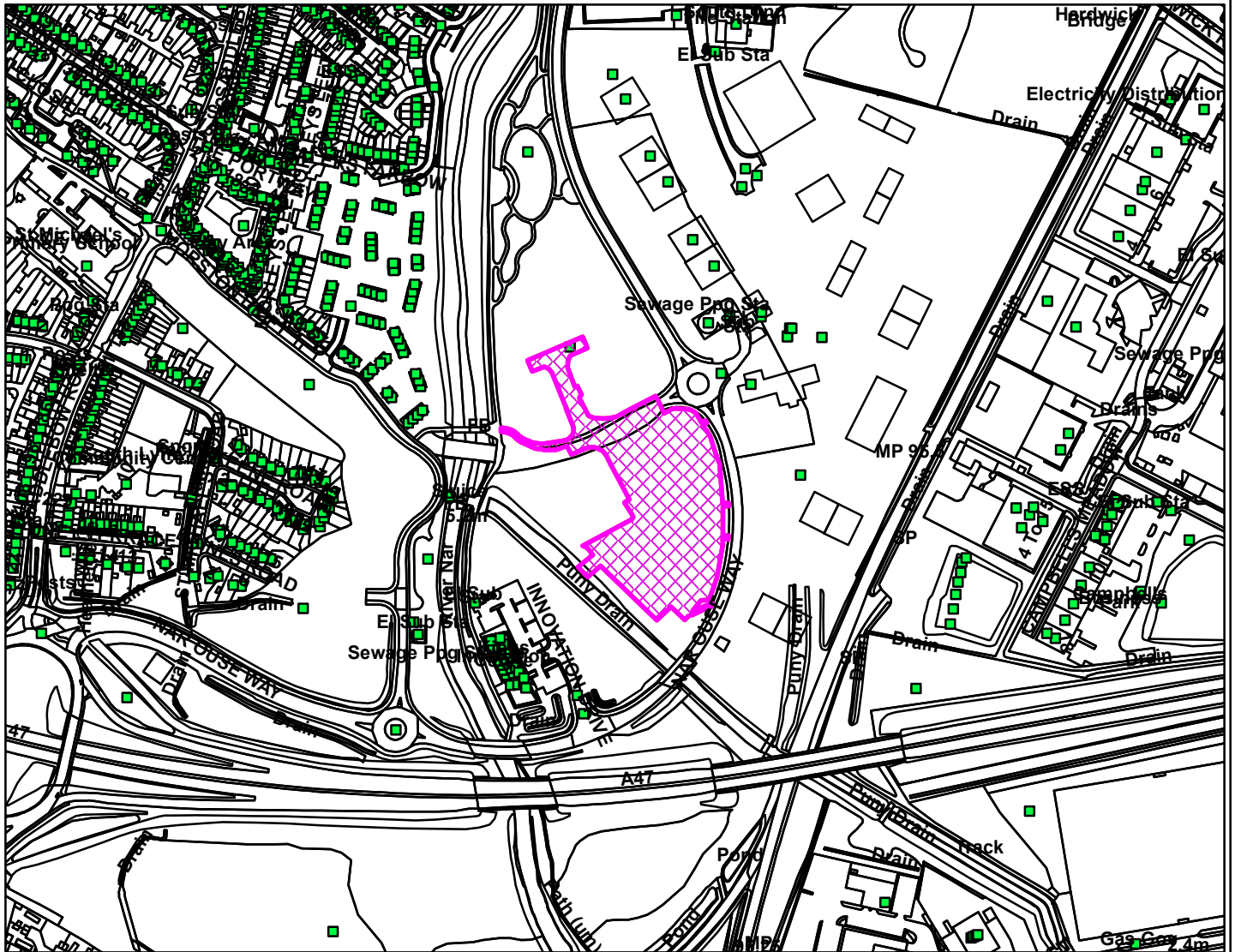


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 Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	18/05/2026
MSA Number	0100024314

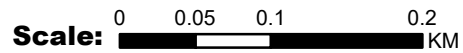


Development Site W of Nar Ouse Way, Kings Lynn Norfolk PE30 5FR



Legend

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 Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	18/05/2026
MSA Number	0100024314

Parish:	King's Lynn	
Proposal:	Application for the phased development comprising the change of use of the land to an Active Travel Hub, alongside the construction of a single storey hub building, surface car park, pedestrian infrastructure, access, landscaping and ancillary works.	
Location:	Development Site W of Nar Ouse Way King's Lynn Norfolk	
Applicant:	The Borough Council of King's Lynn And West Norfolk	
Case No:	25/01783/FM (Full Application - Major Development)	
Case Officer:	Julie Barrow	Date for Determination: 6 January 2026 Extension of Time Expiry Date: 5 June 2026

Reason for Referral to Planning Committee – In accordance with the Planning Scheme of Delegation

Neighbourhood Plan: No

Case Summary

The application site relates to a parcel of land measuring approx. 1.45 Ha at the King's Lynn Enterprise Park, located on the western side of Nar Ouse Way, King's Lynn.

Full planning permission is sought for the phased development involving the change of use of the land to an Active Travel Hub, including the construction of a single storey hub building, surface car park, pedestrian infrastructure, access, landscaping and ancillary works.

The cycle 'hub' building comprises covered and secure cycle parking for 48 regular bicycles, six cycle hoops for adapted cycles and one long cycle hoop for longer cycles. Lockers and a cycle repair stand will also be available within the hub. There are a further four cycle hoops proposed outside. Toilets, showers and changing facilities will be included within the hub.

The car park will include 236 car parking spaces including 201 standard bays, 11 accessible bays, 20 standard electric car charging bays, 4 accessible electric car charging bays and 12 motorcycle bays.

Two new bus-stops are proposed on Nar Ouse Way for the 'EXCEL' bus services to and from the town centre, plus an internal bus drop-off area and landscaped public courtyard.

The development is proposed to be delivered though two phases.

Key Issues

Principle of Development
Form and Character
Impact on neighbour amenity
Highway Safety
Flood Risk
Any other matters that require consideration prior to the determination of the application

Recommendation

APPROVE

THE APPLICATION

The application site relates to a parcel of land measuring approx. 1.45 Ha at the King's Lynn Enterprise Park, located on the western side of Nar Ouse Way, King's Lynn.

Full planning permission is sought for the phased development involving the change of use of the land to an Active Travel Hub, including the construction of a single storey hub building, surface car park, pedestrian infrastructure, access, landscaping and ancillary works.

The cycle 'hub' building comprises covered and secure cycle parking for 48 regular bicycles, six cycle hoops for adapted cycles and one long cycle hoop for longer cycles. Lockers and a cycle repair stand will also be available within the hub. There are a further four cycle hoops proposed outside. Toilets, showers and changing facilities will be included within the hub.

The car park will include 236 car parking spaces including 201 standard bays, 11 accessible bays, 20 standard electric car charging bays, 4 accessible electric car charging bays and 12 motorcycle bays.

Two new bus-stops are proposed on Nar Ouse Way for the 'EXCEL' bus services to and from the town centre, plus an internal bus drop-off area and landscaped public courtyard.

A phasing plan accompanies the application showing how the development will be delivered in two stages.

Phase 1 –

Cycle hub and WCs / changing facilities, 33 standard parking bays, 4 accessible parking bays, 3 standard EV bays, 3 accessible EV bays, new footpath link to the Nar Ouse Way and new bus stops on Nar Ouse Way (total area 0.76ha);

Phase 2 –

Internal Bus Route, 201 standard parking bays, 12 motorcycle parking spaces, 11 accessible parking bays, 20 standard EV bays and 4 accessible EV bays (total area 0.69ha).

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The proposed development would be sited within a sustainable location within the Enterprise Park where the hub would work in conjunction with other future smaller Travel Hub facilities in and around the Town Centre, providing links for active travel from the edge of town to the centre. It has also been designed to offer an opportunity for an 'informal' park and ride service by providing car parking on the edge of town with direct, convenient links to the existing bus service.

This project forms part of the King's Lynn Towns Fund package, aiming to improve regeneration, connectivity, and active travel while reducing congestion and air pollution. It responds to priorities identified by local businesses and residents, particularly the need for better cycling routes and storage, and addresses concerns around traffic, air quality, and safe access to the town centre. The initiative is supported by the King's Lynn Transport Strategy and Local Cycling and Walking Infrastructure Plan, which set out key walking and cycling routes and priority improvements to encourage active travel and reduce car use in the town's core urban area.

King's Lynn has also been included in the Government's Pride in Place Programme which awards £20 million over 10 years for the town. As part of this, A 10 Year Vision document has been produced which outlines the vision for the town and priorities for how to spend this funding allocation, with a focus on communities including better public transport.

APPLICANT/AGENT SUPPORTING CASE

This Statement has been written on behalf of King's Lynn and West Norfolk Borough Council in support of the development of an Active Travel Hub in the King's Lynn Enterprise Park (KLEP) within the Nar Ouse Regeneration Area (NORA), King's Lynn. The scheme comprises a phased development comprising the change of use of the land to an Active Travel Hub alongside the construction of a single storey hub building, surface car park, pedestrian infrastructure, access, landscaping and ancillary works.

The principle of the development is considered to be acceptable, in line with pre-application discussions with the Council, based on the ability of the scheme to support and promote opportunities for sustainable and active modes of transport including walking, cycling and public transport both within and around King's Lynn. The proposal has been identified through the adopted Local Cycling and Walking Infrastructure Plan (LCWIP) and forms part of the wider Town Deal Active and Clean Connectivity Project, which seeks to encourage a modal shift and reduce reliance on private cars. The location of the hub at the edge of the town has been carefully selected based on a number of factors, including its accessibility from surrounding road and infrastructure connections; its ability to allow users to transition to active and sustainable modes of transport for onward journeys to the town centre; and to further provide high quality provision for the users of the wider Enterprise Park. In turn, the proposal will help reduce congestion and pressure on the town centre whilst improving connectivity across the transport network in the borough area.

Importantly, the proposal will deliver significant public benefits through supporting the implementation of the Council's wider transport and regeneration objectives, including those identified within the King's Lynn Transport Strategy 2025-2035 and the LCWIP. In addition to encouraging healthier and more sustainable travel habits, the development will deliver key infrastructure necessary to unlock future employment land within the Enterprise Zone and support the continued regeneration of the NORA area. The scheme will also contribute toward improved air quality, reduced carbon emissions and enhanced accessibility to active travel and public transport routes.

Planning Committee
1 June 2026

The Applicant has worked closely with Officers, statutory consultees and key stakeholders throughout the evolution of the proposals. Consultation responses and technical responses received during the application process have been carefully considered and responded, and where applicable have been addressed through amendments and refinements to the scheme. This has included, for example, revisions to the cycle parking layout, provision of enhanced crossing arrangements and clarification of signage across the site to clearly separate different modes of transport and enhance the safety of users across the site, and information surrounding security and surveillance features and inclusive access measures. Further information has been submitted to clearly show how the location of the site connects into the wider pedestrian and cycle network that connects directly to the town centre. It has subsequently been demonstrated that the design, layout and operation of the development responds positively to key issues raised during consultation and mitigates any impact arising from the development in terms of highways, accessibility and user safety. The submission is supported by a suite of technical documents which demonstrate that the proposal accords with current best practice guidance and will not give rise to any significant environmental or other adverse impacts.

In turn, the proposal represents a highly sustainable development and aligns strongly with both national and local planning policy which seek to promote active travel, reduce congestion, improve connectivity and support modal shift. The Active Travel Hub will deliver significant long-term public and economic benefits whilst supporting the continued regeneration of the Enterprise Park and wider NORA area. It has therefore been demonstrated that the proposed development accords with the relevant policies of the development plan together with KLBC strategic plans. Therefore, planning permission should accordingly be granted subject to the necessary conditions.

PLANNING HISTORY (RECENT)

The site forms part of the Nar Ouse Regeneration Area, with extensive planning history since its outline approval in 2002.

18/01333/RMM: Application Permitted: 06/11/18 - Reserved Matters Major Application: Details of layout, scale and external appearance of buildings, means of access thereto and the landscaping of the site. Access and site infrastructure for the entire Enterprise Zone and buildings for the first phase. - The Nar Ouse Regeneration Area (NORA) - COMMITTEE DECISION

19/00351/RMM: Application Permitted: 05/02/20 - RESERVED MATTERS: Erection of mixed use units - Enterprise Zone - The Nar Ouse Regeneration Area (NORA) - COMMITTEE DECISION

21/01835/F: Application Permitted: 24/11/21 - Variation of condition 1 of planning permission 19/00351/RMM - The Nar Ouse Regeneration Area (NORA) – DELEGATED DECISION

19/00351/NMAM_3: Application Permitted: 30/09/24 - NON-MATERIAL AMENDMENT TO PLANNING PERMISSION : RESERVED MATTERS: Erection of mixed use units - Enterprise Zone - The Nar Ouse Regeneration Area (NORA)- DELEGATED DECISION

RESPONSE TO CONSULTATION

Regeneration Team: SUPPORT

Detailed comments submitted summarised as:

- The application would support the provision of high quality cycle storage and facilities, encourage an informal park and ride reducing the need to drive and park in the town centre and will support and encourage active travel in the town, reducing car trips with associated health, wellbeing, environmental and economic benefits; and
- The proposal would also directly align with the aims of the King's Lynn LCWIP, Pride in Place 10 Year Vision, Draft King's Lynn Transport Strategy and draft King's Lynn Parking Strategy.

NCC Strategy Growth and Investment: SUPPORT

The Active Travel Hub is a vital part of development on the King's Lynn Enterprise Park (KLEP).

The Active Travel Hub is part of NCC's wider transport vision for King's Lynn. The car parking provision will enable an informal park and ride facility using the passing bus services and new bus stops on Nar Ouse Way. The secure cycle parking and other facilities will enable people to cycle to work on KLEP, or cycle to KLEP and park their bike safely with an onward walk or bus ride into the town centre.

These facilities will complement the objectives of the revised King's Lynn STARS scheme which provides enhanced walking and cycling facilities on Railway Road and onward connections beyond the central one-way system. This includes an upgraded cycle link to the key town centre node of Baxter's Plain where the new library was opened in March 2026, and where an extensive public realm scheme will be built using government funding to include further cycle parking to serve the town centre.

Active Norfolk: SUPPORT

Recognise the important role this infrastructure will play in complementing existing and planned active travel investment in the area.

The proposed active travel hub aligns strongly with Active Norfolk's strategy, Get Norfolk Moving, particularly the Active Environments priority. This focuses on improving and increasing the use of infrastructure and spaces that enable and encourage everyday movement, including walking and cycling as part of daily travel.

Sports England: NO COMMENT

Local Highways Authority: NO OBJECTION following the submission of additional information

Comments December 2025:

- Supportive of the principle of the proposed Travel Hub, which aims to provide enhanced sustainable travel opportunities for residents and those travelling into King's Lynn from the A47;
- Further detail regarding the crossing to serve two new bus stops on Nar Ouse Way is required;

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- There is some discrepancy regarding parking quantities for standard and accessible parking in the documentation;
 - The quantum of Active EV charging spaces is in accordance with NCC Parking Guidelines, however a further 20% of all spaces should have passive EV provision;
 - A crossroads layout for the new site access should be avoided as it presents potential safety concerns – instead the introduction of a mini-roundabout should be considered.
- Comments February 2026:
 - An indicative scheme drawing has now been provided showing the proposed crossing and bus stop arrangements on Nar Ouse Way;
 - The applicant has responded to earlier concerns relating to accessible parking and EV parking provision within the site;
 - Concerns remain regarding the proposed crossroad junction - although it is acknowledged that the site and the access road will remain privately managed and are not intended for adoption. Whilst a mini-roundabout or an alternative junction form would be preferable it is unlikely that a formal objection could be sustained; and
 - The LHA raises no further objection and recommends a number of conditions.

Public Rights of Way: NO OBJECTION

No objections on PRow grounds as there are none in the vicinity.

Environment Agency: NO OBJECTION

Advice provided on Environmental Permits given that the proposed development is within 500m of one or more industrial or waste management sites that is regulated by the Environment Agency through the Environmental Permitting (England and Wales) Regulations 2016.

Lead Local Flood Authority: NO OBJECTION following a series of discussions and additional information being supplied

December 2025 – Further information required to support the Flood Risk Assessment and Drainage Strategy.

February 2026 – Whilst a number of matters have been resolved, further clarification requested in respect of a number of matters including a surcharged outfall scenario, water reuse, drainage calculations, SuDS features, exceedance flows, assessment of surface water quality treatment and a management and maintenance plan.

April 2026 – Confirmation that a number of matters raised in February 2026 have been resolved. Only remaining matter is the acceptability of the exceedance flow assessment.

May 2026 – Confirmation that the exceedance flow calculations and routes are now acceptable to the LLFA. Confirmation that the LLFA has no objection to the application subject to conditions in relation to a construction phase surface water management plan and to the construction of the development in accordance with the submitted Flood Risk Assessment and Drainage Strategy.

East of Ouse Polver & Nar Internal Drainage Board: NO OBJECTION

Surface water generated by the development is proposed to be discharged to the Puny drain, the site being located at the head of the drain adjacent to the River Nar, which runs along the south-west boundary.

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The Applicant states that agreement has been reached with the IDB as to the discharge rate although the relevant information is not contained on the planning portal. The proposed discharge rate is above the IDB greenfield rate and if it has been accepted by the IDB then the contribution payable to the IDB as part of the Bye Law Consent application that will be required should be calculated taking into account the increased rate.

It is assumed that the LLFA will comment on the site element of the drainage proposals but with regard to the exceedance flow it is noted that generally the flow is contained within the car park areas but is directed towards the Puny drain for some of the area. The exceedance flow that is intended to be directed to the drain should not be greater than would currently flow in that direction off the greenfield site.

Water Management Alliance: NO OBJECTION

The application site is outside the IDD of King's Lynn IDB, and partially within the IDD of the East of the Ouse, Polver and Nar IDB which is not administered by the Water Management Alliance.

