



Planning Committee

Agenda

Monday, 27th July, 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, 27th July, 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 - 10)

To confirm as a correct record the Minutes of the Meeting held on 6 July 2026 (previously circulated).

3. DECLARATIONS OF INTEREST (Page 11)

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

The Ward Member(s) for the relevant application/item can speak; and/or at the discretion of the Chair of the Planning Committee, other Members can speak provided:

- that two days clear notice shall be given of any intention to speak on an application/item along with a brief summary of what they intend to say.

6. CHAIR'S CORRESPONDENCE

To receive any Chair's correspondence.

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

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

8. INDEX OF APPLICATIONS (Pages 12 - 13)

9. DECISION ON APPLICATIONS (Pages 14 - 145)

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

10. DELEGATED DECISIONS (Page 146)

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

To: Members of the Planning Committee

Councillors B Anota, 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 30 July 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, 6th July, 2026 at 9.30 am in the Assembly Room, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ

PRESENT: Councillor Bone (Vice-Chair in the Chair)
Councillors B Anota, R Blunt (sub), F Bone, C J Crofts (sub), T de Winton,
P Devulapalli, S Everett, J Fry, S Nash, C Rose and A Ryves (sub)

PC11: APPOINTMENT OF VICE-CHAIR FOR THE MEETING

RESOLVED: That Councillor Crofts be appointed as Vice-Chair for the meeting.

PC12: APOLOGIES

Apologies for absence were received from Councillor Mrs Spikings (Councillor Blunt sub), Councillor Bubb, Councillor Storey (Councillor Crofts sub), Councillor Lintern (Councillor Ryves sub) and Councillor de Whalley.

PC13: MINUTES

The minutes of the meeting held on 1 June 2026 were agreed as a correct record and signed by the Chair.

PC14: DECLARATIONS OF INTEREST

The following declarations of interest were declared:

Councillor Rose declared that in relation to 9/2(a) – Upwell he would leave the meeting as he was well acquainted with the applicant, and he was also a Member of Upwell Parish Council.

PC15: URGENT BUSINESS UNDER STANDING ORDER 7

There was no urgent business under Standing Order 7.

PC16: MEMBERS ATTENDING UNDER STANDING ORDER 34

There were no Members present in accordance with Standing Order 34:

PC17: **CHAIR'S CORRESPONDENCE**

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

PC18: **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.

PC19: **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) – (ii) below, where appropriate to the conditions and reasons or grounds of refusal, set out in the schedules signed by the Chair.

(i) 23/01141/FM

Downham Market: Land south of Railway Road: Erection of 26 dwellings (Use Class C3): Degfont (UK) Ltd

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

The case officer introduced the report and explained that the application site was located to the south of Railway Road, Downham Market. It comprised an area of approximately 1h of unmaintained scrubland and some peripheral trees bounded by the railway line to the west, Sovereign Way industrial estate to the south, The Willows Nature Reserve (County Wildlife Site) to the east and residential development on Daisy Lane to the north with Railway Road beyond, plus a commercial workshop (TLH Autocare) adjoining the NW corner of the site.

The site was located within the development area of the town and there was a history of previous approvals for residential development over the past two decades.

The proposal sought full permission for the construction of 26 dwellings.

The application had been referred to the 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, Ryan Astill (supporting) addressed the Committee in relation to the application.

Councillors raised questions about allotments, cycle signage, road adoption, indemnity for waste vehicles, drainage, affordable housing with officers clarifying policy requirements, maintenance arrangements, and technical solutions, including the role of management companies and drainage schemes.

The Democratic Services Officer then carried out a roll call on the recommendation to approve the application and, after having been put to the vote, was carried unanimously.

RESOLVED: (A) That subject to completion of a Section 106 agreement within 4 months of a resolution to approve to cover affordable housing provision, maintenance as a private road, off-site contribution towards play equipment / maintenance, etc fee towards maintenance of The Willows Nature Reserve plus payment of GIRAMS fee, permission be granted subject to certain conditions. If the agreement is not completed within 4 months of the committee resolution, but reasonable progress has been made, delegated authority is granted to the Assistant Director / Planning Control Manager to continue negotiation and complete the agreement and issue the decision.

(B) If in the opinion of the Assistant Director / Planning Control Manager no reasonable progress is made to complete the legal agreement within 4 months of the date of the committee resolution, the application is refused on the failure to secure affordable housing provision, maintenance as a private road, off-site contribution towards play equipment / maintenance etc fee towards maintenance of The Willows Nature Reserve plus payment of GIRAMS fee, contrary to Policies LP05, LP13, LP221, LP22, LP23, LP27,& LP28 of the Local Plan.

The Committee adjourned for a comfort break at 10.15 am and reconvened at 10.26 am.

(ii) 26/00313/O

Upwell: Land to the rear / side of 12 and 25 Orchard Gardens: Residential development – Construction of 2 self-build dwellings: Mr and Mrs J Spikings

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

Having declared an interest in the application, Councillor Rose left the meeting and did not take part in the debate or decision.

The case officer introduced the report and explained that the application sought outline planning permission with all matters reserved, for the construction of two self-build and custom dwellinghouses at land to the south of Orchard Gardens in Upwell. Matters which were reserved for consideration during a 'reserved matters application' were access, scale, landscaping, layout and appearance.

The application site compromised approximately 0.15 ha of grade 1 agricultural land to the south of Orchard Gardens in Upwell.

The application had been referred to the Committee for determination as the applicant was 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 Simon Waite (objecting) addressed the Committee in relation to the application.

Councillors debated whether the local plan or neighbourhood plan should take precedence, with officers clarifying that the most recently adopted plan prevails in the case of conflict, and that updating neighbourhood plans with substantive policy changes required a referendum and evidence base.

The Committee discussed Anglian Water's objections regarding sewage and surface water, referencing Section 106 4B and Supreme Court case law. Officers explained that pre-commencement drainage conditions and potential for package treatment plants addressed technical concerns, with statutory consultees involved at the detailed stage.

Councillors questioned the interpretation of windfall site policy and the development boundary, with officers confirming that LP02 supported development adjoining boundaries in tier 4 settlements, subject to criteria, and that development boundaries did not shift during the plan period.

Concerns were raised about loss of amenity and outlook with officers emphasising the need to assess applications against policy criteria and the role of design at reserved matters stage to ensure a suitable scheme comes forward.

The Democratic Services Officer then carried out a roll call on the recommendation to approve the application and, after having been put

to the vote, was split (5 votes for and 5 against) and was approved on the Chair's casting vote.

RESOLVED: (A) That the application be approved, subject to the completion of a Section 106 to secure self-build and custom and habitat mitigation fee (GIRAMS). If the agreement is not completed within 4 months of the Committee resolution, but reasonable progress has been made, delegated authority is granted to the Assistant Director / Planning Control Manager to continue negotiation and complete the agreement and issue the decision.

(B) If in the opinion of the Assistant Director / Planning Control Manager no reasonable progress is made to complete the legal agreement within 4 months of the date of the committee resolution, the application is refused on the failure to secure self-build and custom dwellings and habitat mitigation fee (GIRAMS) in line with Policies LP19 and LP31 of the Local Plan.

PC20: **DELEGATED DECISIONS**

The Committee received the delegated report.

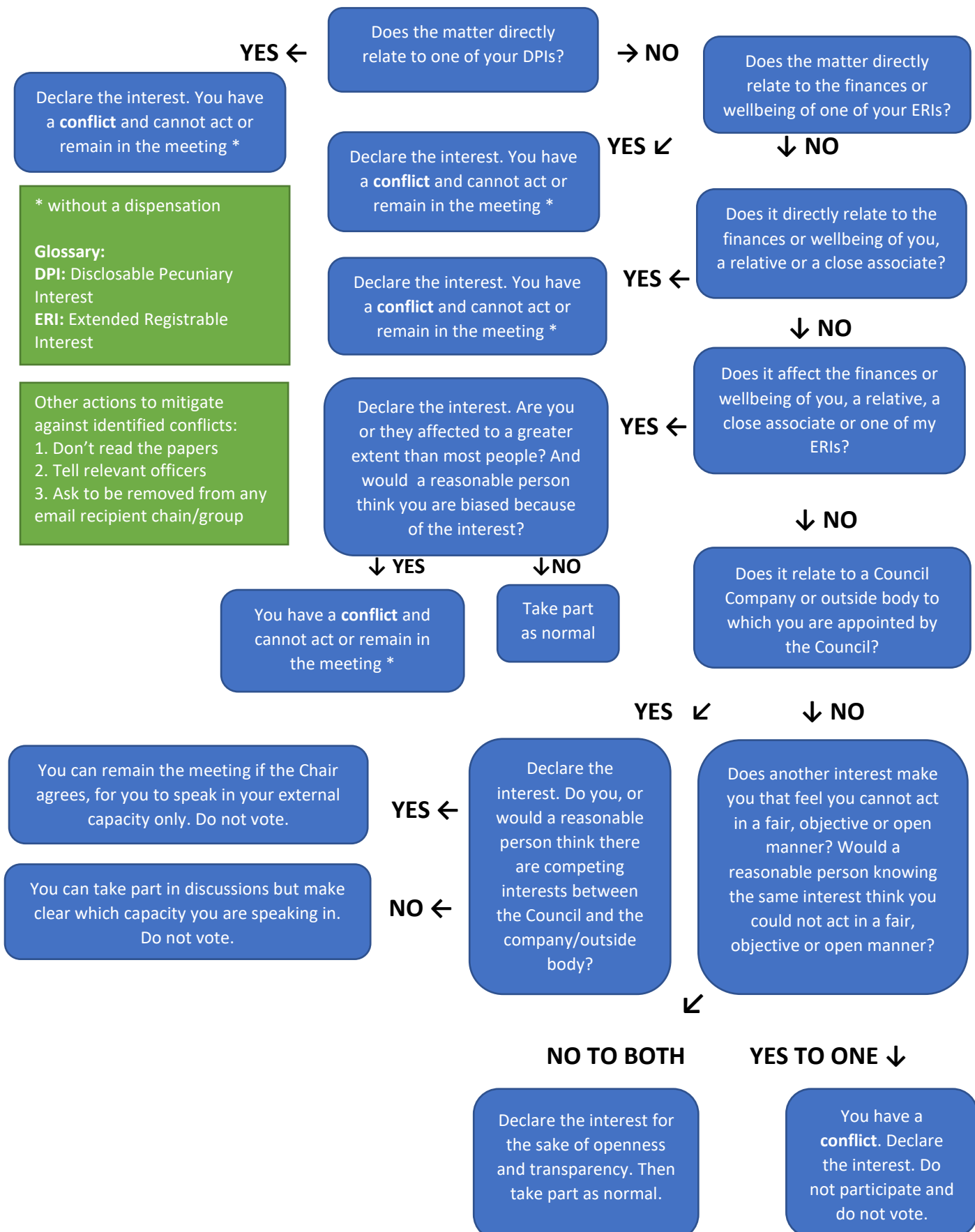
RESOLVED: That the report be noted.

The meeting closed at 11.15 am

DECLARING AN INTEREST AND MANAGING ANY CONFLICTS FLOWCHART



START



Declare the interest. You have a **conflict** and cannot act or remain in the meeting *

* without a dispensation

Glossary:

DPI: Disclosable Pecuniary Interest

ERI: Extended Registrable Interest

Other actions to mitigate against identified conflicts:

1. Don't read the papers
2. Tell relevant officers
3. Ask to be removed from any email recipient chain/group

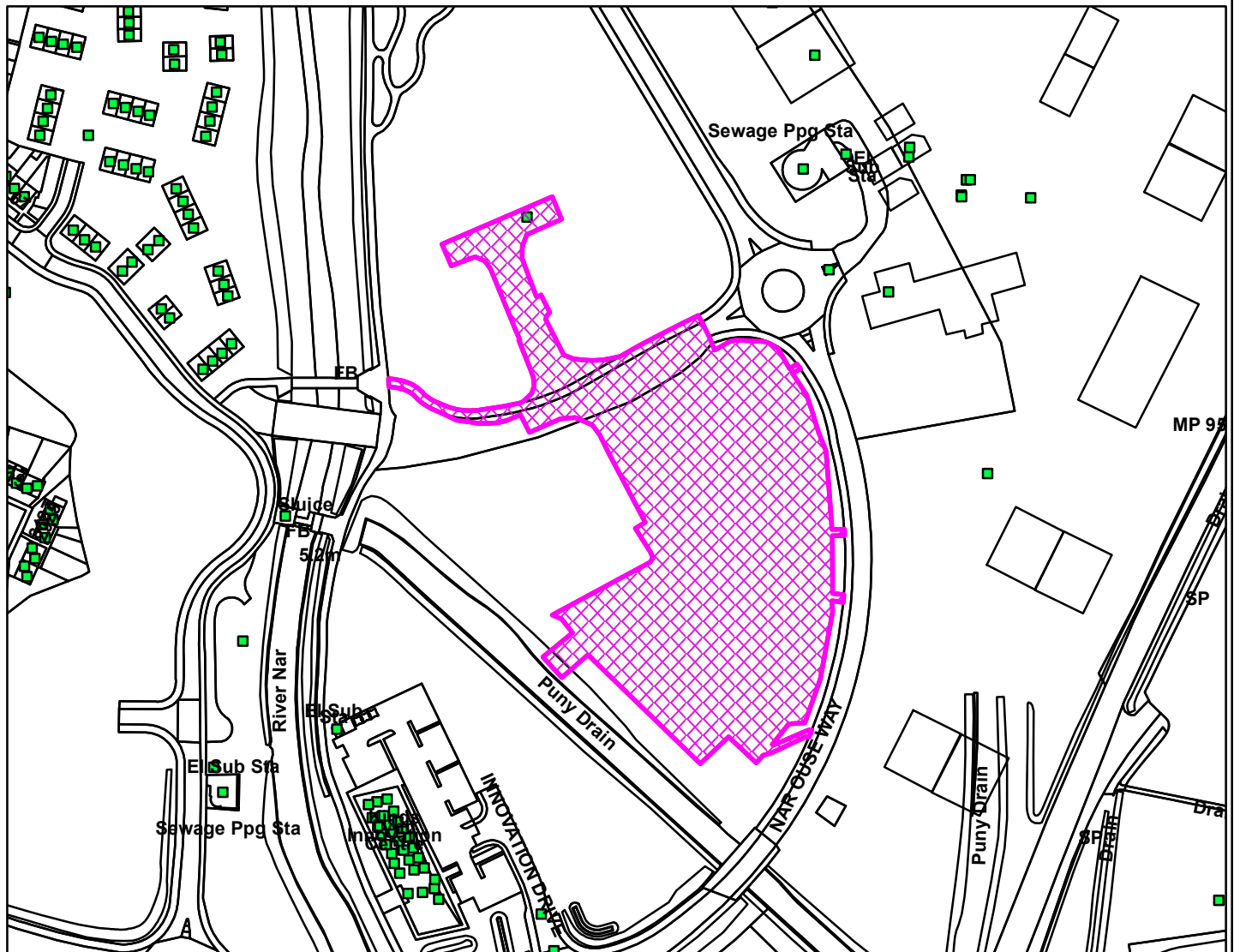
**INDEX OF APPLICATIONS TO BE DETERMINED
BY THE PLANNING COMMITTEE AT THE MEETING
TO BE HELD ON MONDAY 27 JULY 2026**

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
9/1	DEFERRED ITEMS			
9/1(a)	25/01783/FM Development Site W of Nar Ouse Way King's Lynn Norfolk PE30 5GF 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	14
9/2	MAJOR DEVELOPMENTS			
9/2(a)	26/00366/OM Land Rear of 50 To 54 Common Road Snettisham PE31 7PF Outline application for residential development comprising up to 31 dwellings, with all matters reserved except access	SNETTISHAM	APPROVE	47
9/3	OTHER APPLICATIONS / APPLICATIONS REQUIRING REFERENCE TO THE COMMITTEE			
9/3(a)	26/00508/F The Orchard 20 Nursery Lane Hockwold cum Wilton THETFORD Norfolk IP26 4ND Proposed barn style eco friendly SELF BUILD dwelling	HOCKWOLD CUM WILTON	APPROVE	84
9/3(b)	26/00850/F 1st Self Storage Ltd Edward Benefer Way King's Lynn Norfolk PE30 2FN Siting of micro business units for Class E (excluding (a)) and B8 plus Sui Generis and retention of toilet block and parking area (retrospective)	KING'S LYNN	REFUSE	98
9/3(c)	26/00934/F The Old Bull Bridge Road Stoke Ferry KINGS LYNN Norfolk PE33 9TD Replace Boundary wall and hedgerow with planter, trellis and metal railing fence.	STOKE FERRY	APPROVE	110

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
9/3(d)	26/00559/O Land W of 74 And S of 79 To 83 Hay Green Road South Terrington St Clement PE34 4PU OUTLINE APPLICATION: Outline permission for up to 4 self-build/custom build plots	TERRINGTON ST CLEMENT	REFUSE	118
9/3(e)	25/02010/CU The Workshop At 159 Fitton Road Wiggenhall St Germans Norfolk PE34 3AY Retention and continued use of existing workshops	WIGGENHALL ST GERMANS	APPROVE	132



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



Legend

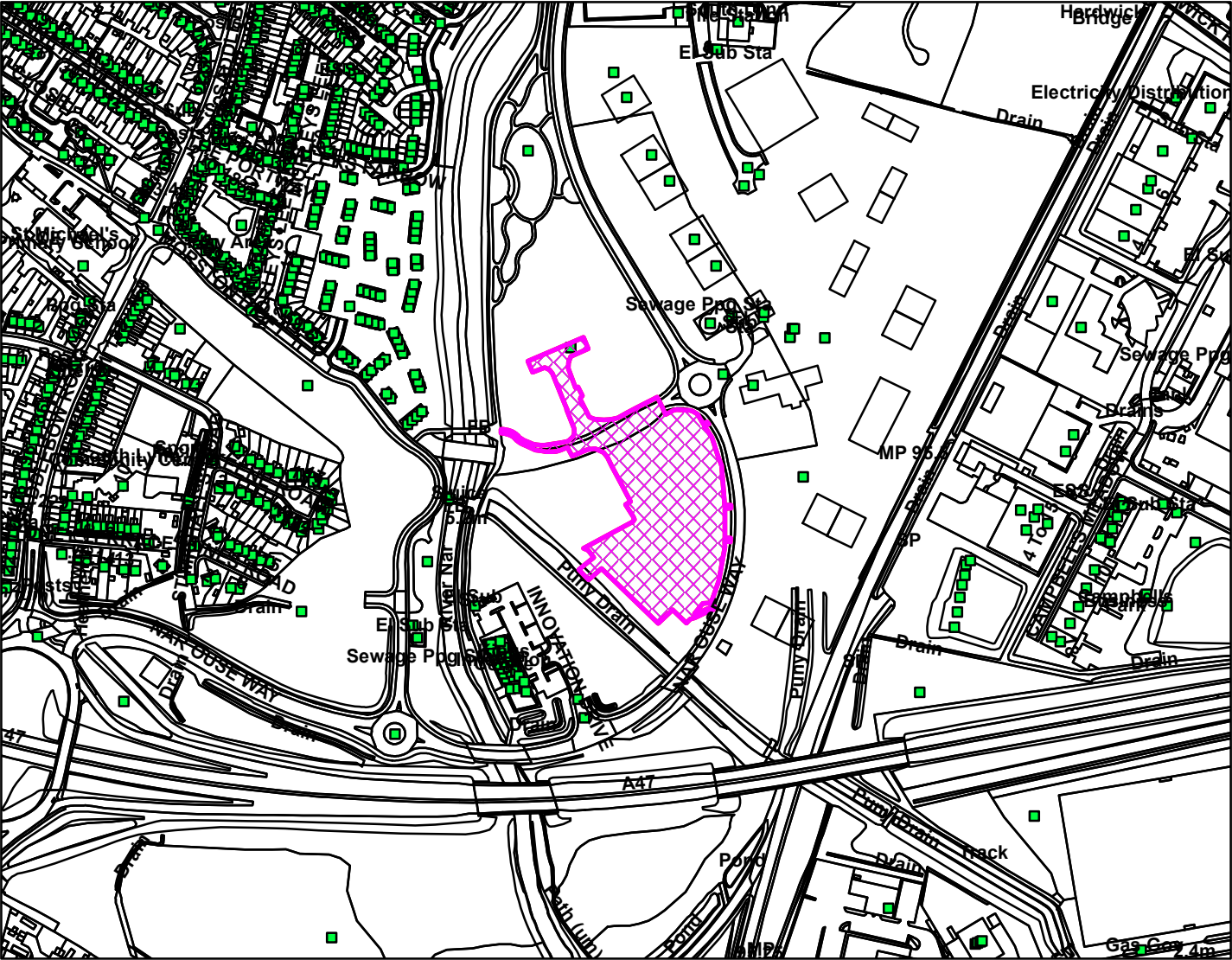
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Ordnance Survey AC0000819234

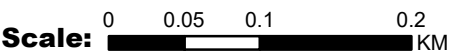
Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	18/05/2026
MSA Number	0100024314



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

AGENDA ITEM NO: 9/1(a)

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 PE30 5FR	
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: 31 July 2026

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

Neighbourhood Plan: No

Members Update

Members will recall that this application was deferred from the 1st June 2026 Planning Committee in order for the proposed development to be further reviewed by the Regeneration and Development Panel and for further operational detail to be provided.

The proposed development is to be considered at the Regeneration and Development Panel meeting due to take place on 22nd July 2026, after the date of the publication of this report. The outcome of this meeting will therefore be reported to Members in late correspondence.

In the meantime, the Applicant has submitted a 'Project Delivery Report' providing further detail on several points raised at Planning Committee on 1st June 2026, particularly the key objectives of the proposed development, the operational model and financial viability of the scheme and the likely representative user groups.

The Applicant has provided clarification on the key objectives of the proposed development, which are set out in the Project Delivery Report as:

Enhance connectivity – Establish a clear and highly visible link between the King's Lynn Enterprise Park (KLEP), residential communities, and the town centre;
Congestion relief – Reduce peak-hour traffic pressures along the Nar Ouse Way corridor;
Public Health and decarbonisation – Encourage a shift towards active travel and public transport, supporting a cleaner, healthier, and more sustainable town;

Economic growth and regeneration – Deliver enabling infrastructure, including the western access road, to support the continued development of the KLEP and the wider Nar Ouse Regeneration Area.

Updates made to this report can be seen in bold throughout.

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
Character and Appearance
Highway Safety
Flood Risk and Drainage
Contamination
Landscaping
Ecology
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.

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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).

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.

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;
- 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.

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.

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;
- 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)

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 hectare 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.

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.

In response to queries raised by the Planning Committee on 1st June, the Applicant has produced a series of visuals detailing the linkages between the site and existing walking and cycling routes, including connectivity with the town centre.

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 Applicant has clarified that dedicated coach bays are not proposed within Phase 1, however, land has been safeguarded so that future mobility or coach parking provision can be provided if demand emerges.

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 Puny 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.

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.

Operational Management

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.

Notwithstanding the above, the Applicant has, in the recently submitted Project Delivery Report, set out a number of matters relating to the operational model and financial viability of the proposed development.

The Applicant has stated that:

- The hub is supported by an operational model designed to minimise ongoing revenue costs through a combination of parking income, membership fees and efficient use of existing Council resources;
- Day-to-day operations would be managed through the Council's Business Operations team, while asset and structural maintenance would be administered through Property Services. Security for cycle parking and shower facilities would be managed through a membership-based digital access system, supported by low-energy lighting and 24/7 CCTV coverage;
- Detailed charging arrangements are still being finalised. However, the operational model has been developed with the objective of achieving cost neutrality over time, while ensuring that the facility remains attractive and accessible to users during its early years of operation;
- Initial operating costs during the project's establishment phase are marginal due to the deployment of existing Council personnel. Structural maintenance costs are minimised as the building fabric operates under full developer warranties; and
- The operational model is being developed with the objective of minimising ongoing revenue costs through a combination of parking income, membership fees and efficient use of existing Council resources. To catalyse early adoption, initial membership costs may be subsidised, with external grant funding actively sought to bridge the introductory phase.

Representative User Groups and Commuter Impact Analysis

In direct response to questions raised by the Planning Committee the Applicant has set out details of the likely representative user groups in the Project Delivery Report. These consist of:

- **Enterprise Park Employee (Local Active Commuter)** – This commuter travels from South Lynn using upgraded active travel corridors, seamlessly transitioning to the workplace by utilising the hub's secure lockers and changing facilities. This integrated infrastructure removes traditional barriers to active travel, ensuring employees can comfortably adopt sustainable habits for their daily work journeys;
- **Cross-district Commuter (Strategic 'Last-Mile' Connector)** – Arriving from the wider region via private car or public transport, this commuter utilises the hub as a transit integration point to access a stored bicycle. By completing the final leg of the journey on two wheels, this user group directly assists in reducing vehicle miles travelled within the high-congestion urban core;
- **Town Centre Worker (Congestion Interceptor)** – Seeking to avoid unpredictable peak-time traffic gridlock, this worker uses the hub as a strategic intercept parking point on the edge of the town centre. They complete their onward journey reliably via dedicated LCWIP routes, ensuring highly predictable and stress-free commute times;
- **Cost-Conscious Driver (Economic Park & Ride User)** – Motivated by reducing personal travel expenses, this individual uses the facility as an affordable edge-of-town parking and transfer station. By switching to buses, walking or cycling, they successfully bypass premium town-centre parking tariffs and congestion while actively supporting local air quality initiatives; and
- **Event Attendee or Visitor (Strategic Demand Management)** – This user group utilises the hub as vital overspill parking during high-demand periods, such as seasonal festivals or weekend events. By transferring to sustainable onward

travel modes at the edge of town, visitors mitigate sudden surges in traffic volume and protect central road capacity from gridlock.

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.

The Applicant's Project Delivery Report reinforces the funding constraints and delivery timeline associated with this project. In particular, the Applicant highlights the following:

- **The project remains subject to external funding conditions and delivery timescales associated with the Town Deal programme and the Business Rates Pool;**
- **Delays to key approvals or delivery milestones risk the loss of external grant funding. This would increase overall project delivery costs and would compromise the commercial rollout of the wider KLEP development; and**
- **The project is positioned to move into construction promptly. Delivery contracts are expected to be executed in September 2026 alongside mobilisation of on-site engineering works. During late 2026 and early 2027, operational workflows and final pricing structures would be refined in advance of the planned 2027 public opening.**

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 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.