Emergency Planning Officer: NO OBJECTION

Because of its location in an area that during an extreme flood event could become isolated from safe access and egress routes (i.e. become a dry island), it is suggested that those running the site should sign up to the Environment Agency flood warning system and a flood evacuation plan should be prepared.

Environmental Health & Housing – Environmental Quality: NO OBJECTION following submission of additional information

Comments December 2025:

- Outlines detailed assessment of contaminated land reports and the Remediation Method Statement submitted with the application;
- Notes the presence of a proposed Construction Management Plan;
- Further information is required to assess whether adequate site investigation information has been submitted – a number of points of clarification are required.

• Comments April 2026:

- The updated Remediation Method Statement is approved; and
- In order to ensure the development will be suitable for the proposed use, taking account of ground conditions and contamination, the RMS must be followed and ground gas risk further assessed and mitigated if required. Conditions are recommended to ensure these safeguards.

Environmental Health & Housing – Air Quality: NO OBJECTION

Supports the principle of development from an air quality perspective as the active travel hub forms one of the Council's statutory Air Quality Action Plan (AQAP) measures – Measure 1.44 – Development of Active Travel Hubs in King's Lynn.

Natural England: NO OBJECTION

Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

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Ecology Officer: NO OBJECTION following submission of additional information

Comments December 2025

- Does not agree BNG baseline;
- The EIA does not identify any significant ecological implications regarding protected species – a pre-construction survey for water vole is recommended;
- The Biodiversity Statements state that the ash tree located to the southwest of the site will be retained – details of tree protection measures will be required;
- Does not agree with the interpretation of the Exemption Regulations in respect of watercourse units;
- Applicant is asked to confirm approach they intend to take to deliver 10% BNG; and
- Conditions and informatives recommended.

Comments Jan 2026

Confirmation that the updated documents submitted resolve the matters raised in the previous comments.

Arboricultural Officer: NO OBJECTION following confirmation from the Applicant team that the matters referred to below will be addressed post-consent:

- Indicative landscaping proposals are welcomed and demonstrate an intention to provide green infrastructure for the site, however, the proposals are underwhelming and there is a clear opportunity for the landscape to play a more substantial role in shaping character, legibility and sense of place;
- Recommend the following:
 - increase planting depth and layering to create a more richer and more resilient landscape structure that links visually with other local landscapes;
 - use of a broader and more varied species palette to deliver seasonal interest, enclosure and visual continuity;
 - strengthen the role of planting at gateway locations, particularly at the roundabout corner; and
 - ensure the scheme reads as part of a wider, high-quality landscape framework rather than an isolated intervention.

Community Safety and Neighbourhood Nuisance: NO OBJECTION subject to conditions relating to the following:

- Lighting;
- Construction Management Scheme;
- Construction hours; and
- Details of fixed external plant and machinery.

Norfolk Constabulary: NO OBJECTION

Extensive technical comments made by the Designing Out Crime Officer including the following:

- Notes that several design features relating to security have been incorporated into the proposal;
- Encourages the Applicant to reconsider applying for Secure by Design accreditation;
- Ideally within the site all specified shrubs and planting should have a maximum growth height of one-metre with any internal trees being pruned up to a two-metre level providing single stems;

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- A carefully designed lighting plan to cover all vulnerable areas should be in place;
- The nature and intended purpose of these buildings are obvious to any caller – unfortunately some units can be of more interest to potential offenders and therefore require appropriate measures to acknowledge this increased vulnerability;
- External bicycle parking facilities should be designed for secure storage using bicycle lockers, hangers or dedicated storage devices and be certified to minimum standards;
- The public car parking provision may need a review of its formal surveillance during any development of the venue; and
- The staffing of the venue would be appropriate to the new facility – it is essential that regular staff training, and security briefings take place.

Historic Environment Service: NO OBJECTION

There are no known archaeological implications.

King’s Lynn Civic Society: SUPPORT active travel in principle, however the following points have been made:

- Proposal seems unlikely to offer a viable step on the pathway to the provision of multi-modal transport in the town;
- Fail to understand what demographic will park at NORA and ride into the town centre unless there are restrictions on driving into the town centre;
- Bicycle storage system is flawed and cycle connections are not designed to standard;
- Potential for scheme to be a park and ride and would require a regular shuttle bus and cheaper to use than parking in the town – however, there is a lack of passenger waiting space and do not know if an intention to provide a suitable additional bus service; and
- Creating an integrated network of well-maintained, high quality and safe cycle paths is single most important factor to encourage a shift towards active travel.

King’s Lynn Are Consultative Committee (KLACC): HOLDING OBJECTION pending further information and clarification on operational, security, accessibility, and management issues.

REPRESENTATIONS

THREE Third Party **OBJECTIONS** received, raising the following concerns:

- Fail to see how proposal is a good use of money allocated for active and environmental projects – there should be evidence that people will replace car journeys with other means;
- Supports matters raised by KLWNBUG with a request for KLWNBUG’s full response to be taken into account;
- It seems unlikely that many people will switch from cycling to bus use at this location;
- The Transport Statement says it will not generate any additional traffic as it will replace car journeys into town – can it be assumed that 236 car parking spaces are to be removed from the town centre? If so, this will be a welcome move;
- Cycle access from the Hub to the local cycling network appears convoluted and has many locations where cyclists will have to negotiate traffic and cross busy roads;
- What measures will be put in place to prevent the car parking being used by drivers not using the Hub – e.g. KLIC and other local business?

The King's Lynn & West Norfolk Bicycle Users Group (KLWNBUG) raises the following OBJECTIONS:

- Fundamental design flaws that make the development unsafe;
- Dangerous cycle parking;
- The pedestrian and cycle access to and from the new building conflicts with and gives priority to manoeuvring motor vehicles;
- Accesses onto the Nar Ouse Way neighbourhood active travel route are all poorly designed, of substandard width, with unnecessary zero-radius corners;
- No application form is listed among the planning consultation documents;
- It is incredible that the applicant seeks permission for a new 236-space car park but claims that "it is not expected that the development will result in any net increase in vehicle movements";
- Despite prompting from an NCC Engineer there is no commitment to remove any car parking from the town centre and there is no evidence of demand from people currently driving into the town centre wishing to transfer to bike, foot or bus;
- A car park of this size could encourage some people who currently bus or bike into town to switch to driving;
- This is not an application for a 'park and ride' – it does not expand service or commit to carry bikes on even existing rural services to this location;
- The Transport Statement contains a number of errors – lack of policy knowledge may explain why the application does not meet current standards or comply with policies in the recently-approved Local Plan;
- While the applicant did consult KLWNBUG at an early state, comments about the design are not reflected in this application – the Statement of Community Involvement is therefore not accurate;
- Object to the only cycle parking outside the building being the terrible 'streetpods' which damage certain bikes and seems like discrimination against people with some disabilities;
- Question the provision of scooter parking spaces in a building with charging facilities before either e-scooter hire is trialled in King's Lynn or private e-scooter is legalised;
- Note the Norfolk Constabulary comment that the application doesn't include an intention to be Secured by Design and question whether this complies with the Local Plan to reduce crime;
- Questions accuracy of location plan and land under the applicant's control; and
- Objects to the travel hub not providing all the minimum standard facilities listed by the Norfolk Travel Hub Strategy.

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)

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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)

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
- Form and character
- Impact on neighbour amenity
- Highway safety
- Flood risk
- Any other matters requiring consideration prior to determination of the application

Principle of Development:

The application site lies within the King's Lynn Enterprise Park (KLEP) and the development boundary for King's Lynn. The KLEP is a 48.5 hectares site to the south of King's Lynn town centre. This is the largest brownfield regeneration project in West Norfolk and following a £60 million public infrastructure project the KLEP has been transformed. It includes employment land, residential accommodation and integrated public facilities, within close proximity to transport connections.

The wider area in which the application site is located is known as the Nar Ouse Regeneration Area (NORA). The NORA enterprise zone comprises 15-hectares of serviced employment floor space and can accommodate approximately 40,000m² of employment floor space.

The King's Lynn Innovation Centre (KLIC) is located to the south-west of the site and the recently constructed King's Lynn Health Hub is located to the north-east of the site, on the eastern side of Nar Ouse Way. Other surrounding land is yet to be developed.

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 various cycling storage and parking measures.

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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 the King's Lynn Transport Strategy in promoting active travel and connectivity, which is one of the core principles of this policy.

The Active and Clean Connectivity project in the King's Lynn Town Investment Plan (2021) is a £25 million Town Deal backed initiative designed to boost sustainable travel, reduce car dependency and enhance infrastructure. It focuses on improving walking and cycling routes, including active travel hubs, with specific reference to an active travel hub at the KLEP.

The King's Lynn Transport Strategy 2025-2035 was adopted by Norfolk County Council and BCKLWN in March 2026. The Strategy identifies a number of localised transport needs, many of which focus on the town centre and surrounding built-up areas. These include a number of sustainable and active travel measures and details support for the proposed development and implementation of schemes in the Local Cycling and Walking Infrastructure Plan (LCWIP). This includes many walking and cycling schemes over an extensive and well defined network.

Chapter 4 of the King's Lynn Transport Strategy focuses on the strategic objective to encourage modal shift from private car to active travel in King's Lynn.

Chapter 5 of the Strategy addresses the environment and sets an objective to "Improve local air quality and King's Lynn's natural environment and reduce overall transport emissions".

The King's Lynn Transport Strategy Implementation Plan (2025-30) sets out a list of transport projects for all modes which are consistent with the LCWIP measures and include the Active Travel Hub on the NORA site. The aim here is to improve accessibility to the town centre, reduce congestion and promote healthier, more sustainable travel choices.

The LCWIP promotes positive interventions to make travelling easier by walking, cycling or wheeling. However, cycling demonstrates the highest potential, extending beyond the town centre. The movement towards a particular mode of travel will only lead to a shift in usage if the necessary infrastructure and services are available. The LCWIP details the importance of mobility hubs to connect multiple modes of public and non-public transport and makes specific reference to the delivery of an active travel hub at NORA and how it links into the wider King's Lynn Area, including the West Winch Growth Area.

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. The development of a multi-modal hub on a key transport route into the town centre facilitates "active travel" and reduces reliance on private vehicles, a core requirement of the NPPF.

The proposed development is supported by a raft of local and regional policy as well as the NPPF and as such the principle of development is acceptable, subject to compliance with the remainder of the Development Plan.

Form and Character:

Local Plan Policy LP18 requires that all new development in the borough must be of high quality design. Further, new development is expected to respond to the context and character of places in West Norfolk by ensuring that the scale, density, layout, materials and access will enhance the quality of the environment. Developments should also optimise site

potential, making the best use of land including brownfield land and enhance community wellbeing by being accessible, inclusive, locally distinctive, safe and promote healthy lifestyles.

Local Plan Policy LP21 requires development to conserve and enhance the amenity of the wider environment and respond sensitively and sympathetically to the local setting.

Chapter 12 of the NPPF highlights that good design is a key aspect of sustainable development.

The application site occupies a triangular piece of land at the southern end of the KLEP area. The site is generally flat and currently covered with semi-improved grassland. As stated above, the site is in close proximity to the KLIC building and the King's Lynn Health Hub. The wider area is expected to come forward for office accommodation together with light industrial uses and associated uses such as car parking and service areas.

The proposed development is made up of a cycle 'hub' building, 236 car parking spaces and ancillary infrastructure include photovoltaic panels, CCTV, LED lighting, carpark payment system, bins and seating.

A public courtyard is proposed adjacent to the site entrance at the northern end of the site, to maximise its potential to serve as a public open space for the wider KLEP development. The single-storey cycle-hub building is located adjacent to this area of open space. The remainder of the site is laid out to car parking, including disabled spaces, EV charging points and street tree planting. A primary east-west pedestrian route across the site links the cycle-hub building to the bus stops on Nar Ouse Way.

The cycle-hub building delivers 136 square metres of internal floor space and 148 square metres externally. The height of the building ranges from a minimum of 2.9 metres to a maximum of 4.6 metres. The overall length of the roof is 30.8 metres.

The Applicant's Design and Access Statement sets out that the design of the cycle-hub takes its inspiration from the nearby KLIC building. A version of the 'periscope' roof form gives increased visual presence on the wide, open site and creates generous headroom in the secure cycle parking area. The roof extends beyond the side walls to create an overhand that provides protection to users in inclement weather. The structure is further described in the Design and Access Statement as a 'lightweight, dynamic and strikingly modern form'

The WC/Shower pod at the west end of the building is enclosed with a solid insulated wall for energy efficiency, whilst the main enclosure is simple clear glazing. External materials across the cycle-hub will include grey powder coated curtain walling elements and perforated infill panels, timber cladding to the underside of the roof and etched-effect film manifestation dots to glazing with bicycle 'super-graphic'. The Applicant proposes to use materials similar to those on the KLIC building in order to tie the two developments together.

The Applicant's landscape design strategy focusses on the boundary treatments for the site, aiming to create a strong sylvan character across the site.

It is considered that the design ethos of the cycle-hub building is appropriate for its surroundings in an enterprise park where future development is expected to be in industrial / office block form. There is no objection to the replication of design features taken from the KLIC building and the palette of modern materials will not be out of place in the surrounding area.

It is accepted that a large portion of the site is given over to car parking and pedestrian and cycle movement corridors. The landscape design strategy is therefore key to assimilating the development into the area so far as is possible.

The Arboricultural Officer has confirmed that the indicative landscaping proposals are welcomed and demonstrate an intention to provide green infrastructure for the site. However, given the site's highly prominent position on one of the main southern approaches into the town, there is further opportunity for the landscaping to play a more substantial role in shaping character, legibility and sense of place.

The Applicant has considered the suggestions made by the Arboricultural Officer to strengthen and enhance the landscape strategy and it has been confirmed that these matters can, for the most part, be incorporated into the scheme at the post-consent stage. In particular, the area between the motorcycle parking and the roundabout will become a feature area with a significant tree surrounded by varied planting. The boundary planting will be re-evaluated to ensure that an appropriate species mix is used and the species selection throughout the site will be reviewed to ensure that it reflects the existing planting in the nearby park and provides continuity as well as strengthening the connection between sites on Nar Ouse Way. Such matters can be addressed by condition.

Third party concerns have been raised regarding design and safety considerations (some of which are addressed elsewhere in this report). The design of the scheme has been informed by comprehensive analysis through the various design stages in the lead up to the submission. This includes matters relating to highways and the design of the cycle-hub building, which has been informed by pre-application conversations with Secure by Design and the LPA.

Subject to the imposition of planning conditions relating to approval of materials and landscaping, it is considered that the proposed development represents good design and responds to the context of the surrounding partially completed enterprise zone. The proposed development conserves and enhances the amenity of the wider environment and responds sensitively and sympathetically to the local setting. The proposal therefore accords with Local Plan Policies LP18 and LP21 and Chapter 12 of the NPPF.

Impact on Neighbour Amenity:

Local Plan Policy LP21 requires development proposals to be assessed against their impact on neighbouring uses and their occupants.

The application site is located some distance from the residential dwellings to the north-west and will be separated from those dwellings by the River Nar as well as the future employment / industrial related uses that will likely occupy the land immediately to the west and north of the site. As such the proposed active travel hub will not have any adverse effects on residential dwellings in the form of overlooking, overbearing, overshadowing or in terms of noise and light pollution (subject to a sensitively design lighting scheme that can be secured by condition).

The proposed development will have no direct impact on the operation of the closest buildings, being the KLIC and King's Lynn Health Hub.

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

Highway Safety:

Local Plan Policy LP13 focusses on delivering a sustainable transport network and reinforcing the town as a regional transport node. Policy LP13 also states that priority is given to the implementation of the King's Lynn Transport Study schemes, including delivering a package of transport improvements within King's Lynn arising from the Strategy. Priority is also given to achieving a balanced package of highway, traffic management (including car parking), active travel and public transport improvements.

Local Plan Policy LP14 requires car parking provision to be delivered in accordance with the current parking standards published by NCC. Local Plan Policy LP18 requires the provision of good access links for walking and cycling in developments and Local Plan Policy LP21 requires development proposals to demonstrate that safe access can be provided.

Chapter 9 of the NPPF promotes sustainable transport with various references to sustainable travels modes and the need to provide safe and suitable access for all users.

As stated above, there is significant support for the principle of an active travel hub in this location and it has consistently featured in a number of local strategies adopted by both the district and county councils. It has also featured in the detail of several financial bids and successful grant awards.

Notwithstanding the above, the proposed development has been reviewed in the context of providing safe and suitable access for all.

The access to the proposed development includes a new spur off the roundabout on Nar Ouse way, some additional areas of access road to the north and a pedestrian cycle-path connecting to the route north into the town centre. A primary east-west pedestrian route across the site links the cycle-hub building to the bus stops on Nar Ouse Way. Crossing points with tactile paving are provided where this route crosses internal vehicle routes. Accessible parking spaces and EV charging bays are located close to this primary route, minimising travel distances for the accessible bays and giving preferential location and prominence for the EV charging points.

The existing bus stops to the north of the site are served by the Excel service operated by First Bus and have a frequency of one departure every 30 minutes (between 08:00 and 20:00). These services will be available to call at the new bus stops that are proposed on the site frontage to reduce walking time and to ensure they are accessible to all.

The Local Highway Authority (LHA) has confirmed that it engaged directly with the Applicant's Transport Consultant during the pre-application stage. The LHA has confirmed that it is supportive of the principle of the proposed development, which aims to provide enhance sustainable travel opportunities for residents and those travelling into King's Lynn from the A47. The LHA does not raise any issues with the Applicant's conclusions in the Transport Statement that the proposed development would not have any adverse impact on the surrounding highway network.

The LHA did however seek further information in relation to the route to the bus stops on Nar Ouse Way together with clarification in relation to parking quantities and EV charging provision. The LHA also expressed a view on the crossroads arrangement for the access road and suggested the introduction of a mini-roundabout should be considered.

In response to the above the Applicant has provided a Stage 1 design for the bus stops and crossing. A toucan crossing is proposed over Nar Ouse Way and the northbound and south

bound bus stop locations have been shown with raised bus kerbs and flags. Bus shelters are to be provided within the footway/cycleway.