Since the application was deferred by the Planning Committee at its 1st June 2026 meeting, the Applicant has submitted further information in direct response to the matters raised by the Committee. In particular, the Applicant has addressed operational matters and provided further detail on the likely representative user groups. The proposed development is being referred to the Regeneration and Development Panel on 22nd July 2026 and the outcome will be reported to Planning Committee in late correspondence.

Notwithstanding the above, it should be noted that many of the operational matters raised, such as ongoing funding of the development, are not material planning considerations and as such do not attract any weight in the planning balance. A planning condition is proposed requiring the submission and approval of an Operational Management Plan. It has been demonstrated in this report that the delivery of a travel hub on the KLEP has long been an ambition of the district and

county councils and there is considerable local and national policy support for it. The travel hub supports a variety of modes of transport including walking, cycling and the use of public transport through the delivery of two new bus stops.

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 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 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 neighbouring dwellings, plus provide details of anti-vibration mounts, and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 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

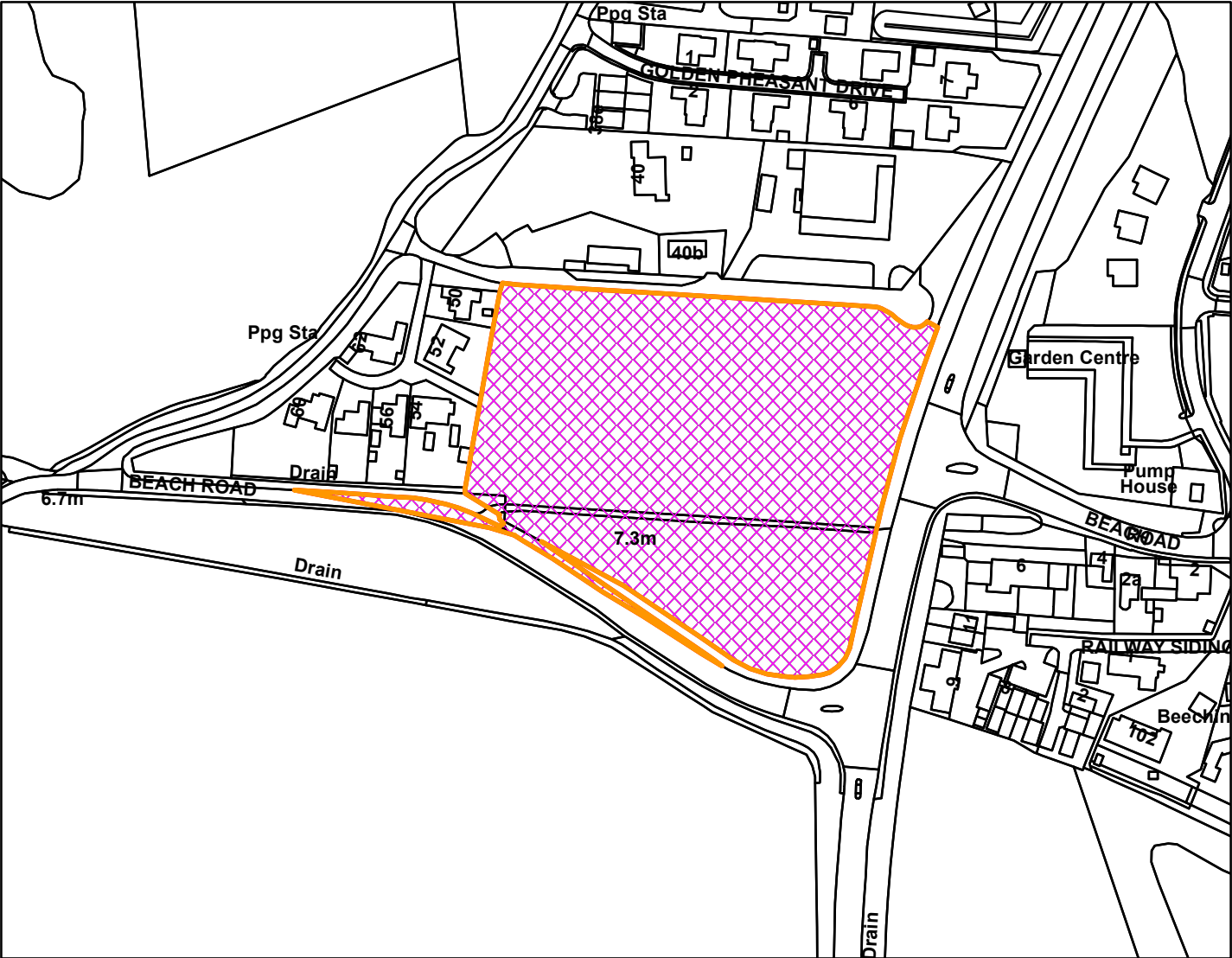
- 21 Reason To ensure the development delivers a Biodiversity Net Gain on site in accordance with Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 and policy LP19 of the Kings Lynn and West Norfolk Borough Council Local Plan.
- 22 Condition No commencement of subsequent phases shall 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. 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.

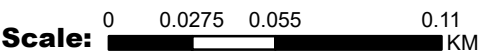
- 25 Reason To ensure that existing trees and hedgerows are properly protected in accordance with Local Plan Policies LP19 and LP21 and the NPPF. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.



Land Rear of 50 to 54 Common Road Snettisham PE31 7PF



Legend

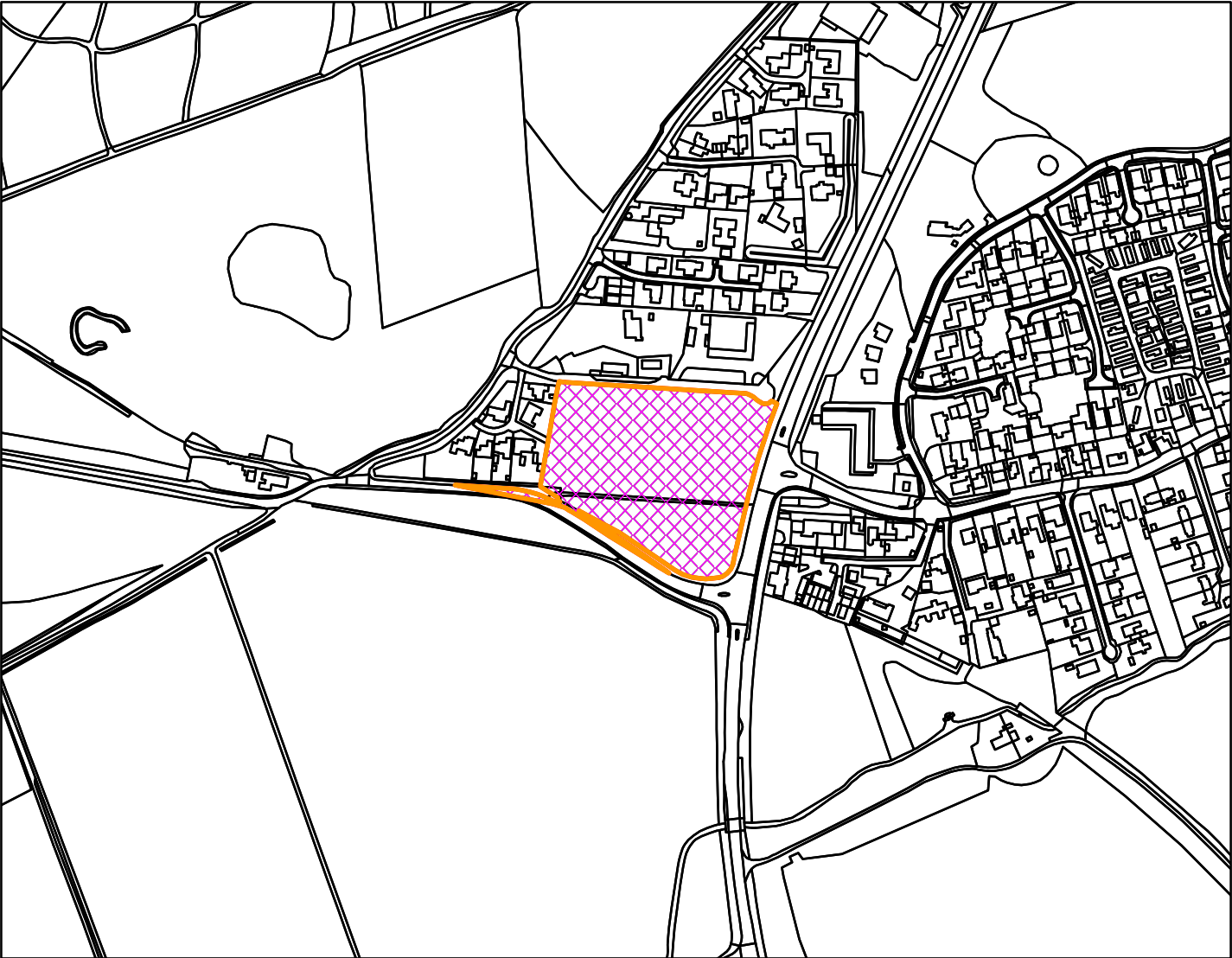


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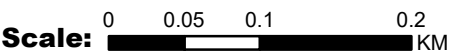
Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314



Land Rear of 50 to 54 Common Road Snettisham PE31 7PF



Legend



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/2(a)

Parish:	Snettisham	
Proposal:	Outline application for residential development comprising up to 31 dwellings, with all matters reserved except access.	
Location:	Land Rear of 50 To 54 Common Road Snettisham Norfolk PE31 7PF	
Applicant:	Pigeon (Snettisham) Ltd	
Case No:	26/00366/OM (Outline Application - Major Development)	
Case Officer:	Mrs C Dorgan	Date for Determination: 4 June 2026 Extension of Time Expiry Date: 22 October 2026

Reason for Referral to Planning Committee – Called in by Cllr Dark.

Neighbourhood Plan: Yes

Case Summary

The application seeks outline planning consent with access only for the construction of up to 31 dwellings. Scale, appearance, layout and landscaping will be agreed as part of a reserved matters application.

The application site is located to the west of the village of Snettisham. It is enclosed by existing residential and commercial development off Common Road South, Beach Road to the south and the A149 to the east. Towards the south of the site is an existing Public Right of Way known as Snettisham Footpath 33, which goes from east to west.

The site is outside of the development boundary for Snettisham but is directly adjacent to it on two sides. It is also outside of the Norfolk Coast National Landscape and Snettisham Common County Wildlife Site, but is approximately 55m away at the closest point. Snettisham is categorised as a Key Rural Service Centre (Tier 4) in Policy LP01 of the Local Plan.

Key Issues

Principle of development
 Impact upon form and character of the locality, and Impact on the National Landscape
 Impact on residential amenity
 Highway safety / Public Right of Way
 Flood Risk / Drainage
 Other material considerations

Recommendation:

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

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

THE APPLICATION

The application seeks outline planning consent with access only for the construction of up to 31 dwellings. Scale, appearance, layout and landscaping will be agreed as part of a reserved matters application.

The application site is located to the west of the village of Snettisham. It is enclosed by existing residential and commercial development off Common Road South, Beach Road to the south and the A149 to the east. Towards the south of the site is an existing Public Right of Way known as Snettisham Footpath 33, which goes from east to west.

The site is outside of the development boundary for Snettisham but is directly adjacent to it on two sides. It is also outside of the Norfolk Coast National Landscape and Snettisham Common County Wildlife Site, but is approximately 45m away at the closest point. Snettisham is categorised as a Key Rural Service Centre (Tier 4) in Policy LP01 of the Local Plan.

Originally the description of the application was for the construction of 31 dwellings. However, during the application process the Council negotiated with the applicant to amend the description to read 'up to 31 dwellings'. The indicative plans submitted were not acceptable and it was considered that the applicant had failed to demonstrate that 31 dwellings could be delivered on the site. The revised approach allows a greater flexibility at reserved matters.

APPLICANT/AGENT SUPPORTING CASE

Delivering New Homes for Snettisham

On 27 July Members will consider Pigeon's outline planning application for up to 31 new homes on land off Beach Road, Snettisham.

The proposals will deliver a sensitively designed, landscape and design-led sustainable scheme. The scheme has been carefully designed to respond to the site's landscape setting and local character, and will provide a positive addition to Snettisham.

The scheme includes affordable housing, public open space, biodiversity enhancements and pedestrian improvements, with no objections from key technical consultees, including Norfolk County Highways.

Key Benefits

Homes for Local People:

- Up to 31 new homes, making the most efficient use of the site and contributing to the Borough's housing land supply.
- 20% affordable housing (up to 6 homes).
- Mix of one, two, three and four-bedroom homes with smaller homes suitable for first-time buyers and younger residents wishing to remain in the village.

Landscape & Open Space:

- Publicly accessible open space including a Local Area for Play (LAP).
- Lower-density, landscape-led layout.
- Significant landscaped buffer along the western boundary.
- The proposals seek to reflect the character of the village edge through a sensitive and carefully considered approach to development.

Biodiversity & Environment:

- Retention and reinforcement of existing landscape features.
- Habitat creation and ecological enhancements.

Infrastructure & Connectivity:

- Safe connectivity via proposed 3m footway / cycleway to provide connectivity from the PROW to the A149 crossing point.
- Retention and enhancement of the public right of way.
- No objection from Norfolk County Highways.

Financial contributions secured through Section 106 for:

- Education.
- Libraries.
- School transport.
- Protected coastal habitat mitigation.