The Applicant has also provided clarification on the total quantity of parking for the development in its entirety (236 spaces) and that Phase 1 will deliver car parking for 43 cars and 12 motorcycles. It has also been confirmed that a minimum of 20% of all parking spaces for the wider development will include passive EV charging provision, ensuring that the necessary infrastructure can be installed to support future EV charging capacity.

The Applicant has advised that the crossroads arrangement for the site access was developed during the pre-application discussions with the LHA. A stage 1 design for this arrangement has been submitted by the Applicant and the LHA has reviewed this. The LHA has concluded that whilst a mini-roundabout or an alternative junction form would be preferable, it is unlikely that a formal objection could be sustained.

The proposal includes CCTV, secure lockers and repair facilities, in line with the requirement to create safe, secure, and attractive places that encourage multi-modal transport use.

Third party concerns have been raised regarding the conflict of safety between pedestrians, cyclists and motorists due to the site layout and proposed connections to Nar Ouse Way. The LHA has not raised any concerns in relation to these points and as such there are no grounds on which to consider that the proposed development is 'unsafe'. Connections within Phase 1 will be delivered at that stage with future connections delivered as part of Phase 2. The Applicant also confirms that direct and convenient connections have been provided to existing active travel routes (including the LCWIP Clenchwarton (Orange) route – approximately 1.3km from the site) connecting the site with the town centre. Access will also be available to the local walking and cycling routes within the nearby park and residential areas which have the potential to reduce the distance to the LCWIP Clenchwarton route.

A number of comments have also been made regarding the 'park and ride' status of the facility. The application has been submitted on the basis that this will operate as an 'informal' park and ride and will connect into existing local bus services. The application has not been assessed as a formal park and ride, rather it has been assessed as an active travel hub that is seeking to connect into and utilise existing bus services.

Third party comments suggesting that there are inaccuracies in the Transport Statement have not been supported by the LHA and there is no objection to the sites selected for trip generation comparisons. It is noted that KLWNBUG were consulted at the pre-application stage although they state that their comments have not been taken into account and any further consultation was undertaken too late in the process. Further comments are made in relation to the cycle storage infrastructure and the need for scooter parking. The Applicant is satisfied that the infrastructure proposed is appropriate as noted elsewhere in this report and provision for e-scooters has been removed from the scheme.

The Secured by Design Officer at Norfolk Constabulary has been involved since the pre-application stage and detailed comments have been provided to the Applicant and the LHA through this application. It is noted that there is no formal objection from the Secured by Design Officer to the proposed development and the Local Plan does not require a Secure by Design Award to be obtained.

The proposed development does not directly interact with any designated public rights of way and the PRow team at Norfolk County Council has confirmed that it has no objection.

The LHA has requested a number of planning conditions in relation to the submission of detailed plans of the roads, footways and cycleways, the provision of visibility splays and the submission of a Construction Traffic Management Plan. Conditions are also recommended in connection with the submission of details of the off-site highway improvement works and the delivery of these works.

Subject to the above planning conditions being imposed it is considered that the proposed development accords with Local Plan Policies LP13, LP14, LP18, LP21 and LP40 and the provisions of Chapter 9 of the NPPF.

Flood Risk and Drainage:

The Environment Agency's Flood Map for planning indicates that the southwestern boundary of the site is affected by the extent of Flood Zone 3 to about 4.5m into the southern corner of the site running Parallel with the Puny Drian overtopping its banks. The majority of the site however is located within Flood Zone 1. Taking into account the form of development, it is defined by the NPPF as being 'Less Vulnerable' to flood risk.

Local Plan Policy LP25 requires the submission of a site-specific flood risk assessment that considers flood risk from all sources and demonstrates that the proposed development will be safe for its lifetime.

A Flood Risk Assessment supports the application together with a drainage strategy. In addition to identifying the extent of the land within Flood Zone 3, the Assessment concludes that groundwater and surface flood risk is low. The Puny Drain is non-tidal and the risk of flooding from tidal sources is therefore considered to be low. Flooding from a reservoir failure is unlikely in this area.

The application site is located in a flood warning and alert area and as such the operators are advised to sign up to the early warning system such that they can be warned in good time if a breach event were to occur.

The drainage strategy for the site involves the use of cellular storage tanks below ground to manage the flow of water into the Puny Drain. The opportunities for SuDS features are limited by the site constraints and the presence of the Phosphogypsum contaminated zone, however, where possible some form of SuDS will be implemented to include raised planters, water butts and lined tree pits.

The East of Ouse Polver & Nar Internal Drainage Board raise no objection to the proposal subject to IDB Bye-law Consent being obtained and the appropriate discharge payment being made. Similarly, the Environment Agency raises no objections subject to compliance with environmental permitting regulations.

The Applicant has engaged in detailed discussions with the Lead Local Flood Authority (LLFA) throughout the course of the application with various updates and amendments made to the FRA and Drainage Strategy at the request of the LLFA. The LLFA has now confirmed that it has no objection to the application subject to the scheme being constructed in accordance with the agreed details.

Based on the conclusions of the LLFA it is considered 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 Policies LP18 and LP25 and the provisions of the NPPF.

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

Contaminated Land - Historically, the western side of the KLEP site was dominated by a fertilizer factory that produced phosphates from the 1930s through the 1960s. This industrial era left a significant footprint including the use of large sludge beds that were eventually filled in by the mid-1980s.

The application is accompanied by several reports that refer to contamination on the site and specifically phosphogypsum material. This is a by-product of fertiliser manufacture and contains some residual naturally occurring radioactive material derived from the raw products used in manufacture.

A Remediation Method Statement (RMA) also accompanies the application. This report aims to identify how risks associated with identified contaminants will be managed, including radiological supervision and the establishment of procedures for earthworks, drainage installation and materials management. The RMS includes a Verification Plan which refers to relevant testing frequencies and assessment criteria together with controls for the re-use of material on site, where appropriate.

The Environmental Quality Team requested further information from the Applicant to inform their consideration of the application and following receipt of a revised RMS the Team has confirmed that the report is approved. Subject to the development being carried out in accordance with the approved RMS and a further ground gas risk assessment being secured by condition, there is no objection to the scheme. The proposed development therefore complies with Local Plan Policy LP21 which requires contamination and soil quality to be adequately addressed.

Ecology and BNG - An Ecological Impact Assessment (EIA), Biodiversity Statement and relevant Biodiversity Net Gain documentation have been submitted with the application.

The EIA does not identify any significant ecological implications. Precautionary measures during site clearance are recommended to protect populations of common lizard and grass snake that are known to be present on site. The Punny Drain is identified as a habitat corridor likely used by foraging and commuting bats as well as other species. This must remain a dark corridor, which will require an approved bat sensitive lighting scheme to be implemented. A pre-construction survey for water vole is also recommended. The above measures can be secured by planning condition.

The Council's Ecologist disagreed with the Applicant's Biodiversity Statement as submitted in particular in connection with the interpretation of the Exemption Regulations in respect of watercourse units. An updated Biodiversity Statement was submitted by the Applicant following the completion of a river condition survey and it included the watercourse unit calculations. The updated information also confirmed that watercourse units will need to be purchased from Wendling Bank to address this element of BNG. The Applicant has confirmed that such units are available to purchase and the necessary enquiries have been made in respect of these.

The Ecology Officer has confirmed that this additional information resolves the objection raised in the first response given to the application and that subject to the imposition of appropriate conditions in relation to compliance with the measures set out in the EIA and the delivery of BNG, there are no objections to the proposed development.

Natural England has confirmed that the proposed development will not have significant adverse impacts on statutorily protected sites and it has no objections.

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

Air Quality - The Environmental Quality Team support the application from an Air Quality perspective as the proposed development forms one of the Council's statutory Air Quality Action Plan (AQAP) measures. The AQAP specifically made active travel / modal shift measures its highest priority following public consultation.

Archaeology - The Norfolk Historic Environment Service has confirmed that there are no known archaeological implications for the site and as such no archaeological mitigatory work is required.

Climate Change - It is considered that the proposal accords with the aims of Local Plan Policy LP06 in respect of Climate Change. The proposed development facilitates the modal shift to active travel to reduce carbon emissions and tackle air quality issues identified in the King's Lyn AQAP. The scheme utilises brownfield land and will result in a comprehensive remediation scheme being implemented on currently unused land.

Specific comments and issues:

Cycle Parking, Security and Safety - The Applicant has advised that the internal layout of the cycle hub building has been developed to meet the needs of local users and in consultation with various cycle equipment providers to arrive at the optimum solution. The layout has been considered under CDM Regulations by the scheme architects and verified by the selected manufacturer - Bike Storage Company.

The Applicant has further advised that the internal layout has been reviewed in line with the principle of LTN1/20, ensuring that facilities are arranged to support safe, comfortable and inclusive use by people of all ages and abilities. The Applicant has advised that the design complies with relevant manufacturer specifications and provides appropriate clearances, circulation space and accessibility standards.

The Applicant has further considered the inclusion of the two-tier stands within the cycle-hub building and the concerns raised by a Third Party in this respect have been noted. Paragraph 11.4.9 of LTN1/20 states that two-tier racks can be used to provide additional density, offering around a third more cycle parking capacity in the same footprint. LTN/120 goes on to state that two-tier stands require a ceiling height of at least 2.7m but does not offer any further guidance in respect of floor space. It does acknowledge that some users will find it difficult to lift their bike from the floor onto the tray of the upper tier although the mechanisms to lift the stands are spring loaded or gas-assisted.

The Applicant has demonstrated that there is sufficient space to manoeuvre bikes on and off the upper-tier with cycles in place on the cycle hoops opposite. If the two-tier racks were to be removed from the scheme it would result in a net loss of 28 cycle spaces and would diminish the capacity of the site to deliver the modal shift being encouraged. The LHA raises no objection to the cycle storage infrastructure being proposed and on this basis the scheme as now proposed is considered acceptable.

The 'external streetpods' have been removed from the scheme and Sheffield stands have been included in their place.

Previously included scooter racks, which were intended to future-proof the scheme for potential e-scooter provision have been removed and external cycle pods replaced with Sheffield stands.

The Applicant has also confirmed that the cycle provisions and bus tops/connections have been designed in accordance with Building Regulations Part M and include public toilets with baby changing and disabled provision.

As covered earlier in this report, consultation has been undertaken with Norfolk Constabulary Secured by Design and lighting, visibility and natural surveillance is incorporated into the design. The CCTV on site will be linked to the Council's wider security surveillance network.

The operational management of the facility will be the responsibility of the future operator. Such matters will be agreed at the appropriate time and in order to ensure that the details are appropriate a planning condition can be imposed requiring the submission and approval of an Operational Management Plan.

Financial Considerations - King's Lynn has been included in the Government's Pride in Place Programme which awards £20 million over 10 years for the town. As part of this, a 10 Year Vision document has been produced which outlines the vision for the town and prioritises how to spend this funding allocation, with a focus on communities. This includes delivering "a better connected town" through seamless active travel routes and improved transport infrastructure.

The development of active travel hubs are amongst the largest interventions as part of the £4.183 million Active & Clean Connectivity programme, funded by the King's Lynn Town Deal and Norfolk Business Rates Pool (NRBP). These funding streams have deadlines for achieving project milestones and spend, with the NBRP to be spent by September 2026 and the Town Deal by March 2028. Any delay to the programme will risk the ability to meet these deadlines.

The contract for the construction of the proposed active travel hubs in King's Lynn is a key part of the wider western infrastructure works for the KLEP approved by Cabinet in March 2026 to proceed under one construction contract to achieve economies of scale. If one component part of the contract does not proceed (i.e. the active travel hubs) then the costs of the remaining infrastructure (i.e. the western access road) will increase proportionally, therefore not achieving the same value for money.

Public Sector Equality Duty - The Public Sector Equality Duty requires public bodies to proactively advance equality of opportunity, eliminate discrimination, and foster good relations. As detailed throughout this report, the proposed development has had due regard to the needs of all members of the population including the provision of disabled parking spaces, a disabled toilet, safety and surveillance and in the design of the layout of the scheme. The public benefits of the scheme are evident and are supported in national and local plan policy and weigh in favour of the proposal.

Other Matters Raised by Third Parties –

- The application was accompanied by an Application Form, which has been published online.
- The proposed development is that of an active travel hub to facilitate and encourage sustainable travel including walking and cycling and the use of public transport. In order

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to be effective there is no requirement to remove the corresponding number of car parking spaces from the town centre and the application is not made on this basis.

- The Transport Statement has been deemed to be acceptable to the Local Highway Authority and relevant references to documents such as the LCWIP and LTN1/20 have been made in this report.
- The Application site and location plan details the land within the Applicants ownership immediately surrounding the application site and provides context for the active travel hub site itself. Whether or not the Applicant retains ownership of other land on the wider NORA / KLEP site is not relevant in the determination of the application and does not mean that the Applicant is underrepresenting its holdings and by implication that it has less responsibility for cycle parking and other transport matters in this area. Such matters are not relevant in the determination of this application.

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 development 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 the regeneration of this existing brownfield site 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 2026.

In addition, the scheme provides increased parking resilience for the KLEP, for occasions when parking demand is higher than usual. It also reduces pressure on town centre parking, reducing congestion and contributing to an improvement in air quality. Improved connectivity with public transport and existing town centre active travel routes can also be demonstrated. The proposed development also delivers the necessary infrastructure to support ongoing development of the KLEP.

The design of the scheme reflects that of other development in the KLEP and matters including on highway safety, drainage and flood risk, contaminated land and ecology have been appropriately addressed, with conditions recommended where necessary to ensure any impacts are limited.

The proposed development attracts significant public benefits, including the delivery of policy compliant and accessible for all cycling facilities, modern commuter amenities, and stronger integration with sustainable transport modes. Such matters weigh heavily in favour of the proposal. The proposed development is considered acceptable in planning terms and is compliant with relevant local and national policy, namely Local Plan Policies LP01, LP05, LP06, LP13, LP14, LP18, LP19, LP21, LP25 and LP40 and the relevant chapters of the NPPF.

In the absence of any adverse impacts such that would weigh against the proposal, it is 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 in accordance with the following approved plans drawing nos:

Site and Location Plans	9825-FM-XX-XX-S-A-100.P-1.06
Site Phasing Plan	9225-FM-XX-XX-D-A-101-P01.03
Proposed Building Elevations	9825-FM-XX-XX-D-A-700-P01.07
Proposed Building Plans	9825-FM-XX-ZZ-D-A-500-P01.06
Proposed Building Sections	9825-FM-XX-ZZ-D-A-600-P01.05
Levels Strategy Sheet 1	62610-RJL-XX-XX-DR-C-2000-P03
Levels Strategy Sheet 2	62610-RJL-XX-XX-DR-C-2001-P03
Levels Strategy Phase 1	62610-RJL-XX-XX-DR-C-2002-P02
Preliminary Site Wide Drainage Strategy Sheet 1	62610-RJL-XX-XX-DR-C-1000-P04
Preliminary Site Wide Drainage Strategy Sheet 2	62610-RJL-XX-XX-DR-C-1001-P04
Preliminary Drainage Strategy Phase 1	62610-RJL-XX-XX-DR-C-1002-P03
Site Sections	62610-RJL-XX-XX-DR-C-1003-P03
Proposed Pedestrian Crossing	33829-H-01-P4
Post Development Exceedance Flow Routes Sheet 1	62610-RJL-XX-XX-DR-C-1200-P02
Post Development Exceedance Flow Routes Sheet 2	62610-RJL-XX-XX-DR-C-1201-P02
Exceedance Strategy Footpath Plans and Sections	62610-RJL-XX-XX-DR-C-2052-P02
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: No development shall take place on any external surface of the development hereby permitted until details of the type, colour and texture of all materials to be used for the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 3 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 4 Condition: Construction shall not begin on any phase of development until a detailed site-specific construction phase surface water management plan for the site has been submitted to and approved in writing by the Local Planning Authority. Construction of the proposed development shall subsequently be carried out in accordance with the approved details.

- 4 Reason: To prevent flooding in accordance with National Planning Policy Framework paragraph 181, 182 and 187 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.
- 5 Condition: The development shall be constructed in accordance with the submitted Flood Risk Assessment and Drainage Strategy (Site Specific Flood Risk Assessment, by Richard Jackson Ltd, 13 March 2026, 62610, Issue 04). The approved strategy will be implemented as approved in writing by the local planning authority prior to the first use of the development and thereafter be managed and maintained in accordance with the approved strategy.
5. Reason: To ensure that the principles of sustainable surface water drainage and flood risk management are incorporated into this development proposal, to ensure that the proposed development can be adequately drained, in accordance with the NPPF and Policies LP06, LP18 and LP25 of the Local Plan.
- 6 Condition: Prior to commencement of any phase of development hereby permitted a detailed Construction Management Scheme, incorporating a Construction Traffic Management Plan must be submitted to and approved by the Local Planning Authority. This must include the following information:
- details of construction hours, including collections of deliveries of waste, material and equipment
 - details of wheel cleaning facilities for construction traffic
 - proposed timescales of the demolition and construction phases, and any piling.
 - full details of the techniques, noise and vibration data, and location of any piling which is due to take place.
 - a description and location of any fixed machinery and the sound power levels.
 - the location and layout of the contractor compound, the location of contractor parking
 - the location and layout of the materials storage area, machinery storage area and waste & recycling storage area.
 - full details of the proposed attenuation and mitigation methods to protect residents from noise and vibration, dust and litter (including proactive monitoring to identify issues)
 - details of how complaints from members of the public will be investigated and resolved communication methods to the wider community regarding the construction phases and likely disruptions.

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

- 6 Reason: In the interests of the amenities of the locality during construction works, and in the interests of highway safety to prevent material depositing onto the surrounding highway network, in line with the NPPF and Policies LP13, LP18 and LP21 of the Local Plan. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
- 7 Condition: No works shall commence on any phase of development on the site until such time as detailed plans of the roads, footways, cycleways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning

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Authority. All construction works shall be carried out in accordance with the approved plans.

- 7 Reason: This needs to be a pre-commencement condition to ensure fundamental elements of the development that cannot be retrospectively designed and built are planned for at the earliest possible stage in the development, in line with the NPPF (2024) and Policies LP13 and LP21 of the Local Plan.
- 8 Condition: Prior to the first use of the development hereby permitted 43m visibility splays shall be provided in full accordance with the details indicated on drawing 33829 H-03 P1. The splays shall thereafter be maintained at all times free from any obstruction exceeding 0.225metres above the level of the adjacent carriageway.
- 8 Reason: In the interests of highway safety in accordance with the principles of the NPPF and Local Plan.
- 9 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. 33829 H-01 P3 have been submitted to and approved in writing by the Local Planning Authority.
- 9 Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with the NPPF and Policy LP13 of the Local Plan.
- 10 Condition: Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Condition 9 shall be completed to the written satisfaction of the Local Planning Authority.
- 10 Reason: For the avoidance of doubt and to ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with the NPPF and Policy LP13 of the Local Plan.
- 11 Condition: The approved remediation scheme (Remediation Method Statement dated 27 January 2026, by Ashfield Solutions Group) 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.
- 11 Reason: In order to ensure that the development will be suitable for the proposed use, taking account of ground conditions and contamination, in line with the NPPF and Policy LP21 of the Local Plan.
- 12 Condition: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must

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

- 12 Reason: In order to ensure that the development will be suitable for the proposed use, taking account of ground conditions and contamination, in line with the NPPF and Policy LP21 of the Local Plan.
- 13 Condition: Prior to the commencement of groundworks in any phase of development, a ground gas investigation, risk assessment and mitigation scheme (if required) must be prepared to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property, and is subject to the approval in writing of the Local Planning Authority.

The scheme must include all works to be undertaken, proposed objectives, assessment criteria, validation scheme, timetable of works and site management procedures. The scheme must ensure that the site will be suitable for the proposed use and will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990.

- 13 Reason: In order to ensure that the development will be suitable for the proposed use, taking account of ground conditions and contamination, in line with the NPPF and Policy LP21 of the Local Plan.
- 14 Condition: If ground gas mitigation is required, the approved mitigation scheme must be carried out in accordance with its terms to the timetable agreed in the mitigation scheme. Following completion of measures identified in the approved mitigation scheme, a verification report that demonstrates the effectiveness of the mitigation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.
- 14 Reason: In order to ensure that the development will be suitable for the proposed use, taking account of ground conditions and contamination, in line with the NPPF and Policy LP21 of the Local Plan.
- 15 Condition: Prior to the first use of the development hereby approved, details of an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The operations of the facility shall be managed in accordance with those details thereafter.
- 15 Reason: To ensure the travel hub is operated in a safe, secure, and efficient manner in the interests of the amenities of the locality in line with the NPPF and Policies LP18 and LP21 of the Local Plan.
- 16 Condition: Prior to the installation of any fixed external plant and machinery 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 neighboring dwellings, plus provide details of anti-vibration mounts, and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.

- 16 Reason: In the interests of the amenities of the locality in line with the NPPF and Policies LP18 and LP21 of the Local Plan.
- 17 Condition: Notwithstanding the details submitted, prior to the first use/occupation of any phase of the development hereby permitted, full details of both hard and soft landscape works for that phase shall be 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.
- 17 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with Local Plan Policies LP18 and LP21 and the NPPF.
- 18 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.
- 18 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with Local Plan Policies LP18 and LP21 and the NPPF.
- 19 Condition: Prior to the first occupation of the development hereby approved, a detailed outdoor lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting columns, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The scheme shall be implemented in accordance with approved scheme and thereafter maintained and retained as agreed.
- 19 Reason: In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with Local Plan Policies LP18 and LP21 and the NPPF.
- 20 Condition: Any phase biodiversity gain plan shall be in accordance with the Overall Biodiversity Gain Plan approved or the purposes of paragraph 13 of Schedule 7A of the Town and Country Planning Act or such revised version of the overall gain plan submitted to and approved in writing by the local planning authority. Subsequent Phase Biodiversity Gain Plans should be prepared alongside the application for reserved matter approvals for those phases.

The Biodiversity Gain Plan shall be prepared in accordance with the site wide Statutory Metric [Master V3) and Phase 1 Metric (V3) dated 16.01.2026 and prepared by Metric [Justin Parry [Wild Frontier Ecology]].

- 20 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.
- 21 Condition: No phase of development shall commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Phase Biodiversity Gain Plan for that phase has been submitted to and approved in writing by the local planning authority and including:
- (a) a non-technical summary;
 - (b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP];
 - (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Phase Biodiversity Gain Plan for that phase;
 - (d) the management measures to maintain habitat in accordance with the approved Phase Biodiversity Gain Plan for that phase for a period of 30 years from the completion of development;
 - and
 - (e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

The created and/or enhanced habitat specified in the approved HMMP for that phase shall be managed and maintained in accordance with the approved HMMP for that phase. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP for that phase. Notice in writing shall be given to the Council when the HMMP works for any phase have started.

- 21 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.
- 22 Condition: No commencement of subsequent phases shall take place until:
- (a) the habitat creation and enhancement works set out in the approved HMMP for that phase have been completed; and
 - (b) a completion report, evidencing the completed habitat enhancements for that phase, has been submitted to, and approved in writing by the Local Planning Authority
- 22 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.
- 23 Condition: No removal of trees, shrubs or brambles shall take place between 1st March and 31st August inclusive.
- 23 Reason: All British birds, their nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife and Countryside Act 1981.
- 24 Condition: No Phase of development shall commence (including vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) for that Phase has been submitted to and approved in writing by the local planning authority.

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The CEMP (Biodiversity) shall include the following as a minimum and accord with Section 6 of the EIA (Wild Frontier ecology, October 2025):

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of biodiversity protection zones.
- c) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) A precautionary working method to avoid the risk of impacts to reptiles
- f) A preconstruction check for water vole within a week prior to commencement
- g) Details of security/construction lighting including the design, location, orientation and level of illuminance which must specify the avoidance of illuminating ecological features such as hedges, garden boundaries and mature tree to maintain dark corridors
- h) Responsible persons and lines of communication.
- i) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person where required.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

A statement of good practice shall be signed upon completion by the competent ecologist, and be submitted to the LPA, confirming that the specified enhancement measures have been implemented in accordance with good practice upon which the planning consent was granted.

- 24 Reason: In order to safeguard the ecological interests of the site in accordance with Local Plan Policy LP19 and Section 15 of the NPPF. The details are required prior to commencement to ensure the ecological interests of the site are not prejudiced by the construction process.
- 25 Condition: No development or other operations in any phase of development shall commence on site until the existing trees and/or hedgerows to be retained have been protected in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the erection of fencing for the protection of any retained tree or hedge before any equipment, machinery, or materials are brought on to the site for the purposes of development or other operations. The fencing shall be retained intact for the full duration of the development until all equipment, materials and 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.
- 25 Reason: To ensure that existing trees and hedgerows are properly protected in accordance with Local Plan Policies LP19 and LP21 and the NPPF. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.

Parish:	Heacham	
Proposal:	Construction of floodlit padel tennis courts, associated bar and clubhouse facilities, and formation of car park extension	
Location:	Land At Heacham Manor E567837 N338621 Hunstanton Road Heacham Norfolk	
Applicant:		
Case No:	25/01420/F (Full Application)	
Case Officer:	Lucy Smith	Date for Determination: 30 October 2025 Extension of Time Expiry Date: 5 June 2026

Reason for Referral to Planning Committee – Called in by Cllr Parish

Neighbourhood Plan: Yes

Case Summary

The application seeks planning permission for the construction of four padel tennis courts and bar and clubhouse facilities at Heacham Manor, Hunstanton Road, Heacham. The plans also include the construction of a car park extension and a nature walk area.

Heacham Manor is Grade II Listed, although the application is largely shielded from the Listed Building by more modern development.

The site is within the Heacham Neighbourhood Plan area and those policies therefore also apply.

Since submission of this application, lighting reports and noise impact assessments have been provided in support of the scheme.

Key Issues

- Principle of Development
- Design
- Impact on Neighbours
- Highway Safety
- Other material considerations

Recommendation

APPROVE

THE APPLICATION

The application seeks planning permission for the construction of four padel tennis courts and bar and clubhouse facilities at Heacham Manor, Hunstanton Road, Heacham. The plans also include the construction of a car park extension and a nature walk area.

Heacham Manor is Grade II Listed, although the application is largely shielded from the Listed Building by more modern development, following construction of the club house approved under 18/01429/FM and the earlier permissions dating back to 07/00437/FM which granted consent for the creation of the golf hotel complex including hotel, spa, holiday accommodation and golfing facilities.

The site is within the Heacham Neighbourhood Plan area and those policies therefore also apply.

Since submission of this application, lighting reports and noise impact assessments have been provided in support of the scheme.

The padel courts are proposed as open air courts positioned outdoors and would be hard surfaced and enclosed with a combination of glazed screens and wire mesh fencing, to a total height of approximately 4m. Four light columns are proposed on each court.

The club house/multi-use space with toilets and plant room is proposed as a small contemporary flat roof building (formed out of a converted shipping container) positioned to the rear (south) of the padel courts alongside an associated wellness area which would include outdoor cold tubs. Seating areas are proposed around the padel courts. Behind the clubhouse is an area of proposed green space to be utilised as a nature walk. A small bar, also proposed formed from a converted shipping container, is proposed to the north of the courts.

The proposed extension to the car park would be located to the south of the existing parking area, providing an additional 29no. car parking spaces laid out to ensure the existing drainage swale can be retained.

SUPPORTING CASE

This application proposes the construction of 4no. floodlit padel tennis courts, associated clubhouse and bar facilities, and a proportionate extension to the existing adjacent car park. The single storey 'clubhouse' comprises a storeroom, two W.C. cubicles, and a small multi-use area of c. 13.5 sqm (similar to a standard double bedroom). The doorways all open towards the padel courts and therefore away from neighbouring properties. The proposals represent additional, much requested, facilities which will support a long-standing local tourism and leisure business and will be available for the healthy use and enjoyment of the whole community.

The applicant has been grateful to work with the Case Officer on the refinement of this scheme over almost 18 months since the submission of a pre-application enquiry in January 2025. Advice from the Case Officer along with the Council's Ecologist, Conservation and Arboricultural Officers, helped to guide the development to its proposed position on the wider Heacham Manor site. In response to other feedback at that early stage, a swimming pool forming part of the original proposal was removed and revisions were made to the scheme's

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layout including the addition of a nature walk buffer area between the development and neighbouring properties.

There are no objections to the submitted scheme from Officers in respect of Emergency Planning, Environmental Quality, Ecology, Conservation, Public Rights of Way, or the Historic Environment, or from Natural England.

The Community Safety and Neighbourhood Nuisance (CSNN) Officer requested further information on potential noise and lighting impacts. In response, an exterior lighting design and impact assessment was submitted. The applicant has since worked closely with both the Case Officer and the CSNN Officer to ensure the scheme is acceptable in respect of noise impact, making several amendments at their request. These include removing the rooftop terrace and seating from the 'clubhouse', reducing the number of outdoor spectator tables, shortening the hours of use, and committing to preparing a Noise Management Plan.

The final scheme, as amended by the changes noted above, has been thoroughly examined by a detailed Noise Impact Assessment prepared by a specialist acoustic consultant and Associate Member of the Institute of Acoustics (AMIOA). The assessment modelled noise sources including the padel activity itself and patron noise. This was set against the existing ambient noise climate at the proposal site and surrounding areas and receptors (houses and holiday cottages). The assessment confirms that the projected noise impact meets the Council's criteria of new development noise sources not exceeding the pre-development background noise level by more than 5dB. Following the revisions to the scheme, accompanied by a detailed assessment of noise impact, the CSNN Officer concluded that the scheme aligns with council policy and there are no grounds to object.

Over 30 supportive public comments show strong and consistent support for the proposal from local families, residents and young people. The comments highlight the lack of local sports provision, noting that the nearest padel courts are around 20 miles away and frequently oversubscribed. Padel is widely recognised as an inclusive, sociable sport suitable for all ages, abilities and fitness levels, offering clear physical and mental wellbeing benefits and helping reduce social isolation. Supporters consider the courts a valuable community asset, providing opportunities for young people, accessible exercise for older adults, and a safe, outdoor activity for families in an area with a clear lack of current provision serving Hunstanton, Heacham and nearby coastal communities. The scheme directly addresses this gap and will generate social and economic benefits by attracting residents, visitors, community groups, and hotel guests, increasing activity on site and supporting local spending and healthy lifestyles.

Appropriate hours of operation are essential to ensuring the facility meets real patterns of use. Older people are most likely to play in the morning and daytime, while younger adults and working age players typically use courts in the evening. Allowing operation across these times, while remaining within the parameters initially suggested by the CSNN Officer, ensures the courts will be financially viable and remain genuinely accessible to all user groups and maximise the community value of the development.

The proposal has been thoroughly refined through extensive engagement with officers, resulting in a well-designed scheme with no outstanding statutory objections. It responds directly to a clear lack of local sports provision and enjoys strong community support, offering meaningful health, social and economic benefits for residents and visitors. With impacts fully addressed and significant public value demonstrated, the development represents a positive and policy compliant use of the site, and accordingly we hope that members are able to conclude that positive consideration of the application is fully justified.

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PLANNING HISTORY

19/01087/F: Application Permitted: 09/08/19 - Variation of condition 3 of planning permission 18/01429/FM: Golf Club House, Function Rooms and 4 Hotel Rooms including formalisation of car parking area - to provide an additional 3 hotel rooms - Heacham Manor 90 Hunstanton Road – DELEGATED DECISION

18/01429/FM: Application Permitted: 11/04/19 - Golf Club House, Function Rooms and 4 Hotel Rooms including formalisation of car parking area - Heacham Manor – DELEGATED DECISION

16/02224/F: Application Permitted: 23/03/17 - Variation of Condition 23 attached to 07/01718/F to allow for amended scheme for earthworks/mounding to be approved - Heacham Manor – DELEGATED DECISION

07/01718/F: Application Permitted: 16/09/16 - Variation of condition 31 of application 07/00437/FM - Hotel, self contained holiday cottages, leisure club and spa, golf course and clubhouse - Manor Farm - COMMITTEE DECISION

07/00437/FM: Application Permitted: 31/05/07 - Hotel, self catering holiday cottages, leisure club and spa, golf course and clubhouse - Manor Farm - COMMITTEE DECISION

RESPONSE TO CONSULTATION

Parish Council: OBJECTION due to noise nuisance from the Padel Courts, which are very close to nearby properties and the tree/hedge planting will take some time to grow enough to dampen the noise.

Local Highway Authority: NO OBJECTION subject to access being provided via the main access track and not to Mulberry Place.

Environmental Health & Housing - Environmental Quality: NO OBJECTION regarding contaminated land.

Ecologist: NO OBJECTION subject to BNG conditions.

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

PROW: No OBJECTION

Norfolk County Council Minerals and Waste: 'While the application site is partially underlain by a Mineral Safeguarding Area (Carstone), it is considered that as a result of the site area it would be exempt from the requirements of Policy MP11-Mineral Safeguarding Area and Mineral Consultation Areas of the adopted Norfolk Minerals and Waste Local Plan (NM&WLP). A full list of exemptions is contained in Appendix 4 of the adopted NM&WLP.'

Secured By Design – Designing Out Crime Officer: Provided in depth comments regarding designing out crime principles. These comments have been made available to the Agent for consideration.

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Historic Environment Service: NO OBJECTIONS SUBJECT TO CONDITIONS controlling archaeological investigations.

Conservation Officer: NO OBJECTION The site of the proposed padel courts is surrounded by other modern development such as the modern clubhouse and car parks. While it would increase the amount of built form on the site, it would be in relation to other structures and would not result in any additional harm to the significance of the listed building.

I therefore do not object to this application subject to a condition that states that the surface colour should be green and retained as green.

Development that encroaches into the open space to the north of the site would be harmful and should be discouraged.

CSNN: NO OBJECTION SUBJECT TO CONDITIONS

Summarised comments following various discussions, with most recent comments dated 15th May 2026: (earlier comments are available in full on the application file)

The submitted Noise Impact Assessment (NIA) concludes that the proposed development complies with the Council's noise criteria. Background noise levels across the site were measured at 31–39 dB LA90, and the predicted worst case operational noise from all court and patron activities would result in a noise impact between –4 and +4 dB at the nearest residential receptors. This remains within the Council's requirement that new noise sources do not exceed existing background levels by more than 5 dB. Predicted maximum ball strike noise levels are 34 dB LAf,max at the nearest dwelling façades and 36 dB LAf,max in gardens.

The NIA also considers the nearby holiday lets, which are closer to the courts than the permanent dwellings. The predicted maximum noise level at these units is 39 dB, which is 5 dB below existing ambient levels, and therefore not expected to result in adverse effects.

The assessment is based on assumed operating hours of 07:00–22:00 daily. It concludes that noise from the development would be “potentially noticeable but not intrusive” in planning terms.

Having reviewed the Noise Impact Assessment and its subsequent iterations the CSNN team confirmed that given the control measures stated, the opening times for the proposed development of padel courts and associated seating areas should be:

Monday to Saturday = 08:00 to 21:30

Sundays, Bank and Public Holidays = 09:00 to 20:00

Additional recommended conditions include:

- Limiting external tables and chairs to eight tables and thirty two chairs, with soft surfacing or padding and no stacking.
- Restricting court lighting to times of low natural light and only when courts are in use, with automatic switch off within five minutes of booking end times. No additional external lighting without prior approval.
- Prohibiting music, amplified speech, or tannoy systems.
- Installing signage reminding users to minimise noise.

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- Prohibiting competitions, trials, or similar events that could attract larger crowds than assessed.
- Requiring a detailed Noise Management Plan to be approved and adhered to for the lifetime of the development.
- Prohibiting external plant unless full acoustic details are submitted and approved in advance.