PLANNING HISTORY

2/95/0713/F: Application Refused: 01/08/95 - Construction of petrol filling station together with associated shop/control room canopy ancillary car parking landscaping and access (renewal) - Land Junc Beach Road/ A149 By-pass Snettisham

04/02044/F: Application Refused: 24/11/04 - Construction of warehouse with ancillary offices and open storage for use as builders merchants- construction of vehicular access and diversion of footpath - Land Adjacent Beach Road Snettisham. Appeal Dismissed 14/09/05;

25/01891/NT28: No Comments: 24/12/25 - The Electronic Communications Code (Conditions and restrictions) Regulations 2003 (as amended) - Regulation 5 Notice of

RESPONSE TO CONSULTATION

Parish Council: OBJECTION

Attention was drawn to the following guidance / policies –
NPPF – Annex 1 para 231, Paragraph 115-117, 129, 135
Local Plan – Policies LP01, LP02, LP03
Snettisham Neighbourhood Plan – NP01, NP02, NP09

Housing Requirement–

The Local Plan minimum housing requirement for Snettisham is 25 homes over the next 19 years. This is a 19-year plan, and not an immediate requirement for housing development. 69 homes are under construction on Poppyfields Drive, no new housing is required. New houses in Snettisham have been slow to sell. Snettisham has already far exceeded the housing requirement.

Local Plan Development Boundary - Outside of development boundary for Snettisham. No development was intended to take place in this location. Nor is it within the adopted Snettisham Neighbourhood Plan development boundary.

Local Plan requires developments in excess of 25 homes for Rural Services Centres, to be brought forward as allocations, in the Local Plan or the Neighbourhood plan - The development is in excess of 25 homes and is not in either. This would set a precedent.

The proposed development site was not considered appropriate in the HELAA. This technical study dismissed allocating this greenfield site for development within the Local Plan as it was deemed unsuitable due to NCC transport and road constraints.

Snettisham Neighbourhood Plan–

Contrary to the policies within the adopted Snettisham Neighbourhood Plan. NP01 - The housing requirement under the LDF (at the time of the NP), was for 34 dwellings in Snettisham.

The Neighbourhood Plan agreed an allocation on the Poppyfields site (The Spires development by Bennetts (ref 20/00226/OM) of 40 homes. That development is currently underway to build 69 homes.

With windfall development in Snettisham at the date of the neighbourhood plan, Snettisham was 150% above the LDF allocation at the time. Since then, there has been yet further development – Since 2015 approximately 87 units. Any further development risks losing Snettisham's character as a village.

Economy-

Site previously allocated for commercial use only – loss of viable employment land.

Drainage-

The village has and continues to be plagued by drainage and flooding issues in the village. Anglian Water have publicly stated that they would object to any further development within Snettisham, due to the old water and drainage infrastructure.

The applicant's submission acknowledges that access to foul drainage can only at this time realistically be achieved through access to Manhole 3201 off Coaly Lane, at Ingoldisthorpe, or by onsite Klargestor. Does the applicant really consider a foul drainage connection to the Ingoldisthorpe WRC is a commercially viable option.

Infrastructure-

The development cannot be supported by existing and future service and infrastructure provision. Local infrastructure and services, including roads, drainage, healthcare, and parking, are already under strain within our village due to the amount of recent development outlined above. It cannot accommodate any more new homes.

Traffic, Parking & Transport-

This village is facing significant parking and traffic issues within the village from existing residents and visitors. Parish Council has worked with Highways to look for solutions, but with no imminent solutions in sight. The additional traffic from new residents wanting to access the centre of the village for services will significantly exacerbate the issues. People will use their vehicles to visit the village centre. It will encourage car use.

The installation of a Toucan crossing will impact on the A149, during seasonal traffic it can be queued back to the Beach Road junction. This may displace traffic through neighbouring villages.

Flood Risk-

The site is near higher-risk areas and is within updated flood projections that take account of climate change. Its location and proximity to the coast, where there has been historic flooding and coastal erosion, raises concerns about long-term safety.

Environmental Impact-

Proximity to sensitive areas and landscapes. Snettisham Woods includes a rare lowland heath which is on the governments protected habitats inventory. The River Ingol chalk stream is also close by. Development risks harming local habitats and water systems.

Character of Snettisham-

Snettisham's charm and attractiveness are its size and proximity to other local villages, including Ingoldisthorpe. The risk is if approved, the whole character of the village will be changed, with a risk of further windfall schemes coming forward. The development does nothing to enhance the character of the settlement.

Consultation with Parishioners-

The Parish Council has consulted with villagers via an online vote. The vote has been conducted over a credible platform, and the form has been locked down after 1 submission from each IP address, to ensure voters do not submit multiple votes. Between the dates 2

March and the date of this submission 2 April 2026 and 83% of respondents in the village are opposed to the proposed application. 6% remained neutral and 11% were in favour.

Planning Policy: NO OBJECTION

The Planning Policy Team provided comments in relation to this site previously through a pre-application and the scheme remains broadly the same.

1. Snettisham is identified as identified as a Key Rural Service Centre in Policy LP01 where additional growth is supported in principle subject to other policies within the Plan.
2. In relation to Policy LP02, the proposal broadly meets this policy in relation its location which is considered adjacent to the existing development boundary for the village and its size of around 25 units, subject to other criteria and policy.
3. In cases where development is planned for more than 25 units, then it is likely to conflict with the policy, in particular part 3 of the policy, where it states that: 'residential developments in excess of the following dwelling thresholds (25 dwellings for Key Rural Service Centres) outside of, but adjoining, the development boundary must be brought forward as allocations through the Local Plan or Neighbourhood Plans'.

In such cases it is for the applicant/ development to demonstrate why a departure from the policy is necessary for exceeding the threshold. Development should focus on those material infrastructure and community benefits that could be delivered as part of a larger scheme, for example, additional affordable housing, highway improvements or public open space. The additional scale of dwellings should also be reasonable in relation to existing size of the settlement. If, when assessing these factors, there are identified material benefits to the community from a larger development, then a departure from the policy could be considered positively.

The site was proposed as part of a previous local plan (Site Allocations & Development Management Policies Plan) which has since been replaced by the current Local Plan. It was assessed through the Borough Council's Housing & Economic Land Availability Assessment (HELAA).

The HELAA is based on the available information at the time of assessment, and this may change over time. Given the above even if a site is classed as 'unsuitable' within the HELAA this doesn't mean that in the future based on further information that a planning application should not be considered.

For context it is important to note that the Borough Council's Local Plan was adopted in March 2025. In addition, the Borough Council is currently able to demonstrate a healthy 5-year housing land supply position with latest calculation showing 6.9 years' worth for plan making purposes and 6.2 years' worth for decision-making purposes. The latest Housing Delivery Test (HDT) is 87%, as confirmed by Government, and accordingly HDT Action Plan has been prepared and published.

Relevant policies within Snettisham Neighbourhood Plan (2018 – 2033), Made November 2018 should be considered alongside the Local Plan.

Highways Authority: NO OBJECTION subject to conditions

For the avoidance of doubt (for all parties) we would normally expect plans to be submitted in support of development proposal that shows the general principle of proposed highway mitigation works. These in turn can be referenced in conditions should an application be approved.

In this instance the additional works, extension of the footway / cycleway up to (and around the radius of) Poppyfields Drive and the upgrades to existing footways on Beach Road between the site and Snettisham Common Car Park, fall within the highway. The highway works can be described in condition rather than fully set out in drawings, and the highway authority would not raise an objection.

We would expect to see all the highway mitigation works implemented prior to first occupation.

Conditions should be attached to the planning consent to secure -

- detailed plans of the roads, footways, cycleways, street lighting, foul and surface water drainage.
- all works shall be carried out on roads/footways/cycleways/street lighting/foul and surface water sewers prior to the occupation of the final dwelling
- the roads/footways/cycleways shall be constructed to binder course surfacing level before dwelling is first occupied
- visibility splays
- on-site parking scheme for construction workers and wheel washing for the duration of the construction period
- off-site highway improvement works.

Detailed comments were provided regarding the indicative layout.

Public Rights of Way: NO OBJECTION subject to conditions

No objection to the application on the understanding that conditions will be used in order to protect Snettisham footpath 33.

The full Highway Boundary plan must be obtained for the full length of Snettisham Footpath 33. The full legal alignment and extent (width) must remain open and available for use.

Any proposed surface changes, including crossings of estate roads, to the legal alignment must be approved by the Highway Authority prior to any works being carried out.

The full legal alignment must remain open and available for use at all times.

Strategic Housing Officer: NO OBJECTION

The site area and number of dwellings proposed (at 31) triggers the thresholds of Policy LP28. A 20% provision is required on sites capable of accommodating 5 or more dwellings and/or 0.165ha in Snettisham. The affordable housing provision is split into 70% of the affordable homes being made available for rent and 30% low-cost home ownership, including Shared Ownership, First Homes or any other intermediate product that meets the intermediate definition within NPPF, meets an identified need in the Borough and is agreed by the Council.

In this instance 6 units would be required, 4 for rent and 2 for low-cost home ownership. The affordable housing mix i.e., unit types, layout etc. will need to be addressed in the reserved matters application. The applicant has indicatively proposed 2 x 1 bed dwellings, 2 x 2 bed dwellings and 2 x 3 bed dwellings as affordable housing, and this mix is acceptable in principle.

The affordable housing should be fully integrated with the general market housing in order to achieve mixed and sustainable communities in which the accommodation is tenure blind. On a development of 31 units, the affordable housing should be located in clusters ideally no more than 4. The indicative plan shows the affordable units grouped together in a cluster of 6, this should be addressed in the reserved matters application. An objection from us is likely if this is not met.

All S106 Affordable Housing units should meet the Nationally Described Space Standard (NDSS), and any that do not are likely to result in an objection from us.

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

Historic Environment Service: NO OBJECTION subject to conditions.

Crop-marks recorded from aerial photographs have mapped a system of rectilinear ditches within the application site. Although a geophysical survey 2018 failed to identify many anomalies of archaeological origin there is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development.

If planning permission is granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework, Ministry of Housing, Communities & Local Government (2024).

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 (e.g. an archaeological excavation or monitoring of groundworks during construction).

Environmental Health & Housing - Environmental Quality: NO OBJECTION subject to conditions.

Contamination - The applicant has submitted a Phase 1 Desk study and Preliminary risk assessment by Geosphere Environmental dated 18/02/2026. The report identifies potential risk from the former marshland and railway land use and recommends further investigation for contamination and ground gas.

We have reviewed our files, and the north of the site is on land not seen developed for the duration of our records, the southern section looks to have contained part of the railway and tracks associated with the former Snettisham station. The surrounding landscape is largely agricultural and residential. Section 6 of the Phase 1 Desk study comments on the need for further investigation so we recommend conditions are attached to secure this.

Air Quality – No objection to raise in terms of air quality for the reasons given below;

In relation to ensuring the minimum amount of pollution is emitted, the Building Regulations would control the building emissions and provision of electric vehicle charging points.

The transport assessment (Rappor, Feb 2026) proposes an off-site pedestrian (Toucan) crossing across the A149 following comments from NCC Highways. We would be supportive, as improved connectivity for active travel has the potential to minimise vehicle use and their emissions. However, it must be accepted that some of the essential local services including the bus stop are located some distance away, and this would not

encourage the more sustainable low emission active travel modes that are required under the NPPF paragraph 110. Cycle parking is proposed within garages.

In terms of minimising potential exposure to emissions, the development is located adjacent to a busy road (A149) with traffic flows over 10,000 vehicles per day. The concern in such instances, would be the potential for relevant exposure requiring further assessment if dwellings were located near to this pollution source. The indicative plans submitted show dwellings sufficiently set back and separated from the A149 by an internal access road and a 3m wide footway/cycle path. A mature hedge / tree line also runs alongside the A149 that would help to further minimise exposure.

CSNN: NO OBJECTION subject to conditions

We have considered the application with the description now being UP TO 31 dwellings. Given that this is outline with access only, the number of units and the site layout will be agreed at reserved matters, along with details of any specific noise mitigation to protect dwellings from an adverse impact.

It is likely at reserved matters stage that a revised noise impact assessment will be required in order to refine and agree mitigation required to protect the proposed dwellings from an adverse impact in relation to noise.

The noise impact assessment should take account of noise from surrounding roads, nearby commercial activity and also from the proposed pumping station. Any existing dwellings that may be impacted by noise from the proposed pumping station should also be considered and the design and layout should take account of this and propose suitable mitigation accordingly. There should also be some consideration given to odour arising from the operation and maintenance of onsite drainage systems and how this can be minimised at reserved matters.

BCKLWN Public Open Space: NO OBJECTION

This application seeks approval for access only, which we are not opposed to. However, the landscape plans submitted with the outline plan show little consideration for maintenance, so we would like to see significant improvements with updated landscaping plans submitted with the reserved matters application should this be approved.

Natural England: NO OBJECTION

DESIGNATED SITES [EUROPEAN] – NO OBJECTION SUBJECT TO SECURING APPROPRIATE MITIGATION

This advice relates to proposed developments that fall within the 'zone of influence' (ZOI) for one or more European designated sites, such as Norfolk GIRAMS. It is anticipated that new residential development within this ZOI is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment. Your authority has measures in place to manage these potential impacts in the form of a strategic solution Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development.

This advice should be taken as Natural England's formal representation on appropriate assessment given under regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 (as amended). You are entitled to have regard to this representation.