REPRESENTATIONS

TWENTY-SIX letters of **OBJECTION** (received in total over two rounds of formal consultation), summarised as follows:

- Noise impacts as a result of use of padel courts, particularly during the evening, disputing conclusion of Noise Impact Assessment
- Inaccurate Noise Impact Assessment which excludes closest residential uses
- Detrimental impacts from floodlights, dark skies impact
- Impact on ecology
- Request for additional tree screening
- Need for clubhouse given use of existing facilities elsewhere on site
- Alternative locations within the site would have a lesser impact on residents
- Impact on the countryside
- Overdevelopment of commercial site
- Request for conditions controlling automatic shut off of lights etc if approved
- Cost of court usage would make them unavailable to local youth
- Request consideration of prevailing wind direction

THIRTY-ONE letters of **SUPPORT** (received in total over two rounds of consultation), summarised as follows:

- Health and community benefits
- Need for padel courts as growing in popularity
- Economic and local business benefits
- Suitable location within the setting
- Noise impact assessment rules out impacts
- Noise likely to be constrained within the site

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

LP01 - Spatial Strategy and Settlement Hierarchy Policy (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)

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LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Policy 5: Design Principles

Policy 11: Green Infrastructure

Policy 13: Dark Skies

Policy 15: Settlement Breaks

Policy 16: Heritage Assets

Policy 17: Reducing Flood Risk

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 on neighbours
- Highway safety
- Other material considerations

Principle of Development:

The application site is within the wider countryside for the purposes of the Local Plan, being outside of but adjacent to the development boundary which runs along the rear of properties fronting the road to the east.

The principle of expansion of existing businesses, and leisure and culture facilities, within the countryside is supported by paragraph 88 of the NPPF (2024) and Policy LP07 of the Local Plan.

Policy LP07 states:

'Retail, tourism, leisure, and cultural industries are key elements of the economic and social vibrancy of our borough and contribute to the regeneration and growth of the area.'

Paragraph 8 of Policy LP07 goes on to set out criteria that rural employment generating uses should satisfy, namely:

- a. it should be appropriate in size and scale to the local area;
- b. it should be adjacent to the settlement;

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- c. the proposed development and use will not be detrimental to the local environment or local residents.'

It is evident that the application site immediately adjoins the existing leisure development around Heacham Manor, it is considered that the location of the development therefore complies with the aims of Policy LP07 and the NPPF in regard to sustainable locations of employment generating uses or leisure uses. The padel courts would form an extension to the existing varied provision on site and, subject to detailed amenity considerations discussed below, could be considered to comply with the requirements of LP07.

Policy 5 of the Heacham Neighbourhood Plan similarly requires development proposals to (amongst other things) deliver high quality design, be sensitive to their surroundings and to respect and protect designated and non-designated heritage assets and their settings.

The principle of the expansion of an existing business and leisure facility in this position is therefore acceptable, subject to detailed consideration which takes place in the below report. The principle of development accords with Policy LP07 of the Local Plan and Paragraph 88 of the NPPF.

Design:

Policies LP18, LP20 and LP21 of the Local Plan each set out requirements for good design which takes into account local distinctiveness and the historic and natural environment. This is consistent with Paragraph 135 of the NPPF (2024).

Policy 5 of the Neighbourhood Plan states that development proposals should ensure there is no unacceptable impact (visual or otherwise) on the area's landscape and proposals for development will be expected to demonstrate how they have minimised landscape impacts on the open countryside and coastline. It also requires that development proposals incorporate adequate landscaping to mitigate the visual impact of the development and to ensure that proposals are in keeping with the existing village context.

Policy 13 sets parameters to safeguard dark skies, setting out that external lighting should be designed to minimise light spillage.

Policy 15 of the Neighbourhood Plan also applies, which relates to the important strategic gap between Heacham and Hunstanton. The policy states:

'Development proposals outside the development boundaries of Heacham...will only be supported where they: - do not cause unacceptable harm to the landscape setting and distinct identity of Heacham - do not detract from the visual separation of Heacham from Hunstanton - do not detract from the views or settings of the Norfolk Coast AONB.'

New development must not result in the coalescence of Heacham with Hunstanton to the north.'

This is not within the National Landscape, nor is it within any Conservation Area or European protected site.

Policy 16 is consistent with the statutory duty, the NPPF and Policy LP20 of the Local Plan in regard to development proposals preserving or enhancing the Conservation Area.

The application site is surrounded on three sides by existing development - either existing buildings around Heacham Manor, or residential development towards Hunstanton Road.

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The location of the development is therefore such that the wider countryside would not be adversely affected by this proposal, nor would the existing gap between Heacham and Hunstanton.

The proposed works will introduce more built form outside of the historic footprint of the farm complex adding to the cumulative erosion of the sense of space that once surrounded these buildings, and impact on the buildings original feelings of isolation, however it is evident that this area of the site has previously been subject to contemporary additions/works through moderns additions within the grounds. In regards to impacts on the setting of Heacham Manor as a heritage asset no harm has been identified.

As a result of site context and its position contained by existing, predominantly modern, built form, the proposal would not result in a wide expanse of built form in this gap between Heacham and Hunstanton and the proposal would comply with Policy 15.

Neighbour comments refer to the scheme being overdevelopment of the commercial site. This is not considered to be the case given the scale of development in the locality and the scale of the development proposed.

It is proposed that the padel courts and car park would be equipped with floodlights to provide widened opportunities for recreation and social use. No other external lighting is proposed. The installation of lighting around each padel court and within the car park will increase the visual impacts on this current open countryside setting, however it is acknowledged that the application site is adjoining existing car parking areas with existing lighting columns, and the lighting report submitted in support of this application has not drawn objections from the CSNN team nor the Ecologist on light spill grounds. For the same reasons, the proposal would not be at odds with the Heacham Neighbourhood Plan Dark Skies Policy 13.

The visual impacts from lighting can be controlled through conditions ensuring compliance with the details. Overall, the proposed design would not harm the heritage asset and would comply with Policies LP07, LP18, LP20 and LP21 of the Local Plan and Policies 5, 13, 15 and 16 of the Heacham Neighbourhood Plan.

Impact on Neighbours:

The need for development to respect neighbouring amenity is established within policies throughout the NPPF, the Local Plan and the Heacham Neighbourhood Plan, namely paragraphs 135, 187 and 198 of the NPPF, Policies LP07, LP18 and LP21 of the Local Plan and Policy 5 of the Heacham Neighbourhood Plan.

Paragraph 187 of the NPPF states:

'Planning policies and decisions should contribute to and enhance the natural and local environment by:

- e) *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;...*

Paragraph 198 states: *'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including*

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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*
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and*
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'*

Following requests, a Noise Impact Assessment (NIA) and a Lighting Assessment were provided to support this application. The Lighting Assessment has not drawn objection from the CSNN team and can be controlled via condition.

The Noise Impact Assessment was amended at the request of the CSNN team. Following this, a raised seating area (proposed on the roof top of the proposed clubhouse) was removed from the scheme and the proposed operating hours were agreed to be reduced. An assessment has also been made as to the impacts on the holiday lets which are in third party ownership and positioned to the north of the proposed site.

The Padel Courts are open air courts, surrounded by a combination of glazed barriers and wire mesh fencing. The use of these courts, as well as the use of the surrounding land for seating/viewing, and in association with the bar and multi-use building and the proposed wellness area with cold tubs, could lead to noise impacts particularly during busy periods. The need for the Padel Courts to be operational throughout the day and into the evening has been established throughout the submission, to ensure that the courts can be used by customers in the evenings and outside of 'typical' working hours.

The Noise Impact Assessment submitted includes the prediction of noise emission from the padel courts at the nearby noise-sensitive properties, based on noise level data from activities measured at existing courts and existing noise levels measured on site.

The NIA sets out that main characteristics of noise associated with Padel courts are stated to be that of the Padel hitting the ball and the specific action of deliberately and powerfully hitting the ball at the rear glass panel of the court to rebound it over the net. The main noise from observation is however said to be from voices/raised voices both during games and between matches. The irregular or impulsive nature of the noise has been accounted for within the assessment.

The NIA sets out that on site monitoring took place to understand background noise levels; and off-site monitoring has also taken place to gain an estimate of noise from a similar padel courts elsewhere. This approach was agreed by the CSNN team.

The NIA concludes that the noise from the development would be potentially noticeable but not intrusive and would result in 'no observed adverse effect'. It should be noted that this conclusion is made based on the 'worst case' situation between 7:00-22:00 daily and therefore does not incorporate the reduced hours of operation which are recommended to be controlled via condition.

Following a response from CSNN, the Agents agreed to the originally proposed operating hours of 08:00 and 21:30 Monday to Saturday, and between 09:00 and 20:00 Sundays.

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Given the existing use of the wider site, the submission of a Noise Impact Assessment (NIA) which has been conducted on a worst case scenario, and the redesign of the scheme to remove the raised terrace area and reduce the outdoor seating which occurred during this application, these proposed operating hours are considered acceptable and reasonable and are, as agreed by the CSNN team, likely to prevent adverse impacts on the amenity of surrounding sensitive uses.

It is the LPA's view that an Operational Management Plan, combining the matters raised by CSNN plus the operating hours condition recommended on 27th November is sufficient to control the scheme's impacts on residents given the conclusions of the Noise Impact Assessment.

On the basis of the submitted NIA, with the comments from CSNN taken into account and with additional controls provided by condition, it is not considered that any significant adverse effect as a result of noise impacts can be substantiated, and the overall noise impacts of the scheme are therefore considered acceptable. Separate controls apply in regard to statutory nuisance and licensing legislation.

Subject to conditions, the proposal would comply with Paras 135, 187, 198 of the NPPF (2024), Policy LP07 and LP21 of the Local Plan and Policy 5 of the Neighbourhood Plan.

Highway Safety:

Access is proposed via the existing access point to Hunstanton Road, and the Local Highway Authority raise no objection on that basis. The expanded car parking area provided parking in line with the required standard for the expanded leisure use proposed under this application and no other highway safety implications have been identified.

The extended car park provides 29 additional spaces within the red line area. Conditions are recommended to ensure that the parking area is laid out, surfaced and drained in line with the approved plan, and thereafter retained in line with those details.

No impact is likely to occur to the nearby Public Right of Way at Manor Road (Heacham RB9) which spans between Hunstanton Road and the A149 to the east.

Overall, the proposal would comply with the NPPF, Local Plan and Neighbourhood Plan in regard to highway safety, in particular Policies LP13 and LP14.

Biodiversity Net Gain and Ecology:

The site proposes to deliver net gain on-site. The combination of retention and creation of habitats on site would result in a net change in Habitats Units of 0.29. This will result in an overall 21.79 % Biodiversity Net Gain in Habitat Units. The proposed development plans do include the creation of hedgerows around the car park and padel courts, but these do not form part of the delivery of Biodiversity Net Gain, though they will add ecological value to the site.

The Lighting Design and Impact Assessment makes reference to the Bat Conservation Trust and design recommendation in accordance with them which is acceptable. Mitigation and enhancement measures are also recommended for breeding/winter birds, hedgehogs, invertebrates, reptiles and amphibians within the Mitigation Strategy outlined in Section 8 and Section 6 of the GCN and Reptile report

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The Ecological information is of a very high standard and subsequently the Biodiversity Net Gain delivery has been well thought out and compliments the proposed use and design of the development which is welcomed. The Biodiversity Net Gain proposed meets the definition of onsite significant and will need to be secured via the deemed Biodiversity Net Gain condition and supported by a Habitat Management and Monitoring Plan which outlines how habitats will be managed across a 30 year period.

Other material considerations:

Archaeology – There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the application site and that their significance would be affected by the proposed development. If planning permission is sought and granted, conditions are recommended to control a programme of archaeological mitigatory work in accordance with National Planning Policy Framework (2024) paragraph 211 and Policy LP20 of the Local Plan.

In this case the programme of archaeological mitigatory work will commence with informative trial trenching to determine the scope and extent of any further mitigatory work that may be required.

Flood Risk – The car parking area is proposed in Flood Zone 2. Given that this is an existing business proposed to be expanded, and considering the siting of the padel courts, clubhouse, and bar in Flood Zone 1, the sequential test is deemed passed and the siting of part of the development in Flood Zone 2 would not warrant refusal on those grounds. An informative is recommended to ensure the operators are aware of potential flood risk. The proposal would not be at odds with Policy LP18 of the Local Plan nor Policy 17 of the Heacham Neighbourhood Plan in regard to flood risk or drainage.

Surface Water – The application proposes padel courts with artificial grass which allows infiltration. Permeable gravel is proposed within the car park areas. No significant impact is therefore likely to occur given the limited amount of impermeable area proposed (the roof of the club house and proposed pathways). The Flood Risk Assessment sets out that this runoff can be readily absorbed into the surrounding landscape area, including the existing swale within the car park area.

Contamination - No significant potential sources of contamination are known or identified by the applicant.

LP06 – As well as being an existing edge of settlement site accessible via footpath link and bus routes, the application proposes various elements of green infrastructure through creation of the nature walk and associated planting. This is in line with Policy LP06.

Secured By Design – The Designing Out Crime Officer at Norfolk Constabulary provided in depth comments in regard to crime prevention measures which could be implemented into the design and day to day running of the site. The comments primarily set out matters which relate to the operations of the business and are not considered relevant to this planning application (CCTV usage etc.). The comments have been made available to the Applicant for their review and consideration as part of the proposal.

Specific comments and issues:

Response to Parish Council - The Parish Council referred to the tree/hedge planting taking a long time to grow and soften the noise. It should be noted that trees and hedgerows are not intended to provide noise attenuation and nonetheless would not provide any noise attenuation properties.

Response to Third Parties – The primary reason for third party objections relates to nuisance impacts from noise and lighting which have been assessed above. In so far as comments on additional tree screening, given the Biodiversity Net Gain requirements, this would not be considered necessary.

In so far as the use of alternative locations, this application must be determined on its own merits. It is not in the LPA's remit to ask for fundamental changes to a scheme, particularly given in this case the potentially more significant impacts on the countryside and historic landscape of Heacham Manor if the proposed works were positioned to the north in the gap between Heacham and Hunstanton.

Given the existing scale of tourism/leisure uses on site, the provision of two w/cs on site would not be considered to result in any foul drainage impacts.

A neighbour comment referred to the cost of court rental making them unavailable to local youth. The price of the facilities is not something which the LPA can consider. The Public Sector Equality Duty (PSED) does not directly apply to private facilities or dictate how they price their service.

Natural England Raise no objection to the proposed scheme and no impacts on protected sites have been identified.

CONCLUSION:

All applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The application proposes the expansion of an existing business site through creation of 4 padel courts with associated facilities and would contribute to the economic vitality of the local area.

No harm has been identified to Heacham Manor as a Grade II Listed Building.

Throughout this application, amended plans have been received to remove raised outdoor seating and the application has been supported by Noise Impact Assessments and Lighting Impacts Assessments which allow the assessment of nuisance impacts. On balance, despite the conflicting views of CSNN on the proposed operating hours, it is considered that the proposal could be made acceptable subject to conditions restricting the use of the site in accordance with an Operational Management Plan.

Therefore, subject to conditions the proposal is considered to comply with the requirements of the NPPF, Policies LP07, LP13, LP14, LP18, LP20 and LP21 of the Local Plan, and the aims of the Heacham Neighbourhood Plan and the proposal is therefore recommended for approval.

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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:
 - Exterior Lighting Plan Rev 1 - dated 14/010/2025, provided as part of the Exterior Lighting Design and Impact Assessment by Miller Goodall - Report Number 103393
 - Site Plan Proposed, 750-P101 Rev L
 - Plans Sections and Elevations Proposed, 750-P120 Rev F
 - Site Elevations Proposed, 750-P122 Rev A
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Excluding the extended car parking area shown on the approved plan, the padel courts, nature walk, wellness area, clubhouse, bar and external seating/spectator areas hereby permitted shall only be used between the hours of 08:00 and 21:30 Monday to Saturday, and between 09:00 and 20:00 Sundays, Bank or Public Holidays.
- 3 Reason: In order that the Local Planning Authority may retain control over the development in the interests of the amenities of the locality in accordance with the NPPF.
- 4 Condition: Prior to the first use of any part of the development hereby approved, an Operational Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The management plan should include:
 - The measures to be put in place to protect residential amenity, including in particular impacts from noise and lighting, the use of external areas, deliveries and refuse, any music/tannoy usage etc.
 - An identified process to manage and address complaints about the site's operation, should they arise
 - Details of a process for the review of the Operational Management Plan.

The development shall be operated in full accordance with the management plan approved.
- 4 Reason: In order that the Local Planning Authority may retain control over the development in the interests of the amenities of the locality in accordance with the NPPF.
- 5 Condition: The Biodiversity Gain Plan shall be prepared in accordance with the Statutory Metric V4 (Polly Godfrey [Philip Parker Associates], 18/07/2025).

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- 5 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.
- 6 Condition: The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan has been submitted to, and approved in writing by, the local planning authority and including:
- a) a non-technical summary;
 - b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP and thereafter retained in the conditions specified to serve the intended purpose. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

Notice in writing shall be given to the Council when the:

- (a) HMMP has been implemented; and
 - (b) Habitat creation and enhancement works as set out in the HMMP have been completed.
6. 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.
- 7 Condition: Vehicular access to the development hereby permitted shall be via the main entrance to Heacham Manor only, as shown edged red on the submitted Site Plan - As Proposed (drawing no. 750-P101 Rev. L).
- 7 Reason: For the avoidance of doubt and in the interests of highway safety, whereby an access via Mulberry Place may have adverse impacts from lack of visibility splays which would be at odds with the requirements of the Local Plan, the NPPF and the Heacham Neighbourhood Plan.
- 8 Condition: Prior to the first occupation/use of the development hereby permitted the proposed on-site car and cycle parking/turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 8 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with the NPPF (2024).