Ecology: NO OBJECTION subject to conditions.

The PEA did not identify any significant ecological limitations. Mitigation measures are outlined in Section 8 of the report to offset the minor impacts that may occur. We have no issues with the baseline submitted within the Statutory Metric.

The BNG report indicates that 10% in Hedgerow Units will be delivered onsite but 3.68 Area Units will need to be purchased from a Habitat Bank in addition to habitat being delivered onsite. We also highlight that following the publication of the LNRS the medium significance category was retired. There are several rows in the on-site habitat creation tab which use this input that need to be reviewed and reduced to low strategic significance. This would increase the Unit deficit to 3.88 area Units.

The Arboriculture Officers concerns are with the layout and impacts to T3. T3 is inputted as retained but if the design is not altered to avoid impacts this tree will be damaged or worse, lost in the long term. Certainly, the condition will fall from moderate to poor. This should be reflected in the Metric.

The Public Open Spaces Officer makes valid comments as to the maintenance of the habitat which will need to be considered before the final BNG proposals come in at the DISC stage of the application.

There are no impacts anticipated on Habitats Sites beyond recreation (when considered in combination). A GIRAMs SHRA has been submitted which is welcome. Once the Planning Officer has completed the remaining section of the form this can be saved as the LPA record of HRA.

We have no objection to the proposed development. If you are minded to grant consent please include conditions and an informative to secure the BNG and ecological enhancements.

Arboricultural Officer: NO OBJECTION subject to condition.

The applicant has not demonstrated that up to 31 dwellings can be satisfactorily accommodated on this site while retaining and protecting existing trees, including important off-site trees not under the control of the applicant.

The main arboricultural constraint remains the line of large mature poplars, including Lombardy poplars and aspens, located just beyond the northern boundary. Although there is an access drive between these trees and the site boundary, their above ground influence has not been adequately considered. The relationship between these trees and Plots 11, 12, 13, 24 and 25, as shown indicatively, is very poor and would create foreseeable future pressure for pruning or removal. The applicant's own arboricultural report identifies a high risk of overshadowing and branch encroachment, and acknowledges that development too close to retained trees may result in future pressure to prune or remove them. Furthermore, the indicative layout fails to avoid tree Root Protection Areas.

The constraints posed by retained trees, including Root Protection Areas, crown spread, shading, branch movement and future occupier pressure, should inform the design and layout.

The submitted information has not demonstrated that the maximum 31 dwellings can be achieved without harm to retained trees or unacceptable future pressure for tree works to important large off site trees. If outline permission is granted, the submitted indicative layout should not be approved or relied upon, and the officer report should make clear that a reduced number of dwellings respecting the above and below ground constraints of the trees is highly likely to be necessary at Reserved Matters stage.

Please add a condition advising that a revised Arb Impact assessment will be required to demonstrate layout will not result in RPA encroachment or result in unsustainable relationships with retained trees.

Internal Drainage Board: NO OBJECTION

The site is within the Internal Drainage District (IDD) of the King's Lynn Internal Drainage Board (IDB) and therefore the Board's Byelaws apply.

Byelaw 3 (Surface Water) - The applicant proposes to discharge surface water to a watercourse, this proposal will require consent under Byelaw 3.

Byelaw 3 (Treated Foul Water) - The applicant intends to dispose of foul water to the Anglian Water main sewer network.

Section 23, Land Drainage Act 1991 - The Board understands that there is a privately maintained (riparian) watercourse through the development site, running parallel to the northern side of the existing PROW. The proposed access road and private driveways to the southern plots cross this watercourse. The design must ensure water flows are not obstructed along this channel. Further information is required to confirm the applicant's proposals for the road crossings over this watercourse. Any alteration of this watercourse to facilitate these access crossings will require prior written consent from the Board in accordance with Section 23, Land Drainage Act 1991 and the Board's Byelaw 4.

The Board recommends that adequate space (3-5 metres) is left flat and free from obstruction adjacent to the riparian watercourse in order to enable maintenance by future riparian owners or a designated maintenance company/contractor.

Byelaw 10 - There are two outfall options for the surface water drainage system. Should the applicant opt to discharge to the watercourse located to the south of Beach Road, which is a Board arterial watercourse known as Wallaces (Drain ID DRN128P0104), prior written consent would be required under Byelaw 10.

Environment Agency: NO OBJECTION subject to conditions.

Groundwater and Contaminated Land - This site is located above Secondary (undifferentiated) and Principal Aquifers, and Water Framework Directive groundwater body. The site is considered to be of moderate environmental sensitivity and could present potential pollutant linkages to controlled waters.

Conditions should be attached to secure a remediation strategy to deal with the risks associated with contamination of the site.

Land Contamination - We have reviewed the Geosphere Environmental Phase 1 Desk Study and Preliminary Risk Assessment, dated 18 February 2026 and referenced 8562,SK,DESK,AW,PD,18-02-26,V2. We agree with the conclusion that prior to commencement of construction, intrusive ground investigation should be undertaken to determine the extent of any potential contamination.

Surface Water Drainage - We have reviewed the Rappor Flood Risk Assessment and Drainage Strategy, dated January 2026 and referenced 250777. Infiltration features have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground.

Assuming no infiltration features are constructed in contaminated ground (as evidenced by the intrusive ground investigation), we are satisfied that there is no unacceptable risk to groundwater from the proposed infiltration features. Sustainable Drainage Systems (SuDS) mitigation indices have sufficiently met or exceeded the pollution hazard indices for the proposed development.

Anglian Water: NO OBJECTION subject to conditions.

Assets Affected - There is a 300mm Rising Main Sewer and a 90mm Water Main Pipe which are crossing the development site and are affected by the proposed development. The applicant has indicated the approximate position of the existing Anglian Water 300mm Rising Main sewer with 6m easement, however the 90mm Water Main Pipe is not showing on this Plan.

Anglian Water does not permit these assets to be located within the curtilage of the proposed building and we do not permit permeable paving or suds features over our assets. These assets should be located in areas of public open space and/or adoptable highways to ensure on-going maintenance and access is possible. The indicative plans do not adhere to this currently. A condition should be attached to the consent.

Wastewater Treatment - When assessing Dry Weather Flow (DWF) headroom at the receiving Water Recycling Centre (WRC), we apply a three-year Q90 DWF average (2023–2025), together with the flows associated with sites that already benefit from planning consent. Our DWF dataset is reviewed and updated annually in consultation with the Environment Agency. This ensures that our planning assessments reflect the most up-to-date information regarding the WRC's compliance with its environmental permit and its ability to accommodate additional flows from new development without creating an unacceptable risk of breaching environmental legislation. This approach also ensures that there is no pollution or deterioration of the receiving watercourse.

Based on the above assessment, Heacham WRC is within the acceptance parameters and can accommodate the flows from the proposed growth

Used Water Network - As per above Heacham Water Recycling response, we can confirm that the proposed connection point is acceptable to Anglian Water. The sewerage network at present has available capacity for the anticipated foul flows.

Surface Water Disposal - The proposed method of surface water management is to discharge to the existing ditch located towards the west of the site and does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.

Drainage Engineers (Flood & Civil): NO OBJECTION subject to conditions.

We have reviewed the correspondence from IDB, EA and Anglian Water alongside the Flood Risk Assessment and Drainage Strategy by Rappor from January 2026.

We would not raise an objection in principle but have comments that should be addressed through the reserved matters, and a condition should be attached to the planning consent.

In terms of foul water, the proposed connection is to an Anglian Water sewer and Anglian Water have provided their own consultation response. We have nothing further to add.

Emergency Planning: NO OBJECTION

The site is not in flood zone 2 or 3 and we have no comments to make at this stage.

NCC Minerals and Waste: NO OBJECTION

While the application site is underlain by Mineral Safeguarding Areas for (Sand and Gravel) and (Silica Sand), 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.

Norfolk Constabulary: NO OBJECTION

Detailed Secure by Design comments provided.

NCC Public Health: NO COMMENTS

At present, NCC Public Health has no comments to provide, as the proposal does not meet our threshold for consultation.

East of England Ambulance Service: NO OBJECTION

Impact of the Development on Ambulance Services - The proposed 31 dwelling development is expected to generate an additional 69 residents, with a forecast to generate 16 additional emergency calls per year.

This additional demand would increase pressure on King's Lynn Ambulance Hub, the EEAST's Emergency Operations Centres, and demand for frontline vehicles, vehicle preparation capacity, equipment, welfare facilities and the supporting estate infrastructure required to maintain operational safety and national Category 1–4 response standards.

The King's Lynn Ambulance Hub operates from a significantly constrained estate and the scheme would add demand to an already capacity-constrained facility.

The cost per unit would equate to £340, and for 31 units this would be £10,540 in total for the development. The calculated sum reflects only the proportional, development-specific capital impact.

Purpose and Use of the Contribution - The requested £10,540 will support the relocation, expansion or reconfiguration and installation of EV charging infrastructure at King's Lynn Ambulance Hub, vehicle accommodation, welfare facilities and operational support areas and infrastructure required to safely accommodate increased demand. This is capital infrastructure mitigation, not revenue funding.

NORFOLK AND WAVENEY NHS INTEGRATED CARE BOARD: NO COMMENTS

As this fell below the 'Planning in health' protocol threshold of 50 dwellings, the ICB did not respond.

NCC Planning Obligations: NO OBJECTION

Based on 31 dwellings as shown on the indicative plans.

* Education - NCC forecast that approximately 12 primary/ secondary school pupils would be generated on the estate. There is currently spare capacity within all education sectors. NCC would seek contributions for one Sixth Form place at £32,584.00 to contribute to the expansion and/or improvements to educational facilities at Springwood High School. The total education contribution = £32,584.00.

- Total Home to School Transport Costs - £21,318.00
- Norfolk Fire & Rescue Service request that one fire hydrant is provided, and this can be secured by planning condition.
- Library Provision - A development of this scale would require a total contribution of £5,735.00 (i.e., £185 per dwelling) to be spent on increasing the capacity of the library serving the development.
- County Council Monitoring Fee - £500 per trigger

REPRESENTATIONS

Summary of Third Party consultation responses:

98 OBJECTIONS received.

- Concerns raised regarding drainage in the village.
- Will drainage be different to existing properties on Common Road?
- Historic flooding issues in village – water table is very high
- Heacham treatment works already at capacity
- Doctors surgery is already over capacity.
- Doctors / Dentists/ Hospital/ Schools cannot accommodate new development.
- Insufficient food stores
- No bank, ATM, PO
- Pharmacy cannot cope
- Concern at capacity of electricity network to cope with more growth
- Would internet capacity be able to cope with new houses?
- Junction at Beach Road already very difficult to exit.
- Will add further congestion to local roads/ junctions.
- Congestion/ parking along Station Rd will be made worse.
- A149 very busy over summer – leaving Beach Rd junction is dangerous
- History of accidents at Beach Rd junction.
- Is a 20 min walk to the village centre – this is too long for most.
- Poor amenity for residents given proximity to A149 – noise and air pollution
- Will destroy view of countryside.
- Detract from rural form and character.
- Save green spaces / countryside.
- Impact on the character of the edge of the village.
- Overdevelopment
- Scale of development is too much for Snettisham
- Snettisham has enough dwellings, village will resemble a town.

- Cumulative impact of all new development has not been considered.
- Poppyfields development only completing and not all sold. Currently 67 homes for sale in village.
- Houses unaffordable. Should be low cost / for local people.
- Too many second homes stood empty
- Contrary to Neighbourhood Plan which stated no new development until after 2035.
- Outside of development boundary – compromises its purpose and sets a precedent.
- The Local Plan 2021-2040 takes account of recent/planned development of 115 homes but includes a windfall requirement of 25 houses for Snettisham. This is for the whole Plan period up to 2040 and could be met by other smaller, piecemeal developments during that period.
- Impact on ecology, and in particular protected sites.
- Detrimental impact on local wildlife
- Summer visitors exacerbate all the problems with traffic/ congestion, drainage, infrastructure, waste.
- No local jobs for people.
- Who could afford the new dwellings?
- The proposal is larger family homes, and does not reflect needs of the village - First-time buyers, downsizers and older residents - smaller households, affordable and entry-level homes.
- The land was earmarked for commercial development.

2 NEUTRAL responses.

- Road safety concerns - need to address the A149, the speed limit often exceeded beyond 50. Junction of Beach road and the A149 is dangerous, and difficult for both vehicles pulling out, and pedestrians crossing, due to volume of traffic and speed of the vehicles. Extra housing will increase numbers of vehicles and pedestrians.
- Pedestrian crossings should be carefully considered from the site.

3 SUPPORTS received.

- Housing is needed in the village.
- Will tidy up area.
- Can a crossing be included?

Comments received from Cllr Dark:

Given the decision by the Parish Council to oppose with widespread community support, I wish to call this decision in to full 'planning committee' so that something of this level of local concern gets a proper, public airing.

Attention is drawn to comments made by the Parish Council (included above).

Please could consideration be given to the following points:

1. Residential development in the Snettisham flood plain and impacts of the EH considering managed retreat in the locality in the near future. This previously allowed for commercial properties at less risk of loss of life from flooding.

2. Residential development the wrong side of the A149 in Snettisham.
3. Development in the AONB
4. The aquifer at this location is linked closely to the rare chalk river Ingol and the SSSI at Dersingham Bog and in the AONB.
5. Vehicle demand on A149 – Aware of recent cases where part of the justification for stopping new business premises operating adjacent to the A149 nearby was the extra vehicle journeys and impact on junction use. A residential development would seem to have more impact and this undermines these earlier determinations.

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)

LP03 - Neighbourhood Plans (Strategic Policy)

LP05 - Implementation (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

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

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

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

LP21 - Environment, Design and Amenity (Strategic Policy)

LP22 - Provision of Recreational Open Space for Residential Developments (Strategic Policy)

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

LP28 - Affordable Housing Policy (Strategic Policy)

LP30 - Adaptable & Accessible Homes (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Policy NP02 - Windfall Residential Dev

Policy NP03 - Housing Mix

Policy NP04 – Permanent Homes Modified Supporting Text, Policy and associated Community Aim

Policy NP05 – Materials and Design

Policy NP06 – Housing Density

Policy NP07 – Residential Car Parking

Policy NP09 – Natural Environment

Policy NP10 - Transport

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of development
- Impact upon the form and character of the locality, and on the National Landscape
- Impact on residential amenity
- Highway safety / Public Right of Way
- Flood Risk / Drainage
- Other material considerations

Principle of development:

The National Planning Policy Framework (NPPF) in Chapter 5, seeks to support the Government's objective of significantly boosting the supply of homes. Paragraph 83, states that 'to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services.' Paragraph 48 states that 'planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.'

Within the Local Plan the Settlement Hierarchy (LP01) classifies Snettisham as a joint Key Rural Service Centre, and Policy LP02 of the Plan addresses 'Residential Development on Windfall Sites'. The policy sets out that in such settlements:-

'..proposals for new residential development outside of, but adjoining development boundaries, as defined on the Policies Map, will be supported, provided they comply with other relevant policies of the development plan, and meet the criteria set out under Part 1 of this Policy, as well as the following criteria:

- a) It respects or enhances the character of the adjoining settlement and countryside, and can be readily assimilated into the existing fabric of the adjoining built up area; and
- b) It can be supported by existing and future service and infrastructure provision, or adverse effects can be mitigated through financial contributions towards improving provision; and
- c) It is not located within the boundary of the Norfolk Coast National Landscape, and would not adversely affect its setting; and

- d) It preserves or enhances the significance of nearby heritage assets and their settings, and protects and enhances the appearance and character of designated and valued landscapes; and
- e) It would maintain the physical separation between existing settlements and protect their identity.'

Part 1 of the policy requires that:-

'Residential development will be supported, provided it complies with other relevant policies in the development plan, and meets the following criteria:

- a) It results in a sustainable design of development which respects and enhances local character, contributes to place making and the reinforcement of local distinctiveness, and can be readily assimilated into the settlement in accordance with policies LP18, LP21, LP22; and
- b) It has regard to the size, type, tenure and range of housing that supports the needs of communities in accordance with policies LP28, LP29, LP30; and
- c) It will not cause significant adverse impacts on services and infrastructure, or adverse effects can be mitigated through financial contributions towards improving provision in accordance with Policy LP05; and
- d) Its context makes a positive contribution to the local environment and landscape setting in accordance with policies LP06, LP15, LP16, LP19, LP23, LP26; and
- e) It does not result in an unacceptable impact on highway safety, or residual, cumulative impacts on the road network which would be severe in accordance with Policy LP13; and
- 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.'

Part 3 of this policy goes on to state that 'Residential developments in excess of the following dwelling thresholds outside of, but adjoining, the development boundary must be brought forward as allocations through the Local Plan or Neighbourhood Plans... - Key Rural Service Centres: 25 dwellings.'

Under this policy, development of up to 31 dwellings as proposed would broadly be considered acceptable, as the site is directly adjoining the development boundary. However, this would be subject to the proposal meeting the policy criteria.

The criteria outlined above would be met as follows –

It is considered that subject to an appropriate layout, appearance, scale and landscaping, which would be considered as part of a reserved matters application, a scheme could be delivered which would respect and enhance the local character of Snettisham and could be assimilated into the existing built form of the village.

With regards to the size, type, tenure, a range of housing could be accommodated on the proposed site and Strategic Housing have provided advice with regards to the affordable housing provision. The Snettisham Neighbourhood Plan also includes information to guide appropriate residential development.

The consultation responses, outlined above, have demonstrated that subject to a Section 106 agreement and appropriate conditions the proposed development would not have significant adverse impacts on services and infrastructure.

The development is not within the Norfolk Coast National Landscape, although is within proximity to this. The development as proposed could be designed to minimise any adverse impacts on the setting and landscape, and by including public open space, enhancing the PROW, providing landscaping throughout the site and meeting the BNG requirements; the proposal would contribute to the local environment. The site, while currently greenfield is not of a high ecological quality. The development would not have an adverse impact on heritage assets.

The Local Highway Authority does not object to the development, subject to conditions to secure the access and offsite improvement works. As such it does not result in an unacceptable impact on highway safety, or residual, cumulative impacts on the road network.

The provision of a pedestrian crossing across the A149 would provide safe opportunities for active travel modes into the village centre.

Finally, the development proposed would maintain the physical separation between Snettisham and the neighbouring settlements, maintaining its identity.

In terms of part 3 of the policy, if the number of dwellings proposed does exceed 25, it is necessary to consider if a departure from the policy can be justified. Consideration should be given to the community benefits and the infrastructure improvements that could be delivered as part of a larger scheme. In this case this includes the affordable housing provision, contributions to library services and education, public open space provision and also the improved public right of way and the new pedestrian crossing across the A149. Furthermore, consideration should be given to how the units above the threshold of 25 relate to the scale of the site and the settlement. The Planning Policy Officer clarifies that when assessing these factors, if there are identified material benefits to the community from a larger development, then a departure from the policy could be considered positively.

In terms of the principle of development, residential development on this site is broadly in accordance with Local Plan policies LP01 and LP02, and Neighbourhood Plan Policy NP02. However, the maximum number of units at 31 exceeds the threshold within the development plan. This should be weighed against the Government's objective of significantly boosting the supply of homes, and the application would also deliver a number of community benefits as part of this scheme. On that basis it is suggested that these are sufficient material considerations to outweigh this policy stance, in this specific case, given the scale of development and site characteristics.

Impact upon the form and character of the locality, and on the National Landscape:

Paragraph 135 of the NPPF states 'Planning ... decisions should ensure that developments:...b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);...'

Local Plan Policy LP18 promotes high-quality design in all developments. The policy requires new development to-

- a) 'a. conserve and enhance the historic and natural environment and reduce environmental risks;
- b) b. enrich the attraction of the borough as an exceptional place to live, work and visit;

- c) 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) 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;
- e) e. optimise site potential, making the best use of land including the use of brownfield land;
- f) f. enhance community wellbeing by being accessible, inclusive, locally distinctive, safe and by promoting healthy lifestyles (see Policy LP38 Community & Culture);
- g) g. achieve high standards of sustainable design.'

The site is located on the edge of the built-up area of Snettisham, with existing residential development to the north and west of the site, and then to the east beyond the A149. The site itself is rough grazing with some existing vegetation/ hedging along the site boundaries.

Views of the wider site are clear when travelling along the A149, as well as from the village to the west. While there is existing vegetation/ hedgerows these are not of the scale which screen the site, it is clearly undeveloped. While any new development would be viewed in the context of the surrounding existing development, it is in a prominent location and the visual appearance of the site and landscaping would have a notable impact on the locality. The immediately adjacent residential development is varied in design/ appearance and materials and is predominantly detached single storey and chalet style development.

The information submitted with the application is indicative only and it is likely that the number of units proposed may need be reduced below that of 31 dwellings given the site constraints. However, this is an outline application with all matters reserved except access and as such the detail would be considered as part of a reserved matters application. That said the layout and density of the development, the scale, appearance and landscaping scheme should be in keeping with the local form and character, reflecting the edge of settlement site. A quality landscaping scheme is required with particular focus on the site boundaries along Beach Road and the A149.

In terms of the application under consideration, it is recommended that an appropriate residential scheme in terms of the impact on the form and character of the locality, could be delivered on this site which would meet the requirements of the NPPF and Local Plan Policies LP18 and LP21, as well as Neighbourhood Plan policies NP04 to NP07.

National Landscape

Paragraph 189 of the NPPF states '189. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection in relation to these issues.'

Local Plan Policy LP16 addresses the Norfolk Coast National Landscape and states – 'Permission for major developments in the Norfolk Coast National Landscape will be refused unless exceptional circumstances prevail as defined in the National Planning Policy Framework. Planning permission for any proposal within the National Landscape or affecting the setting of the National Landscape, will only be granted when it:

- a) conserves and enhances the Norfolk Coast National Landscape's special qualities, distinctive character, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the National Landscape designation; and avoids adverse impacts from individual proposals (including their cumulative effects), unless these can be satisfactorily mitigated; and

b) is appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment.'

Snettisham Neighbourhood Plan includes a policy (NP09) to protect the National Landscape - 'The enhancement of the public rights of way network, including access to it, will be supported. All development within the Norfolk Coast AONB should protect and enhance the AONB.'

The application site is detached from the National Landscape by a belt of existing residential development. While it is open in appearance, the site is read alongside the existing built form, and by the A149 and Beach Road. The development proposed would have an impact on locality, however in terms of the impact upon the setting of the National Landscape, this is considered to be minimal.

A priority of The Norfolk Coast Partnership is to protect and enhance dark skies through careful management and reduction of light pollution, to minimise harmful impacts on both wildlife and people. It would not be possible to prevent all outdoor security lighting for residential dwellings. However, the dwellings should be designed with regard to minimising light spill from glazing for example. Furthermore, if any external communal lighting was to be proposed this should be controlled at reserved matters.

It is considered that the proposal would not cause harm to the National Landscape (formerly referred to as the AONB), and as such the development is in accordance with the NPPF, Local Plan Policy LP16 and Neighbourhood Plan Policy 9.

Impact on residential amenity:

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

The development is unlikely to give rise to neighbour amenity issues for residents of existing dwellings to the west and north of the site as the site is of a sufficient size that separation distances between could be achieved. Within the site itself, the scheme would need to secure adequate amenity space for each dwelling and ensure that there is not unacceptable overlooking/ overshadowing between dwellings.

The applicant has submitted a Noise Assessment which identified any key surrounding noise sources within the vicinity of the site which have the potential to produce noise impacts upon the development. A series of noise surveys have been completed on site in order to measure off-site noise sources. The Assessment has shown that any noise impact on residents of the scheme can be adequately controlled through appropriate noise mitigation measures, to meet acceptable noise levels in both internal and external amenity areas which will accord with the 'No Observed Adverse Effect Level' as detailed in the PPG.

CSNN has stated that it is likely at reserved matters stage that a revised noise impact assessment would be required in order to refine and agree mitigation required to protect the proposed dwellings from an adverse impact in relation to noise. This should take account of noise from surrounding roads, nearby commercial activity and also from the proposed pumping station. Any existing dwellings that may be impacted by noise from the proposed pumping station should also be considered and the design and layout should take account of this and propose suitable mitigation accordingly. There should also be some consideration given to odour arising from the operation and maintenance of onsite drainage systems and how this can be minimised at reserved matters.

It is also necessary that a construction management scheme is submitted that is specific to noise, dust, odour, and smoke control for the site. It would need to include a schedule of works and hours of work and deliveries. It may also need to include specific details around piling type and timing. Details regarding external lighting and ASHPs should be submitted at the reserved matters stage.

The development would not have a detrimental impact on neighbour amenity or residential amenity for future residents of the development, subject to conditions attached to the consent. The scheme is in accordance with the NPPF and Policies LP18 and LP21, in so far as this is an outline application only with layout, scale, appearance and landscaping yet to be determined.

Highway safety / Public Right of Way:

Local Plan Policy LP13 states that 'Development proposals should demonstrate that they have been designed to:

- a. reduce the need to travel.
- b. promote sustainable forms of transport appropriate to their particular location and related to the uses and users of the development. In order of preference this should consider:
 - I. walking;
 - II. cycling;
 - III. public transport;
 - IV. private car;
- c. provide for safe and convenient access for all modes.'

Policy LP14 sets out required parking standards for new development.

Policy LP21 states 'development proposals should demonstrate that safe access can be provided, and adequate parking facilities are available.'

The site is to the west of the A149 with the village services located to the east of this highway. Currently there are insufficient suitable facilities in place (the existing footways are limited and narrow, and the existing crossing of A149 is not appropriate to accommodate the development) to link the two. Towards the south of the site is an existing Public Right of Way known as Snettisham Footpath 33, which goes from east to west.

The Parish Council and Third Party objections to the proposal raise concerns as they point out significant parking and traffic issues within the village from existing residents and visitors. The Parish Council state that they have attempted to work with Highways to look for solutions, but with no imminent solutions in sight. The additional traffic from new residents wanting to access the centre of the village for services will significantly exacerbate the issues as it is thought that people will use their vehicles to visit the village centre, encouraging car use. They are also concerned regarding the installation of a Toucan crossing and how this would impact the A149, as they state that during seasonal traffic it can already be queued back to the Beach Road junction. This may displace traffic through neighbouring villages. Concerns are also raised regarding the safety of the junction of Beach Road and the A149, which would obviously experience a notable increase in use.

The proposed development includes a single vehicular access off Beach Road. The Public Right of Way (PROW) known as Snettisham Footpath 33 would be enhanced as part of the

scheme, and a footpath would be provided running north/ south alongside the A149 (albeit set back from the highway) between the PROW and the pedestrian crossing. The development would deliver this toucan crossing across the A149. Improvements would also be made to the footway at Beach Road.