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- 9 Condition: No demolition/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

No demolition/development shall take place other than in accordance with the written scheme of investigation approved and any addenda to that WSI covering subsequent phases of mitigation

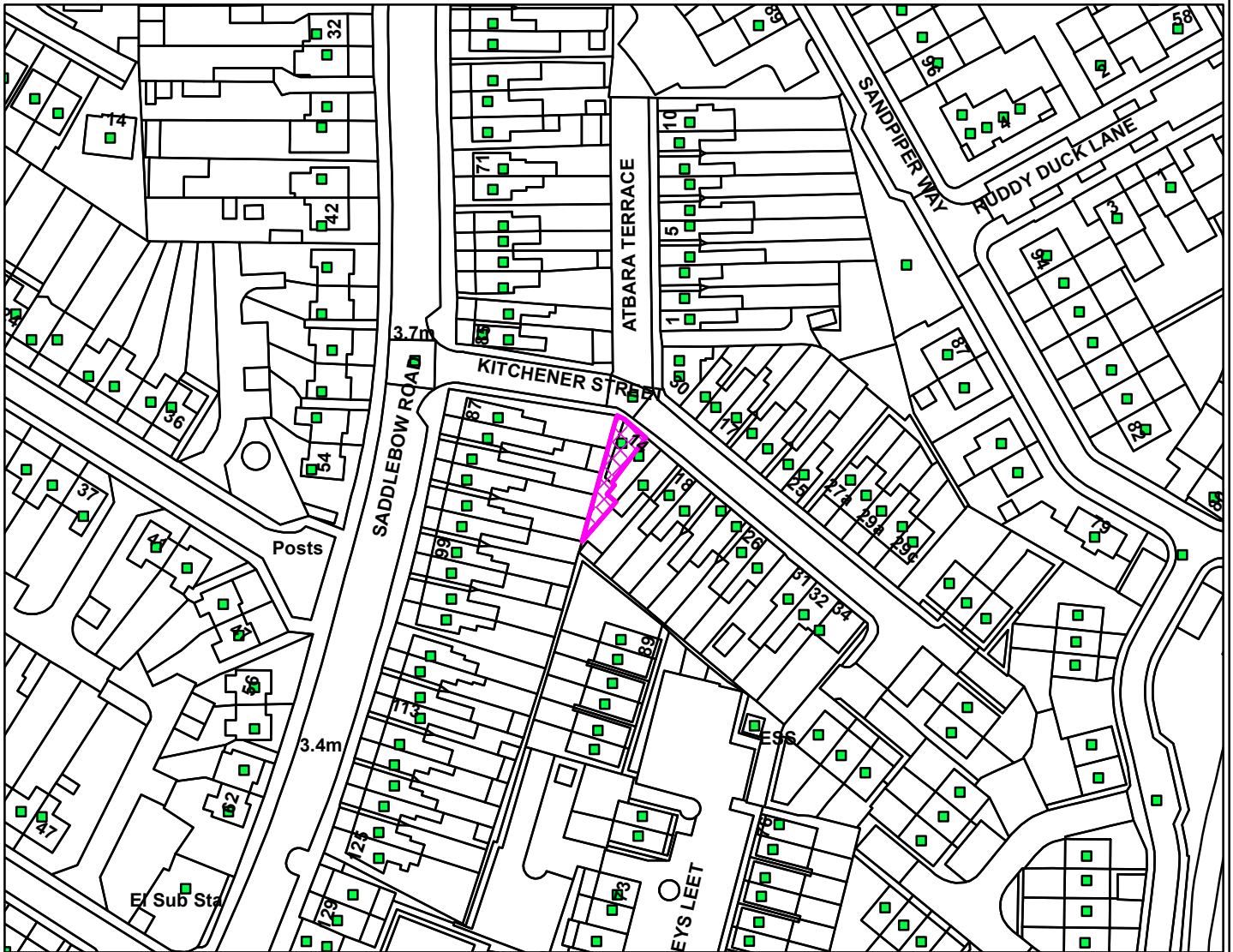
- 9 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 10 Condition: The development shall not be occupied or put into first use 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 9 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 10 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 11 Condition: Notwithstanding the details which accompanied this application, prior to the installation of any air source heat pump(s), air conditioning units or other external plant or machinery, including extraction/ventilation systems, a detailed scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the sound power levels of the proposed unit(s)/plant, the siting of the unit/s or plant and distances to boundaries, and provide details of anti-vibration mounts and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 11 Reason: In order that the Local Planning Authority may retain control over the development in the interests of the amenities of the locality in accordance with the NPPF.
- 12 Condition: Prior to the first use/occupation of the development hereby permitted, 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.

- 12 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF, Policies LP06, LP18 and LP21 of the Local Plan and the Heacham Neighbourhood Plan.
- 13 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.
- 13 Reason: To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF, Policies LP06, LP18 and LP21 of the Local Plan and the Heacham Neighbourhood Plan.

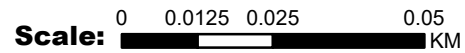


12 Kitchener Street, Kings Lynn Norfolk PE30 5BJ



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	18/05/2026
MSA Number	0100024314

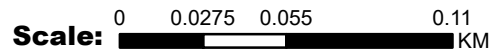


12 Kitchener Street, Kings Lynn Norfolk PE30 5BJ



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	18/05/2026
MSA Number	0100024314

Parish:	King's Lynn	
Proposal:	RETROSPECTIVE- Use of former store building as one bedroom dwelling	
Location:	12 Kitchener Street King's Lynn Norfolk PE30 5BJ	
Applicant:	Mr D Hall	
Case No:	26/00382/F (Full Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 4 May 2026 Extension of Time Expiry Date: 4 June 2026

Reason for Referral to Planning Committee – Application called in by Cllr Joyce

Neighbourhood Plan: No

Case Summary

The application seeks retrospective consent for the conversion of a store building to a modest one bedroom dwelling at 12 Kitchener Street in King's Lynn.

The application site lies within the development boundary for King's Lynn, in the area known as South Lynn. The site is also within Flood Zones 2 and 3, and within the Tidal Breach Hazard Zone.

Key Issues

- Principle of Development
- Form and Character
- Flood Risk
- Neighbour and Residential Amenity
- Highways/ Access
- Climate Change
- Other material considerations

Recommendation:

REFUSE

THE APPLICATION

The application seeks retrospective consent for the conversion of a store building to a single dwelling at 12 Kitchener Street in King's Lynn.

The building has a pitch height of 6.3m and an eaves height of 3.1m. It is physically attached to No.14 Kitchener Street and appears as an end terrace. The conversion of the building includes a living room to the front of the dwelling with an open plan kitchen to the rear, alongside a small shower room accessed off the kitchen. Stairs lead from the sitting room up to a bedroom with a store cupboard. The bedroom is within the roof space and there are two rooflights serving the room.

The total internal habitable space within the dwelling is 41.5 square metres, at a minimum height of 2.3m from finished floor level.

The cross section demonstrates that at ground floor the ceiling height is 2.3m from the finished floor level. The finished floor level at first floor is measured at 2.6m above the ground floor finished floor level.

In terms of the site, the frontage of the dwelling is directly onto the footpath and to the rear of the dwelling is a small yard area shared with no.14. The submitted plans show no.14 and no.12 are within the same ownership. There is no off street parking but residents of Kitchener Street are expected to park on the highway.

The application site lies within the development boundary for King's Lynn, in the area known as South Lynn. The site is also within Flood Zones 2 and 3, and within the Tidal Breach Hazard Zone.

SUPPORTING CASE

The Agent has submitted a supporting case summarised below:

In preparing the planning application documents, we were very much aware of what the minimum housing standards are, as updated Jan. 2026, and are equally aware that this is an important issue in providing acceptable living accommodation, especially in the case of supplying single occupancy, low cost housing within highly sustainable, high density areas of housing, as is the case in this instance. In our opinion the building is neither one nor two storey, but one and a half storey. The unit is proposed as a 1 bedroomed, one person unit. Head height throughout 75% of the floor space has been achieved (28sq.m. at ground floor level plus 11.1 sq.m. at first floor level = 38.69 sq.m) at 2.3m. As such the area of habitable floor space at a head height of 2.3m is greater than 75% of the total floor space. The remaining floor area which has a head height of less than 2.3m provides a significant amount of storage space.

Regarding the comments from the Environment Agency, on the issue of means of escape in the event of a catastrophic flood event, the submitted drawings clearly show roof lights at first floor level above the highest predicted flood level (1 in 200 year event). Said roof lights also serve as fire escape routes in accordance with building regulations. Similarly, the submitted planning statement makes direct reference to means of escape. It is acknowledged that the site is within a "high risk" flooding in the event of breach of existing flood defences. It is equally acknowledged that the entire area is a "high risk", being located in an area of high density housing, where extensions to existing dwellings are readily

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approved with no "policing" of how said extensions are used - i.e. providing bedrooms at ground floor level. I fully appreciate that planning policies exist for very good reasons, but there comes a point where common sense seems to be not a valid "planning issue" ? Moving on to the issue of potential structural damage to the building in the event, such a suggestion is based entirely on supposition and can only be considered as being rather alarmist. No evidence to suggest that the existing building would fail; structurally in event of catastrophic failure of flood defences, and my understanding from previous experience is that the EA does not have the in-house technical capability to assess the structural stability of the existing structure.

The EA has confirmed that the issue of escape routes is a matter for the LPAs emergency planner to consider. It is of note that the LPAs emergency planner has raised no objection. The fact that a safe place of refuge exists at a higher even than the "catastrophic event" flood level is mitigation, as is the fact that the submitted FRA confirms that the applicant will sign up for flood warnings systems. For the EA to claim that there have been no mitigation measures put forward is clearly not true. The EA still suggests that the building might not be structurally sound in the event of the forthcoming "catastrophic event" - our supposition supported by no evidence. It is interesting to note that so many other applications are submitted and approved without a requirement for structural assessments, including those applications for housing for the Borough Council.

PLANNING HISTORY

24/00526/F: Application Permitted: 10/05/24 - Replace part pitched/ part flat roof with pitched roof. - 14 Kitchener Street, King's Lynn

RESPONSE TO CONSULTATION

Highways Authority: NO OBJECTION.

Having examined the submitted information, in terms of highway considerations for the adopted road network, we have no objection to the principle of the application.

Environment Agency: OBJECTION.

Flood Risk

Our Flood Map for Planning shows the site lies within tidal Flood Zone 3a, defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. The proposal is for change of use of a store building to one bedroom dwelling, which is classified as a 'more vulnerable' development, as defined in Annex 3: Flood Vulnerability classification of the National Planning Policy Framework.

Reasons for Objection

The submitted FRA does not comply with the requirements for site-specific flood risk assessments, as set out in paragraphs 20 to 21 of the Flood Risk and Coastal Change section of the Planning Practice Guidance (PPG) and its site-specific flood risk assessment checklist. The FRA does not therefore adequately assess the flood risks posed by the development. In particular, the FRA fails to:

- Demonstrate that adequate flood risk mitigation measures will be included in the design of the proposed development to ensure the development will be safe for its lifetime.
- Demonstrate that the proposed development is in line with the Flood Risk Design Guidance and policy LP25 of the Kings Lynn and West Norfolk Local Plan 2021-2040.

Overcoming our Objection

In this location, our tidal hazard mapping indicates that the dwelling would be at risk during a breach of River Great Ouse defences. The modelling indicates a maximum breach flood depth of 2.3 m, with velocities of 0.3 m/s - 1 m/s, therefore resulting in a maximum hazard rating of 'danger for most'.

Given that the proposal changes the flood risk vulnerability and introduces a new residential use within an area of residual flood depth exceeding 2m, we consider that the scheme should be assessed against the King's Lynn and West Norfolk Flood Risk Design Guidance. This states that for water depths of over 2 m, no ground floor habitable accommodation should be provided, including sitting rooms, dining rooms, and kitchens. The proposed dwelling introduces these elements and therefore puts an increased number of people at risk in an already densely populated area.

The flood risk assessment does not discuss safe access/egress, but mentions that a safe refuge will be available above the maximum predicted flood depth on the first floor. However, it is worth noting that the inundation of the ground floor of the building by floodwater could damage the building fabric and lead to structural problems.

No other mitigation measures have been proposed to ensure that the development will be safe for its lifetime.

Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network. We therefore do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out this type of role /responsibility during a flood.

Planning practice guidance (PPG) states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise LPAs to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to 'Flood risk emergency plans for new development' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 181 of the NPPF and the guiding principles of the PPG.

To overcome our objection, the applicant should submit a revised FRA which addresses the points highlighted above. The FRA must demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. If this cannot be achieved, we are likely to maintain our objection.

An appropriate FRA is an essential requirement for making an informed decision. An FRA should sufficiently identify and assess the risks of all forms of flooding to and from the proposed development and should demonstrate how flood risks will be managed, taking climate change into account. This application should not be approved without a sufficient understanding of the risk.

Our objection will be maintained until an adequate FRA has been submitted.

Internal Drainage Board: NO COMMENTS.

Having screened the application, the proposed development lies outside the internal drainage district of King's Lynn IDB and is classed as minor development, therefore in line with our Planning and Byelaw Strategy it does not meet our threshold for commenting.

Environmental Health & Housing - Environmental Quality: NO OBJECTION.

The applicant has provided a screening assessment stating the site has previously been used as a storage space for a central heating installer and indicating no known contamination. We have reviewed our files and the site is on land first seen developed in historic maps dated 1891-1912. The surrounding landscape is largely residential. No significant potential sources of contamination are identified in our records, or in the information provided by the applicant. We have no objection regarding contaminated land.

Emergency Planner: NO OBJECTION.

Because of its location in an area at risk of flooding I would suggest that the occupiers if they have not already:

-Should sign up to the Environment Agency flood warning system (0345 988 1188 or www.gov.uk/flood)

- A flood evacuation plan should be prepared (more details at www.gov.uk/flood):

- This will include actions to take on receipt of the different warning levels.
- Evacuation procedures eg isolating services and taking valuables etc
- Evacuation routes

REPRESENTATIONS

None received.

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)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

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LP25 - Sites in Areas of Flood Risk (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
Form and Character
Flood Risk
Neighbour and Residential Amenity
Highways/ Access
Climate Change
Other material considerations

Principle of Development:

The NPPF states that planning decisions should 'd) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)' (paragraph 125).

The Local Plan, in Policy LP02, states that 'residential development within the development boundaries of settlements in Tiers 1-6 of the Settlement Hierarchy ...will be supported, provided it complies with other relevant policies in the development plan, and meets the specified criteria.'

The application site lies within the development boundary for King's Lynn in an area known as South Lynn. The application seeks retrospective planning consent for the change of use of an existing store building to a modest one bedroom dwelling. In terms of paragraph 125 of the NPPF, the development does utilise an empty storage building.

In terms of Policy LP02, the development is within the development boundary for a tier 1 settlement. In assessing the scheme against the criteria within policy LP02;

- a. the development does result in a development which respects local character, and can be readily assimilated into the settlement. However, given the flood risk issue and quality of accommodation (which are discussed below) it is not considered that the scheme is in accordance with policies LP18 and LP21.
- b. Given the scale of development proposed, housing policies LP28, LP29, LP30 are not relevant to this scheme.
- c. Given the scale of development proposed and the sustainable location, the development would not cause adverse impacts on services and infrastructure, and the local infrastructure is sufficient to accommodate the demands of the development in accordance with Policy LP05.
- d. The conversion of the existing building, with minimal outside space is unable to make a positive contribution to the local environment and landscape setting in accordance with

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- environment policies LP06 and LP19. The development does fail to meet the requirements of policy LP06 with regards to climate change and flood risk.
- e. The 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 transport Policy LP13.
 - f. The development maximises opportunities to reduce the need to travel and encourages sustainable and active travel modes of transport in accordance with Policy LP13.

In summary, while the development does utilise a redundant building, and meets many of the criteria of Policy LP02, the development fails to accord with other Local Plan Policies and as such is contrary to Policy LP02.

Form and Character:

The NPPF sets out in Chapter 12 the need to achieve well-designed places.

Local Plan Policy LP18 requires that development must be of high-quality design. Policy criteria require that development conserves and enhances the environment, responds to the context and character of places by ensuring that the scale, density, layout, materials and access will enhance the quality of the environment, optimise site potential, achieve high standards of sustainable design, and promote and encourage opportunities to achieve high standards of sustainability and energy efficiency.

The development has resulted in minor changes to the external appearance of the existing building in the form of rooflights to the front and rear elevations of the building, which clearly gives the building a more domestic appearance. However, in terms of the appearance of the development, this is not at odds within the locality. The site is surrounded by residential development. In terms of the external appearance of the building and the impact upon the form and character of the locality the development is in accordance with the NPPF and Local Plan Policies LP18 and LP21.

Flood Risk:

The application site lies within Flood Zones 2 and 3, and within the Tidal Breach Hazard Zone. As such the site is at the highest risk of flooding.

The NPPF states in paragraph 170, 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.'

Paragraph 176 goes on to say 'applications for ...changes of use should also not be subject to the sequential test, nor the exception test set out below, but should still meet the requirements for site-specific flood risk assessments.'

Policy LP25 of the Local Plan states that:

'Where sites are at risk of flooding as identified by the Council's Strategic Flood Risk Assessment or more recent Environment Agency mapping and there are no other reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding:

1. These will be subject to (and no relevant planning permission will be granted before):

- a. a site-specific flood risk assessment that considers flood risk from all sources and demonstrates that the proposed development will be safe for its lifetime, taking climate change into account, and with regard to the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing flood risk overall. The flood risk assessment will need to consider:
 - i. Climate change in line with allowances detailed in the latest national guidance.
 - ii. The vulnerability of the users of the proposed development.
 - iii. Safe access and egress to an area of safe refuge in line with the Flood Risk Assessment Guidance for New Development (FD2320) document.
 - b. satisfactory demonstration that any design or development features necessary to address flood risk issues are compatible with heritage assets in the vicinity (including conservation areas and listed buildings), local visual amenity and (where relevant) to ensure the protection of internationally and nationally designated sites in addition to other natural environment assets such as the landscape and scenic beauty of the National Landscapes....
4. All new dwellings should incorporate flood resilient/ resistant construction/ design measures, in accordance with the Flood Risk Design Guidance (Appendix B)...
6. Mitigation measures must minimise the risk of flooding on the development site and within the surrounding area.'

While the application site lies within flood zones 2 and 3, the application is for the change of use of an existing building from a store into an independent dwelling. As such, in line with the NPPF, it is not necessary to undergo the sequential and exceptions test for the proposed development.