As such the development is able to provide appropriate walking, wheeling and cycling provision to safely accommodate movements between the site and local services.

In response to the objections raised, the Local Highway Authority (LHA) has confirmed that it has no objections to the development. They are satisfied that an appropriate vehicular access could be delivered, and that the scheme would not give rise to highways safety concerns as a result. Furthermore, the LHA are satisfied that the off-site highways improvements works, including the crossing, could be achieved. Conditions are requested to secure details of the off-site works prior to the commencement of development. A condition is also recommended to secure parking arrangements of vehicles during the construction period.

In terms of the Public Right of Way (PROW), the PROW officer has no objection to the application subject to a condition to protect Snettisham footpath 33. The full legal alignment and extent (width) must remain open and available for use, and any proposed surface changes must be approved by the Highway Authority prior to any works being carried out.

The on-site highways, footways (including the PROW) and garages/ parking would come forward as part of the reserved matters application. These would be required to meet Local Highway Authority standards and policy requirements.

The development as proposed is considered acceptable and in accordance with Local Plan Policies LP11, LP13 and LP21 and Neighbourhood Plan Policies and NP09.

Flood Risk / Drainage:

The application site lies within Flood Zone 1 of the Council's SFRA, which is the lowest risk of flooding, although the site is subject to some surface water flooding.

The Parish Council and Third Party comments refer to historic drainage issues within the village, due to the old water and drainage infrastructure. Their view is that the village infrastructure would be unable to cope with any additional residential development. They query the proposed drainage information submitted, as to whether the proposal would be commercially viable. Concerns are also raised about climate change and long term flood risk for the proposed residents.

The Environment Agency have stated that the site is above Secondary (undifferentiated) and Principal Aquifers, and Water Framework Directive groundwater body. The site is considered to be of moderate environmental sensitivity and could present potential pollutant linkages to controlled waters. As such conditions should be attached to secure a remediation strategy to deal with the risks associated with contamination of the site. In terms of Surface Water drainage they have reviewed the evidence submitted by the applicant and infiltration features have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground. Assuming no infiltration features are constructed in contaminated ground (as evidenced by the intrusive ground investigation), the EA are satisfied that there is no unacceptable risk to groundwater from the proposed infiltration features.

Anglian Water have confirmed that there are assets owned by Anglian Water (or those subject to an adoption agreement) within the site that will affect the layout, and these will need to be taken into account at reserved matters stage. Anglian Water provide clear guidance as to their requirements. In terms of wastewater treatment, based on their

assessment, Heacham WRC is within the acceptance parameters and can accommodate the flows from the proposed growth. Furthermore, they confirm that the proposed connection point for used water is acceptable to Anglian Water. The sewerage network at present has available capacity for the anticipated foul flows.

The IDB has stated that the proposals would include works which would require land drainage consent from the Board, and the Board strongly recommends that this is sought prior to determination of any future planning application.

Flood and Civil drainage engineers (on behalf of the LPA) have reviewed the correspondence from the IDB, EA and Anglian Water alongside the Flood Risk Assessment and Drainage Strategy by Rappor from January 2026. They do not raise an objection in principle but have comments that should be addressed through the reserved matters, and a condition should be attached to the planning consent to secure a detailed final surface water drainage scheme. In terms of foul water, the proposed connection is to an Anglian Water sewer and Anglian Water have provided their own consultation response, and they have nothing further to add.

While the concerns raised by the PC and local residents are acknowledged, based on the information submitted and the consultation responses received, it is considered that suitable drainage arrangements could be delivered on the site, subject to conditions. On this basis the proposal is in accordance with Policies LP18 and LP21 of the Local Plan.

Other material considerations:

Agents of Change – The NPPF in paragraph 200 states ‘Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities... Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.’

There is an existing commercial use to the north of the application site, Kim Cairns, which is a car servicing and repairs centre alongside car sales. The relationship between the proposed residential development and this existing commercial use should be considered in the proposed layout of the site, to ensure that these uses can co-exist harmoniously. The development would be required to provide sufficient mitigation measures so as to ensure acceptable residential amenity.

Ecology – The Preliminary Ecological Appraisal (submitted by the applicant) did not identify any significant ecological limitations. Mitigation measures are outlined in Section 8 of the report to offset the minor impacts that may occur. The baseline submitted within the Statutory Metric is accepted.

The Biodiversity Net Gain (BNG) report indicates that for the indicative layout proposed, 10% in Hedgerow Units would be delivered onsite, but that Area Units would need to be purchased from a Habitat Bank in addition to habitat being delivered onsite. While the hierarchy sets out a preference for on-site provision, followed by off-site provision and then the purchase of units as a last resort, this solution is considered acceptable in this case. If at reserved matters stage there is any additional loss/ impact upon trees/ vegetation then these changes must be reflected in the Metric.

There are no impacts anticipated on Habitats Sites beyond recreation (when considered in combination). A GIRAMs SHRA has been submitted and forms the authority's record of HRA. The financial contribution would be secured via legal agreement.

The Ecologist requests conditions are attached to the consent and an informative added to secure the BNG and ecological enhancements.

Trees/ Landscaping – There are existing trees and hedgerows on and adjacent to the application site. In the indicative layout submitted, the applicant has failed to demonstrate that 31 dwellings could be satisfactorily accommodated while retaining and protecting existing trees, including important off-site trees not under the control of the applicant.

The main arboricultural constraint remains the line of large mature poplars located just beyond the northern boundary, and under the indicative layout these would cause overshadowing and branch encroachment to the proposed dwellings, which is likely to lead to harm with heavy pruning or removal as a result. Furthermore, the indicative layout fails to avoid tree Root Protection Areas.

If outline permission is granted, the Arboricultural Officer requests that the constraints posed by retained trees, including Root Protection Areas, crown spread, shading, branch movement and future occupier pressure, should inform the design and layout submitted under reserved matters. The indicative layout is not considered acceptable, and it is likely the number of proposed dwellings would need to be reduced below 31. As a result, a condition is attached to secure a revised Arboricultural Impact Assessment to demonstrate the revised layout would not result in RPA encroachment or result in unsustainable relationships with retained trees.

Landscaping across the site will come forward at reserved matters and is not for consideration as part of this outline planning application.

Affordable Housing – In accordance with Local Plan Policy LP28, 20% provision is required on sites capable of accommodating 5 or more dwellings and/or 0.165ha in Snettisham. In this instance, based on 31 dwellings, 6 units are required (4 for rent and 2 for low-cost home ownership). The affordable housing mix would need to be addressed in the reserved matters application. The affordable housing should be fully integrated with the general market housing in which the accommodation is tenure blind, with clusters of no more than 4 units. A S.106 agreement would be attached to the consent to secure the affordable housing contribution.

Archaeology – There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development. Consequently, the site would need to be subject to a programme of archaeological mitigatory work and conditions are attached to secure this.

Planning obligations – Based on 31 dwellings as shown on the indicative plans.

- Public Open Space – The proposed scheme has sufficient land to achieve the public open space required by Policy LP22. This requirement would be secured via legal agreement.
- Education - There is currently spare capacity within all education sectors. NCC would seek contributions for one Sixth Form place at £32,584.00 (for Springwood High School). The total education contribution is £32,584.00, plus Home to School Transport Costs of £21,318.00. This would be secured via legal agreement.
- Library Provision - A total contribution of £5,735.00 (i.e., £185 per dwelling) is required. This would be secured via legal agreement.

- Norfolk Fire & Rescue Service require that one fire hydrant is provided, and this can be secured by planning condition.
- East of England Ambulance Service seek a financial contribution of £10,540 (£340 per unit). This would support the relocation, expansion or reconfiguration and installation of EV charging infrastructure at King's Lynn Ambulance Hub, vehicle accommodation, welfare facilities and operational support areas and infrastructure required to safely accommodate increased demand. This sum would need to be secured through the CIL process.

Contaminated Land / Air Quality – In terms of land contamination, the applicant has submitted a Phase 1 desk study and Preliminary Risk Assessment which identifies potential risk from the former marshland and railway land use. This recommends further investigation for contamination and ground gas, and as such conditions are recommended to secure this further work.

No objection is raised in terms of air quality, as Building Regulations would control the building emissions and provision of electric vehicle charging points. Cycle parking is proposed within garages.

The submitted Transport Assessment proposes a pedestrian (Toucan) crossing across the A149 and this would improve connectivity for active travel. However, it is also accepted that some of the essential local services are located some distance away, and this would not necessarily encourage more sustainable low emission active travel modes for all residents.

In terms of minimising potential exposure to emissions, the development is located adjacent to a busy road (A149) with traffic flows over 10,000 vehicles per day. However, based on the indicative plans the dwellings are sufficiently set back and separated from the A149 by an internal access road and footway/cycle path. The mature hedge / tree line would also help to further minimise exposure.

Climate Change – Policy LP06 requires that new development should minimise and reduce carbon emissions. The applicant has (in accordance with the policy requirements) submitted a Sustainability and Climate Change Statement.

This outlines how the development could reduce CO2 emissions from the development in the form of high quality design, energy efficient buildings and sustainable construction practices. Sustainable Drainage systems would be used to address flood risk/ extreme weather events. Biodiversity enhancements would be included, alongside landscaping and area of public open space. GIRAMS payments would be made commensurate to the additional population.

Connections between the site and the centre of Snettisham (to the east), and Snettisham Common (to the west) would be improved, improving accessibility for pedestrians and cyclists. While some car use is inevitable, EV charging points would be provided.

Snettisham already has access to a bus service, and new development may lead to an increase in use providing support for public transport services going forward.

The applicant states that given the low level ecological importance of the site, it may be possible by careful landscaping to improve the ecological standing of the site.

At the reserved matters stage, all up-to-date legislation and guidance would be considered in the layout and design of the buildings including features such as EV chargers, bike stores, rainwater harvesting.

The applicant states that the development would benefit the local economy.

The statement submitted demonstrates that the development has the ability to minimise and reduce carbon emissions, and as such is in accordance with Local Plan Policy LP06.

Ownership/ Right of Access - a neighbouring landowner has queried the site boundaries and ownership of the site. The applicant has provided title deeds to demonstrate that the site is within the full ownership of the applicant.

Minerals/ Waste Planning - The application site is underlain by Mineral Safeguarding Areas for (Sand and Gravel) and (Silica Sand). However, Norfolk County Council (as the Minerals and Waste planning authority) considers 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).

CONCLUSION:

The application seeks outline planning consent with access only. The layout, scale, appearance and landscaping would be determined as part of a reserved matters application. The proposed development is for up to 31 dwellings. The development proposed includes a vehicular access onto Beach Road. The site lies outside of but adjacent to the development boundary for Snettisham and is not a Local Plan allocation.

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

In terms of the principle of development, residential development on this site is broadly in accordance with Local Plan policies LP01 and LP02. However, the maximum number of units at 31 exceeds the threshold within the development plan. This should be weighed against the Government's objective of significantly boosting the supply of homes, and the application would also deliver a number of community benefits as part of this scheme. On that basis it is suggested that these are sufficient material considerations to outweigh this policy stance, in this specific case, given the scale of development and site characteristics.

It is recommended that an appropriate residential scheme could be delivered on this site which would respect the form and character of the locality and meet the requirements of the development plan. The application site is located within proximity to the National Landscape, however the proposal would not cause harm to the National Landscape.

Consideration has been given as to whether the development would have a detrimental impact on neighbour amenity, or on residential amenity for future residents of the development. Subject to conditions attached to the consent, the scheme is considered to be policy compliant.

Similarly, subject to conditions, the development would be capable of delivering safe vehicular and pedestrian/ cycle access to the site. The Local Highway Authority has no objections to the development.

Matters such as flood risk/ drainage, the impact on neighbouring commercial uses, ecological impacts, the protection of archaeological interests and ensuring safe management of contamination have all been considered in the report above and can be adequately addressed and secured via condition. Planning obligations including affordable housing, public open space, GIRAMS, education and library contributions would all be secured via legal agreement.

As such the development is recommended for approval as is in accordance with the NPPF, Local Plan Policies LP01, LP02, LP03, LP06, LP11, LP13, LP14, LP16, LP18, LP19, LP21, LP22, LP27, LP28 and Neighbourhood Plan Policies NP02, NP04 to NP07, NP09, NP10.

RECOMMENDATION:

A. APPROVE - subject to completion of a s106 to secure Affordable Housing, Public Open Space, GIRAMS, Education and Library contributions. If the agreement is not completed within 4 months of the committee resolution, but reasonable progress has been made, delegated authority is granted to the Assistant Director/Planning Control Manager to continue negotiation and complete the agreement and issue the decision and subject to the imposition of the following condition(s):

- 1 Condition Approval of the details of the means of layout, scale, appearance and landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority before any development is commenced.
- 1 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted to the Local Planning Authority in writing and shall be carried out as approved.
- 2 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 3 Condition Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- 3 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 4 Condition The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the latest such matter to be approved.
- 4 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 5 Condition The development hereby permitted shall be carried out in accordance with the following approved plans -

7057-CF-ZZ-XX-DR-A-0502 P6 INDICATIVE SITE PLAN WITH BOUNDARY
 MARKED (received 9 June 26) in so far as site boundary and access only.
7057-CF-ZZ-XX-DR-A-0500 P2 SITE LOCATION PLAN (received 2 March 26)
- 5 Reason For the avoidance of doubt and in the interests of proper planning.
- 6 Condition No works shall commence on the site until such time as detailed plans of the roads, footways, cycleways, street lighting, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. All construction works shall be carried out in accordance with the approved plans.