The NPPF clearly states that inappropriate development in areas at risk of flooding should be avoided and that where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere including undertaking a site specific flood risk assessment for the development.

Local Plan Policy LP25 also confirms that a site specific flood risk is required. This has been submitted and identifies that the site is in Flood Zone 3 and while the site benefits from defences on the Tidal River Great Ouse and River Nar which provide protection during the 0.5% annual probability (1 in 200 chance each year) event and 1% annual probability (1 in 100 chance each year) fluvial event, there is a residual risk at the site in the event of a tidal breach with a maximum flood depth of 2.3m. The FRA states that the risk is mitigated as the dwelling has two storeys, the first floor is above the flood level, sleeping accommodation is on the first floor; and the resident is able to utilise flood warnings.

Policy LP25 requires that the FRA demonstrates that the proposed development will be safe for its lifetime, taking climate change into account, and with regard to the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing flood risk overall. While the measures proposed are acceptable in terms of the visual appearance and impact on the locality, policy LP25 requires that all new dwellings should incorporate flood resilient/ resistant construction/ design measures, in accordance with the Flood Risk Design Guidance (Appendix B).

The Flood Risk Design Guidance states that 'where the FRA shows depths over two metres, no ground floor habitable accommodation should be provided. Habitable accommodation includes bedrooms, sitting rooms, kitchens etc). Rooms not usually used for living in are not considered habitable, such as toilets, storerooms, garages.

The development proposes a living room and kitchen at ground floor which is contrary to the Flood Risk Design Guidance.

The Council has been consistent in its approach, where planning applications do not conform to the Design Guidance these have been refused. The applications have been successfully defended on appeal.

Furthermore, the Environment Agency states that the site specific flood risk assessment (submitted by the applicant) does not discuss safe access/egress, but mentions that a safe refuge will be available above the maximum predicted flood depth on the first floor. However, it is worth noting that the inundation of the ground floor of the building by floodwater could damage the building fabric and lead to structural problems. The EA in their response go on to state that 'no other mitigation measures have been proposed to ensure that the development will be safe for its lifetime.'

The applicant argues that the development includes roof lights at first floor which are higher than the highest predicted flood level, which also provide a means of escape and are compliant with building regulations. They point out that the entire area is at high risk, and extensions to dwellings are granted within this area. In response to the issue of potential structural damage to the building in an event, the applicant states this is alarmist and that there is no evidence to suggest the existing building would fail.

While the applicant states that there are sufficient mitigation measures put forward, the Environment Agency maintain their objection to the development. Their objection states that the scheme fails to:

- Demonstrate that adequate flood risk mitigation measures will be included in the design of the proposed development to ensure the development will be safe for its lifetime.
- Demonstrate that the proposed development is in line with the Flood Risk Design Guidance and policy LP25 of the Kings Lynn and West Norfolk Local Plan 2021-2040.'

As such the development proposed is not safe from a flood risk perspective and fails to accord with the NPPF, and Local Plan Policy LP25.

Neighbour and Residential Amenity:

The NPPF states that decisions should ensure that developments '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...' (paragraph 135)

Local Plan Policy LP18 requires that developments demonstrate 'well-designed homes which provide good standard and quality internal environments for their users, promoting health and well-being, will be encouraged including those which meet the National Described Space Standards.'

Local Plan Policy LP21 requires that proposals are assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupiers of the proposed development. Also that development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused.

The application site is currently within the ownership of the adjoining dwelling no.14 and shares the same rear yard. The conversion of the building itself would have a limited impact

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upon the donor dwelling as would not result in overlooking or overshadowing as a result. The shared yard between dwellings is less of a concern while the dwellings are within the same ownership however, if no.12 was then sold as an independent unit this would have implications for the rear yard and for waste storage and collection, and cycle storage.

More significantly however, the development would not provide adequate accommodation for the resident of no.12. The applicant states that the dwelling is 1.5 storeys in height. The Nationally Described Space Standards state that the minimum size for a two storey dwelling is 58 square metres. For a single storey dwelling the floorspace should be a minimum of 39 square metres for a single occupant, and 50 square metres for one bedroom with two bed spaces. The Standards also require a minimum of 75% of the Gross Internal Area of this floorspace to be at a minimum floor to ceiling height of 2.3m. Given the bedroom is at first floor and that the applicant is reliant on the first floor as a place of refuge during a flood event, it is considered that the scheme is more closely aligned with a two storey dwelling. The applicant has identified on the submitted plans that the habitable floorspace of the dwelling is 41.5 square metres. In their email dated 14 April 26, they stated that 38.7 square metres of floor space had a minimum height of 2.3m, which is over 75% of the total floorspace.

In summary, the development fails to provide a quality form of residential accommodation. Firstly, the dwelling falls below the minimum space standards required. Secondly, there is inadequate amenity space provided for an independent dwelling. If this unit were to be sold on, there would be no outside space for waste storage or cycle parking. As such the scheme is contrary to the NPPF and Local Plan Policies LP18 and LP21.

Highways/ Access:

The NPPF states that new development should prioritise sustainable transport modes, achieve safe and suitable access to the site and ensure the transport elements (design of streets, parking areas, etc) reflect current national guidance. Paragraph 116 states that '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...would be severe...'

Local Plan Policy LP13 requires development proposals should demonstrate that schemes will reduce the need to travel, promote sustainable forms of transport and provide for safe and convenient access for all modes.

LP14 sets out parking requirements for new development. In this case 1 car parking space should be provided for the one bedroom unit and one secure and covered cycle space. However, the policy goes on to state that reductions in car parking requirements may be considered where it can be shown that the location and the availability of a range of sustainable transport links ... is likely to lead to a reduction in car ownership ...

The application site is not of sufficient size to be able to provide an off-road car parking space. However, this is the case for all dwellings along Kitchener Street, with vehicles parked on the public highway. The site lies within cycling distance of the town centre and on a regular bus route. It is suggested that given the sustainable location, the opportunities for alternative modes of transport and the fact that parking on the highway in this location is accepted, that the scheme as proposed is acceptable.

Furthermore, the Local Highway Authority support this stance. Their consultation response reads 'in terms of highway considerations for the adopted road network, we have no objection to the principle of the application.'

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There is sufficient space in the rear yard/ garden area to provide secure cycle storage.

The development is in accordance with the NPPF and Local Plan Policies LP13 and LP14.

Climate Change:

Policy LP06 requires that new development should minimise and reduce carbon emissions by measures such as; locating new development in areas to minimise the need to travel, including green infrastructure, minimising and mitigating pollution (during both the construction and operational phases of development), exceeding present thermal energy and high efficiency systems set by Building Regulations, maximising opportunities from solar technologies and retrofitting of existing buildings with measures to reduce energy and heat consumption will be encouraged and supported. In addition, schemes should seek to adapt and mitigate the impacts of climate change by (for example) ensuring new development is designed and adapted to incorporate climate change and flood risk resilience, minimising and mitigating air pollution, and incorporating appropriate water efficiency and water recycling measures.

The application site is in a sustainable location with opportunities for cycling and public transport. In terms of the building itself, it is accepted there are limited opportunities to retrofit measures to reduce energy and heat consumption. However, as stated above, the scheme fails to ensure the 'new development is designed and adapted to incorporate climate change and flood risk resilience and the latest Government guidance regarding the use of climate change allowances in flood risk assessments.' As such the development is also contrary to Local Plan Policy LP06.

Other material considerations:

Drainage – This is a retrospective application, the building is an existing structure and the dwelling has been occupied for approximately seven months. The dwelling is connected to the mains public sewer system. It is considered that the drainage arrangements are satisfactory.

Ecology – The conversion of the building does not result in the loss of habitats and the size of the development means that it is de minimis and exempt from Biodiversity Net Gain requirements. Given the building itself and immediate locality there is little opportunity for ecological enhancements as part of the scheme.

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 £315.58 per unit. The applicant has submitted the HRA and the applicant has paid this amount in full.

Enforcement – The application is a result of an enforcement investigation (ref: 25/00533/UNAUTU) into an unauthorised use.

CONCLUSION:

The application seeks retrospective planning consent for the conversion of a store building into a one bedroom dwelling on Kitchener Street in King's Lynn. The application site lies within an existing residential area in the town of King's Lynn, within the development boundary, and this is considered a sustainable location.

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However, the application site is within Flood Zones 2 and 3, and within a tidal hazard zone. The Environment Agency objects to the scheme on the grounds that the applicant has failed to demonstrate that the flood risk mitigation measures proposed will ensure the development is safe for its lifetime. Furthermore that the development conflicts with the Flood Risk Design Guidance and policy LP25 of the Kings Lynn and West Norfolk Local Plan.

While the form and character of the development proposed is considered acceptable, the development would not provide adequate accommodation for the resident(s) of no.12. The plans demonstrate that the development is below the minimum Nationally Described Space Standards for residential units and the independent dwelling has no amenity space/ outdoor space for bin and cycle storage. Therefore, the scheme fails to provide a quality form of residential accommodation and is contrary to the NPPF and Local Plan Policies LP18 and LP21.

Members are recommended to refuse this application for the reasons detailed above.

RECOMMENDATION:

REFUSE for the following reason(s):

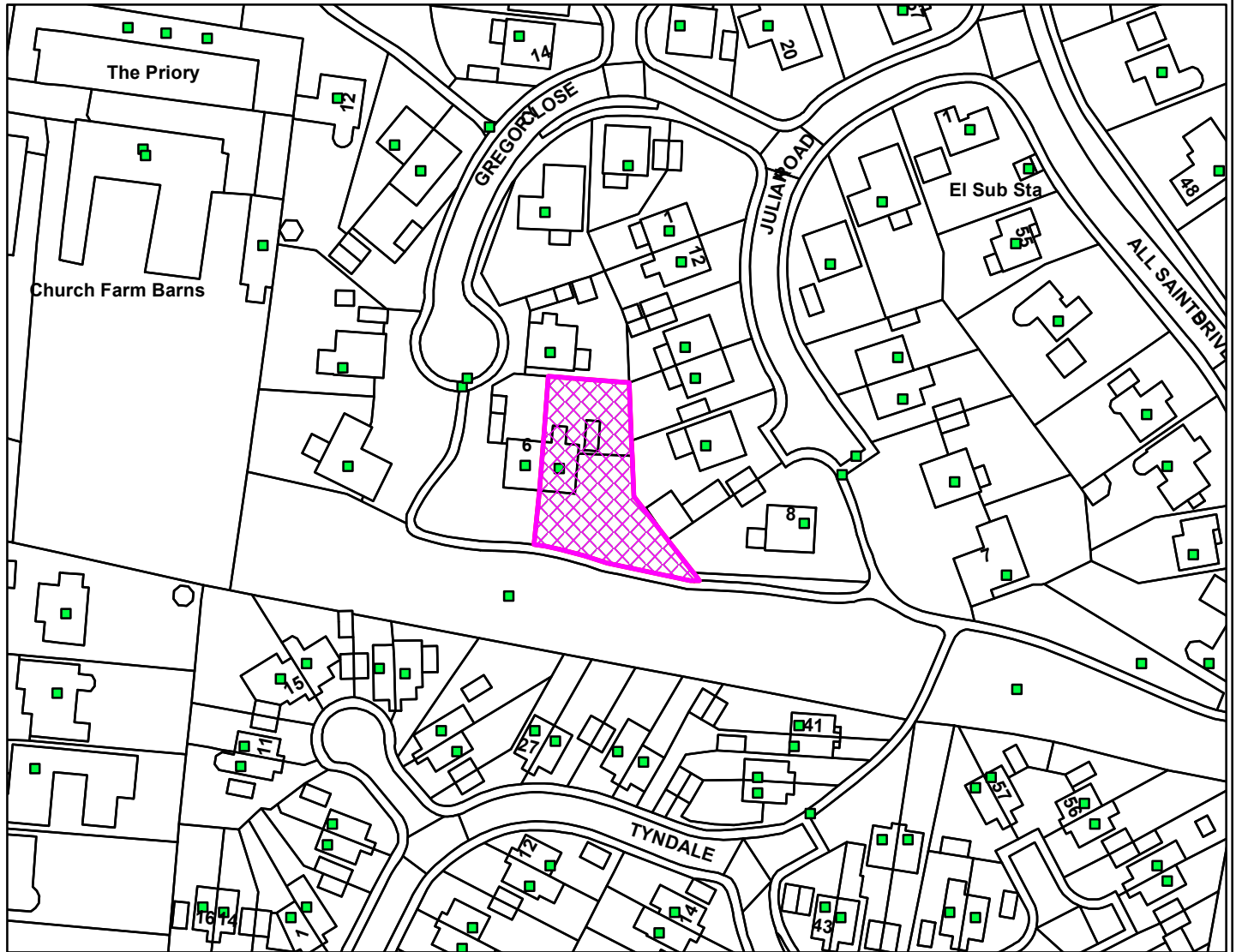
- 1 The site is located in Flood Zones 2 and 3 and a Tidal Breach area as identified by the Council adopted Strategic Flood Risk Assessment (SFRA) 2018 and Environment Agency's updated flood mapping. There is a residual risk at the site in the event of a tidal breach with a maximum flood depth of 2.3m.

The applicant has failed to demonstrate through an appropriate site-specific Flood Risk Assessment that the proposed development can be made safe for its lifetime, and would be detrimental to the safety of future occupiers and therefore contrary to the NPPF 2025 and LP06, LP18 and LP25 of the Local Plan.

- 2 The proposed dwelling is below the minimum size defined within the nationally described space standards. As such the dwelling fails to provide an adequate quality of living accommodation for the residents and therefore does not comply with paragraph 135 of the NPPF and Policies LP18 and LP21 of the Local Plan.

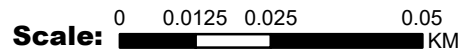


5 Gregory Close, North Wootton, Kings Lynn Norfolk PE30 3SY



Legend

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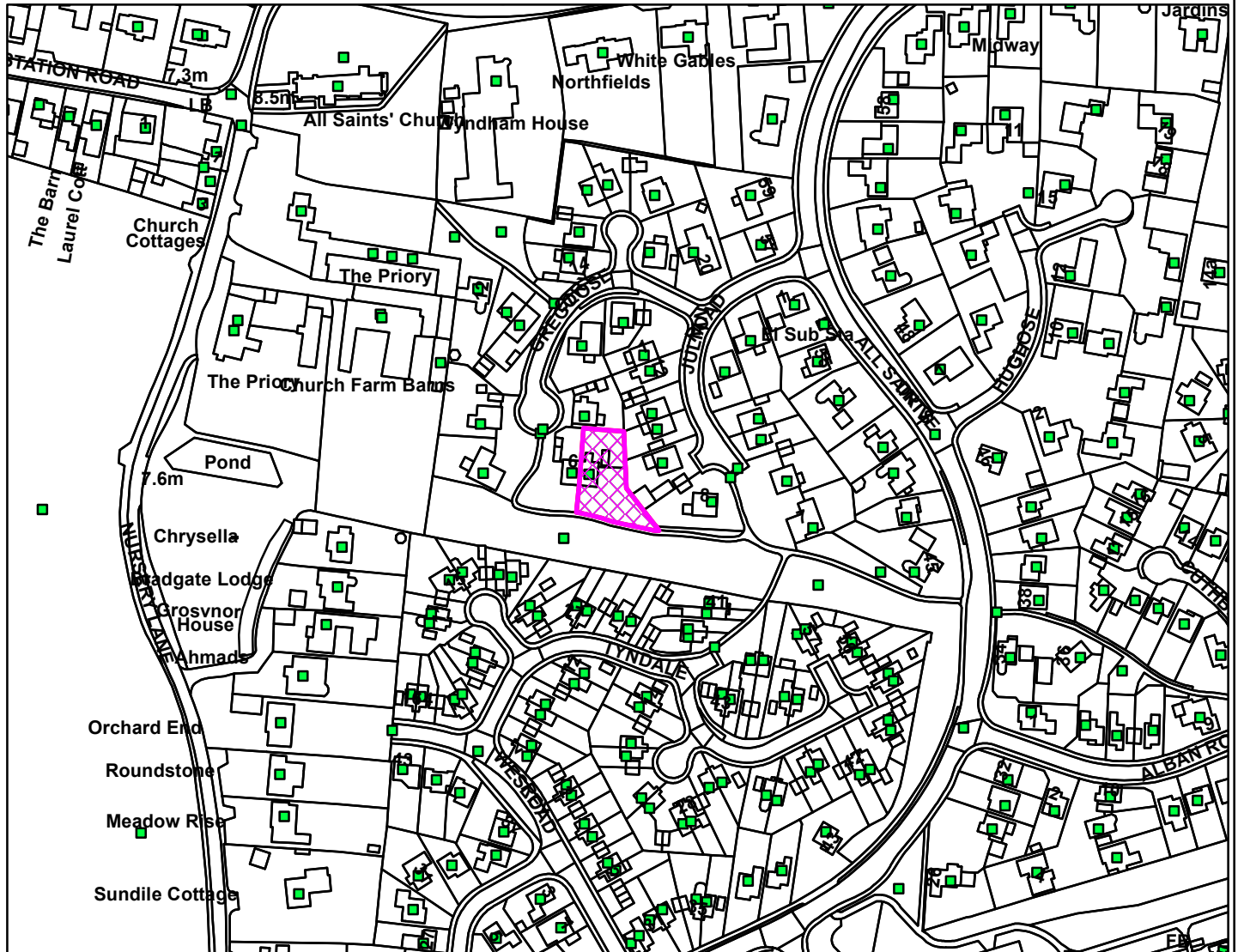


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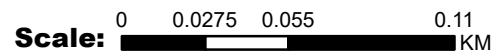
Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	18/05/2026
MSA Number	0100024314



5 Gregory Close, North Wootton, Kings Lynn Norfolk PE30 3SY



Legend



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	18/05/2026
MSA Number	0100024314

Parish:	North Wootton	
Proposal:	Householder: Single storey side extension and new porch.	
Location:	5 Gregory Close North Wootton King's Lynn Norfolk	
Applicant:	Mr A Burton	
Case No:	26/00521/F (Full Application)	
Case Officer:	Clare Malcomson	Date for Determination: 15 May 2026

Reason for Referral to Planning Committee – Called-in by Councillors Coates and Ring due to the level of interest in the application.

Neighbourhood Plan: Yes

Case Summary

Full application is sought for the demolition of the existing detached single garage and the erection of a single storey side and rear extension and alterations to the existing house to create additional living accommodation.

The site lies within the Parish of North Wootton within the development boundary within an established cul-de-sac of primarily detached single storey dwellings.

Key Issues

The main considerations in the determination of this application are:

- Principle of Development
- Form and Character
- Impact on Amenity
- Climate Change
- Highway Impacts

Recommendation

Approve

THE APPLICATION

The site is a single storey semi-detached reddish brown bricked dwelling with a brown pantiled roof, situated on the eastern edge of Gregory Close, beyond the cul-de-sac's turning head. The property is accessed across a private driveway that is shared with number 6 Gregory Close, the other pair to the application property. The property currently has a detached garage close to its eastern boundary and a single storey rear conservatory.

Number 5 and its neighbour number 6 face toward a 2m close boarded fence beyond which is an open public space with footpath.

Gregory Close comprises mainly detached single storey dwellings also largely of reddish / buff brick with brown pantiled roofs. The application property is bounded to the north by number 4 Gregory Close and to the east by single storey detached dwellings on Julian Close.

The application comprises the following elements:

- Alterations to the existing house to change a front window to a front door with porch;
- A single storey side extension with pitched roof with the following approximate dimensions:
7m wide;
13m deep;
5.2m high;
- A single storey flat-roofed side element to create a utility with the following approximate dimensions:
2.76m wide, reducing to 1.6m at the rear;
8.5m deep
3m high
- The creation of 3 parking bays in the front garden area.

During the course of the application amended plans have been submitted showing a dropped ridge line and amended roof profile, the extension shown set back from the front of the house and the addition of three parking bays.

APPLICANT/AGENT SUPPORTING CASE

5 Gregory Close is currently a small 2 bedroom single storey dwelling. Because of its unique location, it benefits from a proportionately large plot which is also remote from the general street scene.

The applicants very much like living in this part of North Wootton and seek to extend their property to accommodate their expanding family and our proposal has been carefully designed to meet this requirement.

The applicants would have preferred the whole extension to be built with a pitched roof, but felt it appropriate to have the utility section of the extension in a flat roof to reduce any impact to the eastern neighbours.

The original proposal has also been reduced to make the extension subservient to the main dwelling and keep the roof profiles within the BRE (IP5/92) stipulated 43 degree angle to mitigate over shadowing.

It should also be appreciated, that under permitted development, detached buildings could be erected without planning permission with a greater over shadowing impact under the BRE guidance than our proposals. These have been overlaid on our drawing 1790-04 to demonstrate this.

PLANNING HISTORY

There is no relevant planning history.

RESPONSE TO CONSULTATION

Parish Council: NEUTRAL

The Parish Council has no observations to make on this application. Councillors are aware of ongoing correspondence with the planning department and note that the applicant has revised the designs.

The Parish Council further acknowledges that the application has been called in by Councillor Ring and Councillor Coates, and that the views of parishioners have been listened to and noted.

REPRESENTATIONS

FIVE letters of **OBJECTION** have been received in response to the application as originally submitted and a **further SEVEN letters** have been received following the amended plans raising the same concerns. Objections are on the following grounds:

- The extension would be too large;
- It would not be proportionate to the size of the existing house;
- The existing house size is ideal for first time buyers and the elderly whereas the proposed dwelling would be much larger;
- It would be overbearing;
- Loss of sunlight and overshadowing;
- It would adversely affect the out-look from adjoining gardens;
- It would close the gap between buildings and erode the spacious character of the area;
- It would be a long and continuous built form;
- The permitted development limitations were misrepresented at the Parish Meeting;
- Additional hardstanding for cars would be intensifying the development;
- Conflict with Local Plan and Neighbourhood Plan Policies;
- De-valuation of property.

TWO letters of **SUPPORT** have been received to the application on the following grounds:

- The conservatory and garage would be removed so lessening the impact;
- There would be more on-site parking than before reducing pressure on the road;
- The amended plans show a reduction in height respecting neighbours;
- It is important that young people can live in the area as well as the elderly;

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- Some neighbours are in favour of the development.

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

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

LP06 - Climate Change (Strategic Policy)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Policy 3: Design

Policy 4: Residential Parking Standards

Policy 3: Design

Policy 4: Residential Parking Standards

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 neighbour amenity
- Highway impacts
- Climate Change

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) and the North Wootton Neighbourhood Plan.

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The principle of development here is acceptable, subject to compliance with relevant development plan policies and guidance.

It is also relevant to consider what could be built under permitted development rights without the requirement for planning consent. This is the 'fall-back' position which will be discussed in the relevant sections below.

Form and Character:

Policy LP18 of the Local Plan requires development to achieve a high quality of design. For the current proposal the following sub-paragraphs are most relevant when considering the impact of the development upon the character of the area and appearance in the street-scene. They state that development should:

- c. respond to the context and character of places in West Norfolk by ensuring that the scale, density, layout, materials and access will enhance the quality of the environment;
- d. where possible, enhance the special qualities and local distinctiveness of the area (including its historical, biodiversity and cultural character), gaps between settlements, landscape setting, distinctive settlement character, landscape features and ecological networks;
- g. achieve high standards of sustainable design.

Policy LP21 states, inter alia, that “the scale, height, massing, materials and layout of a development should respond sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials.”

Policy 3 of the North Wootton Neighbourhood Development Plan characterises the village as having a settlement pattern that is “low-scale and low-density across the settlement”, with houses “arranged in clusters serving a network of multi-branched cul-de-sac roads and small pockets of greenspace”. Policy 3 requires development to be of a density that respects local character (criterion (a)), to protect and enhance landscape and green infrastructure features so as to preserve the natural character of the village (criterion (f)), and to be consistent with the North Wootton Design Guidance and Codes (2021).

Gregory Close is characterised by single storey dwellings, often with detached garaging adjacent. There is some variety to the individual design and layout. This, combined with the curvature of the road, mean that properties do not have a regimented pattern, but are set at angles such that views between the gaps of the individual plots are apparent.

The application property occupies a generously sized site, at least as large as others within the vicinity, with a good separation to its eastern boundary. What is different from the prevailing character is that there is also a degree of separation from the public road due to it being at the end of the Close, accessed from a relatively long private drive, effectively book-ending Gregory Close at this point. These factors mean that the property is not readily viewed within the context of the wider street-scene within Gregory Close. Rather, the extension would be viewed fully only from the front of number 5: views from the adjacent park would be partially obscured by a boundary hedge and the oblique view across the rear gardens of numbers 6 and 5 would reveal only the rear element. The latter has a sloping roof form that would not appear excessively dominant in the street-scene.

The proposed utility closest to the eastern boundary would be set back 4.4m from the front of the main side extension element. This coupled with the proposed flat roof and lower height of this part of the proposal, would assist to an extent in reducing the visual appearance of built form close to the eastern boundary.

Seen within this context, the overall size of the extension and its relationship with the boundary is considered, on balance, to be acceptable. In addition, the amended plans now show a dropped ridge and the front wall of the main element set back from the front of the property which assists in retaining the form and appearance of the original dwelling.

The porch element is relatively small. There are other porches and canopies within the wider area so it would not be particularly out of keeping within the locality. Also of relevance is that a porch of similar proportions could be achieved under permitted development rights.

In conclusion, having regard to all the above factors, it is not considered that the proposed development would have a negative impact upon the character of the area or the appearance of the street-scene that would justify a refusal on these grounds. The proposal would, therefore, comply with Policies LP18 and LP21 of the Local Plan and with Policy 3 of the Neighbourhood Plan.

Impact on Neighbour Amenity:

Policy LP21 requires that proposals be assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupiers of the proposed development. Proposals will be assessed against a number of factors. The most relevant in this case are overlooking, overbearing, overshadowing and visual impact.

The application address adjoins a number of properties within Gregory Close and Julian Road, with the occupiers of numbers 6 and 4 Gregory Close and 9 Julian Road situated closest to the proposed development. Therefore, the effect of the development upon these adjoining occupiers are considered below.

Due to the single storey nature of the proposal, there would be no first floor windows overlooking adjoining property. Further windows at roof level could be controlled by a condition.

Number 6 is the pair to the application property. There is a 1.8m high fence along the boundary. Number 5 also currently has an approximately 3m deep conservatory that is sited about 1.7m from the boundary fence with this property which would be removed as part of the development. The proposed extension would project 4.2m beyond the rear of the existing house which is 1.2m deeper than the depth of the existing conservatory, but would be sited approximately 6.6m from the boundary with number 6. Notably, the ridge of height of the extension is approximately 1m lower than the main ridge. This separation together with the raking roof form means that the development would not appear unduly overbearing or cause significant overshadowing.

Overall, having regard to the present situation and the fact that a 3m deep and 4m high extension up to the boundary could be built without planning consent (the fall-back position), means that overall, the development would not unduly impact this neighbouring property in terms of overshadowing and outlook.

Number 4 Gregory Close is a single storey dwelling sited to the north of the application property. There is a secondary side window serving a living area, with the main outlook to the rear (east) into a conservatory. The property has an out-building / summerhouse on its

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western boundary and a patio / seating area in front of this looking toward the application site. There is an intervening 1.8m high fence with additional boundary planting along part of this boundary.

The proposed extension, in particular its roof, would be seen from this property, although the conservatory structure would partially obscure the view both from the living room and the conservatory itself. It would be more readily apparent from the rear garden area, although, again, would be partially obscured by the intervening boundary fence and, at present, the boundary hedge that is within the garden of number 4.

Although built form would be closer to this neighbouring property and some open aspect to the sky would be lost when looking in the direction of the proposed extension, it is not considered that the proposed development would be excessively overbearing. In reaching this conclusion, relevant factors are: the separation of approximately 8m between the rear of the proposed extension to the boundary fence with 4 Gregory Close; the slope of the proposed extension roof and the overall width and orientation of number 4's garden in relation to the proposed extension. In addition, the fall-back position would enable a 3m deep and 4m high extension to be built at the rear without the requirement for consent which would be closer to number 4's boundary than the proposed extension.

In terms of overshadowing, although situated to the north of the application property, due to the separation between the two properties, there would not be significant loss of light. This is because in addition to this separation, the sun would be in line with the proposed extension when the sun is generally highest in the sky during the middle of the day and when shadows would be shallowest.

Number 9 Julian Road lies immediately to the east of the proposed extension. This property has a rear conservatory facing the application site which is accessed from the living room, together with an adjacent patio area. There is an out-building / summerhouse on the southern boundary and an open pergola in the north-western corner of the garden. There is an approximately 1.8m boundary fence along the eastern boundary with the application property. The existing garage to 5 Gregory Close is also sited close to the boundary fence.

The main part of the proposed extension (excluding utility element) would be sited between approximately 2.4m and 3.5m from the eastern boundary fence, bringing built form closer to this adjoining property, thereby changing the outlook. Due to the orientation of the rear garden of 9 Julian Road, the extension would generally be seen within the fold of the existing building. This sort of relationship is not unusual in a suburban context, although it is appreciated that number 5 Gregory Close is currently sited some distance from the rear boundary fence of 9 Julian Road.

While acknowledging this changed outlook, taking into account the overall width and depth of number 9's garden, it is not considered that the proposed extension would have an overbearing impact that would warrant a refusal of planning consent.

It is noted that the roof of the proposed extension would slope down to the rear of number 5 at an angle that would effectively infill the gap that presently exists between the existing garage and roof of the existing house at number 5, when viewed from 9 Julian Road. This would mean that in the late afternoon, views of the sun setting which are currently enjoyed from the patio area, would be obscured to some extent.

Equally, the proposed extension would block some direct sunlight from reaching the Pergola (situated in the north-western corner) for parts of the afternoon at certain times of the year, particularly when the sun is lower in the sky. Whilst this impact is acknowledged, when

assessing potential overshadowing, the overall impact of a development upon an adjoining property must be assessed. As mentioned above, number 9 has a relatively large garden. This together with its west-facing orientation means that, overall, it would still enjoy a good level of light and sunlight and there would be insufficient grounds to refuse consent.

The utility element would be sited 1m from the boundary fence. However, it would have a flat roof and would be partially obscured by this fence. It is also relevant to note that a building of similar scale could be built up to the boundary without planning consent. Whilst the side door would be used by the present occupiers, it is not the main door to the garden. Overall, this aspect of the scheme is considered acceptable.

In conclusion, having considered carefully the impact on adjoining occupiers and fully acknowledging that the proposed extension would change the relationship of 5 Gregory Close to neighbouring properties, it is concluded that there would not be sufficient grounds to refuse the application on amenity grounds. Therefore, the proposal is considered to comply with Policy LP21 of the Local Plan and with Policy 3 of the Neighbourhood Plan.

Highway Impacts:

There are no changes to the access, therefore, the development would have no material impact on highway safety. The provision of three parking bays instead of the existing single detached garage and driveway would comply with the parking standards for a three / four bedroom property. Overall, the development would comply with Policies LP13 and LP14 of the Local Plan and with Policy 4 of the North Wootton Neighbourhood Plan.

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 and no further mitigation is required.

CONCLUSION:

The proposed development is for a relatively large extension in comparison to the existing property. However, the existing garden is also generously sized as detailed above. The impact of the proposal on the character and appearance of the area and upon the amenities of adjoining occupiers has been carefully considered. It is concluded that, overall, the proposal is acceptable in accordance with relevant Policies of the Local Plan and Neighbourhood Plan. Therefore, the application is recommended for approval.

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.

Planning Committee
1 June 2026

- 2 Condition: The development hereby approved shall be implemented in accordance with the following plan:

1790-03 b

- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Notwithstanding the provisions 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), no new windows/dormer windows (other than those expressly authorised by this permission), shall be allowed without the granting of specific planning permission.
- 3 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.

Planning Committee - 1 June 2026

Previous Committee:	11/05/2026
Upcoming Committee:	01/06/2026

APPLICATIONS DETERMINED UNDER DELEGATED POWERS

PURPOSE OF REPORT

(1) To inform Members of the number of decisions issued between the production of the 11 May 2026 Planning Committee Agenda and the 1 June 2026 agenda. There were 66 total decisions issued with 61 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 29 April 2026 and 15 May 2026.

	Total	Approved	Refused	Under 8 Weeks	Under 13 Weeks	Performance %	National Target	Planning Committee Decision	
								Approved	Refused
Major	2	2	0		2	100.0%	60%	0	0
Minor	23	16	7	21		91.3%	80%	1	3
Other	41	38	3	36		87.8%	80%	1	0
Total	66	56	10	57	2			2	3

Planning Committee made 5 of the 66 decisions (7.6%)

PLANNING COMMITTEE

DATE 1st June 2026

UPDATE ON TREE MATTERS

Prepared by Brian Ogden, Arboricultural Officer

1.0 Introduction

1.1 This report updates Members on Tree Preservation Orders (TPOs) served between 1st November 2025 and 30th April 2026 and provides a summary of other tree related work undertaken during the last six months.

2.0 Summary of Work

2.1 Table 1 below provides a breakdown of the various categories of tree related applications and work received during the reporting period.

2.2 Members will be aware that there are two principal types of tree work application.

2.3 Notifications for works to trees within a Conservation Area must be determined within six weeks. If a response is not issued within this period, the works may proceed by default.

2.4 Applications for works to trees protected by a Tree Preservation Order (TPO) have a target determination period of eight weeks.

2.5 Five days written notice is required where protected trees have died or require urgent removal or pruning due to their condition. These notifications are recorded under the suffix TDD. Where appropriate, replacement planting can subsequently be required.

2.6 Tree and landscape consultations relating to planning applications have target response times of either 8 or 13 weeks to ensure planning applications can be determined within the statutory timescales.

2.7 There is also a requirement to respond to applications to discharge tree and landscape related planning conditions within specified timescales, so as not to unnecessarily delay approved development.

2.8 Although not subject to a statutory determination period, the serving of a new TPO is often urgent to prevent the felling of trees or inappropriate pruning works. Once served, there are statutory time limits for objections to be received, responses to be issued and the matter, where necessary, to be considered by the Planning Committee. If the process is not completed within six months, the Order lapses and the process must begin again.

2.9 Pre-application discussions and site meetings relating to both planning applications and tree work proposals remain an important part of the service, together with responding to general tree related enquiries from members of the public. Trees are often highly visible and emotive matters, and officers continue to provide advice and guidance to residents, applicants, agents and other stakeholders, whilst promoting good tree care and management practice.

Table 1 – Breakdown of tree related applications and work received between 1st November 2025 and 30th April 2026

	Numbers
Planning Applications	
Planning Applications considered	110
Pre-Applications considered	35
Applications to discharge tree and landscape conditions	46
New Tree Preservation Orders	
New TPO's made	3
TPO's confirmed without objection, or objections withdrawn	2
TPO's with objections received confirmed by Planning Committee	1 (TPO made in September)
TPO's with objections yet to be confirmed or not confirmed	1
Tree Work Applications/Notifications	
Conservation Area Notifications approved	106
Conservation Area Notification Refused (TPO Served)	2
Conservation Area Notification Pending	14
Tree Preservation Order applications approved	39
Tree Preservation Order applications Refused	6
Partially refused	2

Tree Preservation Order applications appealed	1
Tree Preservation Order application pending	12

3.0 Details of TPO's Served and Confirmed since 1st November 2025

- 3.1 Three new Tree Preservation Orders were made between 1st November 2025 and 30th April 2026. Where no objections are received, Orders may be confirmed under delegated powers. Where objections are received, the matter must be considered by the Planning Committee before a decision is made on whether the TPO should be confirmed.
- 3.2 Of those orders made in this time, two have been confirmed under delegated powers with one awaiting confirmation. One order was confirmed at Planning Committee on 2nd February 2026. That order was made in September 2025.
- 3.3 There have been no appeals against decisions relating to works to protected trees during the reporting period, and there is currently one appeal in progress.

4.0 Recommendation

- 4.1 That members of the Planning Committee note the contents of the report