- 6 Reason To ensure that the highway works are designed to an appropriate standard in the interest of highway safety in accordance with the NPPF and Local Plan Policy LP13. 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 and therefore will not lead to expensive remedial action and adversely impact on the viability of the development.
- 7 Condition Prior to the occupation of the final dwelling all works shall be carried out on roads/footways/cycleways/street lighting/foul and surface water sewers in accordance with the approved specification to the satisfaction of the Local Planning Authority.
- 7 Reason To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway in accordance with the NPPF and Local Plan Policy LP13.
- 8 Condition Before any dwelling is first occupied the road(s)/footway(s)/cycleway(s) shall be constructed to binder course surfacing level from the dwelling to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority.
- 8 Reason To ensure satisfactory development of the site in accordance with the NPPF and Local Plan Policy LP13.
- 9 Condition Prior to the first occupation of the development hereby permitted visibility splays measuring 2.4 metres x 90 metres shall be provided to each side of the access where it meets the near edge of the adjacent highway carriageway. The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- 9 Reason In the interests of highway safety in accordance with the principles of the NPPF and Local Plan Policy LP13.
- 10 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 have been submitted to and approved in writing by the Local Planning Authority that include:
 - 3m footway / cycleway from the site up to (and around the radius of) the junction with Poppyfields Drive, including a toucan crossing on the A149
 - Footway improvements along Beach Road between the site and Snettisham Common Car Park
 - Provision of footway west of the site access demonstrating how FP33 will be upgraded where it joins Beach Road, including pram crossings on either side of Beach Road.
- 10 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 Local Plan Policy LP13.
- 11 Condition Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in condition 10 shall be completed to the written satisfaction of the Local Planning Authority.

- 11 Reason To ensure that the highway network is adequate to cater for the development proposed.
- 12 Condition The public right of way (Snettisham Footpath FP33) crossing the site shall be retained on its existing alignment and maintained free from obstruction.
- 12 Reason To protect the public right of way which crosses the site until such time as it has, if necessary, been formally diverted, in accordance with the NPPF.
- 13 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.
- 13 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.
- 14 Condition No demolition/development shall take place other than in accordance with the written scheme of investigation approved under condition 13 and any addenda to that WSI covering subsequent phases of mitigation.
- 14 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.
- 15 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 13 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 15 Reason To safeguard archaeological interests in accordance with the principles of the NPPF.
- 16 Condition Prior to the commencement of groundworks, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
- (i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with the Environment Agency's Land Contamination Risk Management (LCRM).

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

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

- 18 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 19 Condition In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 16, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 17, 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 in accordance with condition 18.

- 19 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 20 Condition No development above foundation level shall take place on site until a scheme to protect the dwellings from all sources of noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved before the development is brought into use.
- 20 Reason In the interests of the amenities of the occupiers in accordance with the principles of the NPPF and Policy LP21.
- 21 Condition No development or other operations shall take place on site until a detailed construction management statement has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include:
- a. the methods to be used and the measures to be undertaken to control the emission of dust, noise, and vibration from the operation of plant and machinery to be used;
 - b. the location of any temporary buildings and compound areas;
 - c. the location of on-site parking for construction and other vehicles and wheel washing for the duration of the construction period ;
 - d. the measures to be used to prevent the deposit of mud and other deleterious material on the public highway; and,
 - e. a scheme for the management and signage of all construction traffic.

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

- 21 Reason In order that the Local Planning Authority may retain control over the construction activities in the interests of the amenities of the locality in accordance with the NPPF.

This also needs to be a pre-commencement condition as this issue relates to the construction phase of the development.

- 22 Condition Notwithstanding the details hereby approved, no development shall commence until full details of the foul and surface water drainage arrangements for the site have been submitted to and approved in writing by the Local Planning Authority.

The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.

- 22 Reason To ensure that there is a satisfactory means of drainage in accordance with the NPPF.

This needs to be a pre-commencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.

- 23 Condition The Biodiversity Gain Plan shall be prepared in accordance with the Statutory Metric version 3 dated 20.01.2026 and prepared by Polly Godfrey at Philip Parker Associates Ltd.

- 23 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.

- 24 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.

- 24 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.

- 25 Condition The development hereby approved shall be carried out in strict accordance with the Mitigation Strategy Section 8 of the Preliminary Ecological Appraisal. Locations of these enhancement measures must be mapped in relation to the proposed development and submitted to the LPA alongside photographic evidence of

installation prior to occupation of the dwelling. Measures shall be implemented in full and the habitats maintained thereafter.

- 25 Reason In order to ensure the development does not result in the loss of habitat for protected species and to enhance biodiversity on the site in accordance with Paragraph 174 of the NPPF and local planning policy.
- 26 Condition Prior to the commencement of development a site layout plan detailing the location of existing water and drainage assets, and any proposed asset diversion or build over agreement, should be submitted to and approved by the local planning authority, in consultation with Anglian Water. In order to ensure on-going maintenance is possible all existing water and drainage assets should be located in areas of public open space and/or adoptable highways.
- 26 Reason To ensure Anglian Water assets are protected throughout the construction period, and that the necessary site layout and easements are provided, in accordance with the NPPF. This needs to be a precommencement condition to ensure that these are located and sufficiently protected prior to construction works.
- 27 Condition The Reserved Matters application shall be accompanied by an updated Arboricultural Impact Assessment, Tree Constraints Plan, Tree Protection Plan and Arboricultural Method Statement, prepared in accordance with BS5837. The submitted details shall include all trees on and adjacent to the site that may be affected by the development and shall demonstrate how retained trees, including off-site trees, will be protected during construction.

The Reserved Matters layout shall take account of the above and below-ground constraints of retained trees, including Root Protection Areas, crown spread, shading, branch movement and future relationship with occupiers. No development shall take place within the Root Protection Area of any retained tree unless this has been fully justified and appropriate arboricultural mitigation has first been approved in writing by the Local Planning Authority.

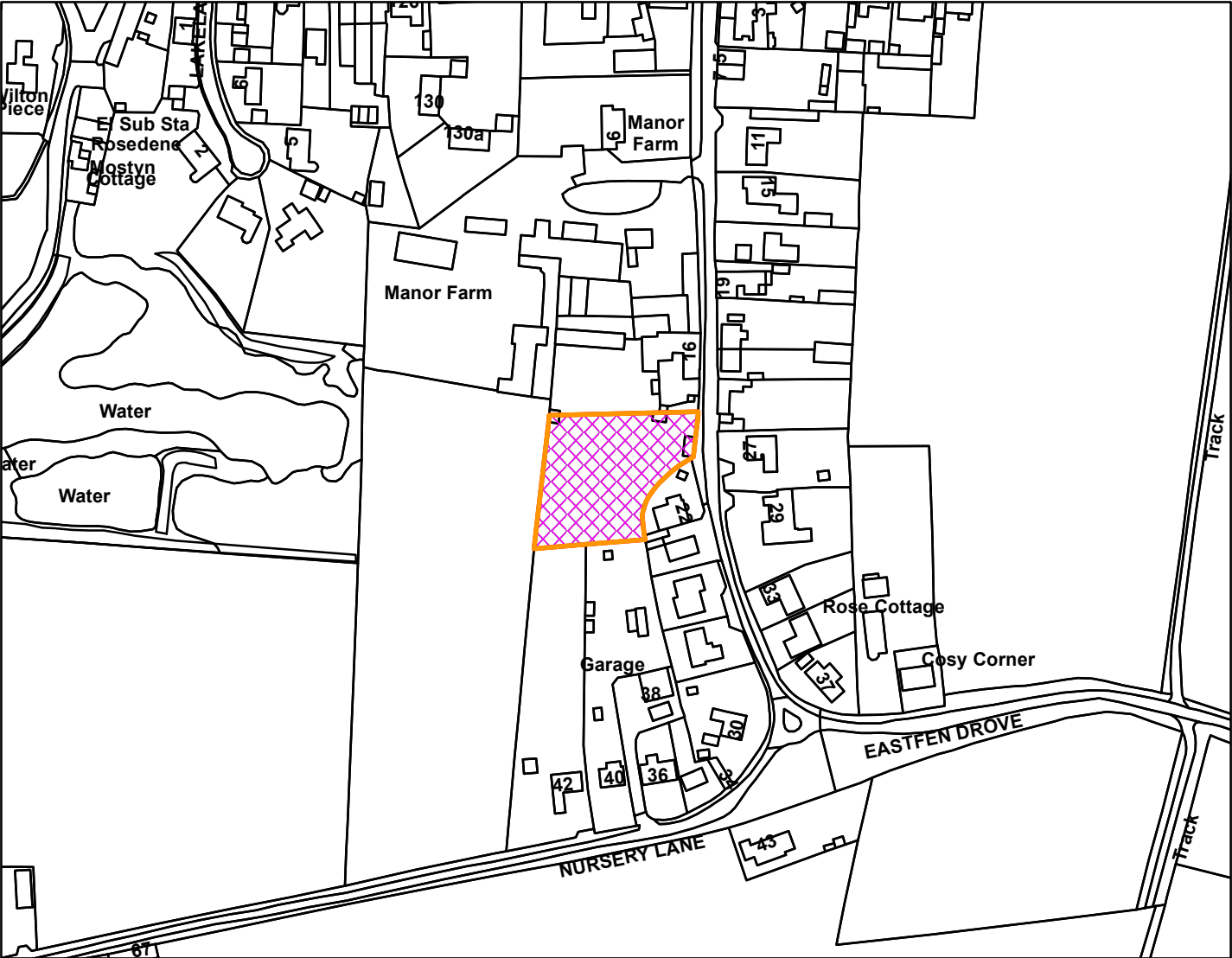
Development shall thereafter be carried out in accordance with the approved arboricultural details.

- 27 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.
- 28 Condition The development shall not be brought into use until a scheme for the provision of one fire hydrant has been implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.
- 28 Reason In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF.
- 29 Condition 40% of the dwellings hereby approved shall be built to meet requirement M4(2) of Part M of the Building Regulations: Category 2 for accessible and adaptable dwellings (or the equivalent legislation thereof). In addition, a minimum of 5% of the affordable housing contribution must accord with Category M4(3) (wheelchair adaptability). Details of the dwellings to be constructed to these standards shall be submitted as part of the reserved matters application.

- 29 Reason To ensure the development includes the provision of accessible and adaptable dwellings in accordance with the NPPF and Local Plan Policy LP30.
- B.** If in the opinion of the Assistant Director/Planning Control Manager no reasonable progress is made to complete the legal agreement within 4 months of the date of the committee resolution, the application is **REFUSED** on the failure to Affordable Housing, Public Open Space, GIRAMS, Education and Library contributions in line with Policy LP28 of the Local Plan.



The Orchard 20 Nursery Lane Hockwold cum Wilton IP26 4ND



Legend

Scale: 0 0.0275 0.055 0.11 KM

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Ordnance Survey AC0000819234

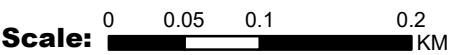
Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314



The Orchard 20 Nursery Lane Hockwold cum Wilton IP26 4ND



Legend



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/3(a)

Parish:	Hockwold cum Wilton	
Proposal:	Proposed barn style eco friendly SELF BUILD dwelling	
Location:	The Orchard 20 Nursery Lane Hockwold cum Wilton THETFORD IP26 4ND	
Applicant:	C/O Agent Paul Softley	
Case No:	26/00508/F (Full Application)	
Case Officer:	Tom Ellis-Daish	Date for Determination: 2 June 2026 Extension of Time Expiry Date: 23 October 2026

Reason for Referral to Planning Committee – In accordance with the Planning Scheme of Delegation following a Sifting Panel meeting due to a Parish Council Objection contrary to the Officer's recommendation.

Neighbourhood Plan: No

Case Summary

The application site relates to a parcel of land measuring approx. 0.24Ha along Nursery Lane, Hockwold-cum-Wilton. The land is currently laid largely to grass, with a number of trees to the southern side. The site was previously in an agricultural use, with a number of store buildings which have since been removed.

The proposal is for the erection of Self build barn style eco-friendly dwelling. Associated landscaping works and a cart shed are also proposed as part of this application.

The site is outside of, but adjacent to, the Development Boundary for Hockwold-cum-Wilton. The dwelling immediately north of the site is No.16 and to the south is No.22.

The site is largely located outside of The Hockwold-cum-Wilton Conservation Area, the boundary of which runs along, and partly within, the site's northern boundary. The Conservation Area boundary is also located to the rear (west) of the site, separated from the site by a field.

Planning history shows that the site was previously within the ownership as No.16 Nursery Lane but appears to have been separated. The proposal would utilise the same highway access as No.16.

The proposal has been revised during this application following the receipt of comments made by the Conservation Officer in objection to the proposal, resulting in a reduction in scale and a more traditional appearance. Reconsultation has been undertaken on these amended plans.

Key Issues

Principle of Development,
Form, Character and Impacts Upon Heritage Assets,
Impacts on Amenity, and
Ecological Impacts.

Recommendation

APPROVE

THE APPLICATION

Permission is sought for the erection of a barn-style, eco friendly dwelling.

The dwelling proposed would be of two storeys, with a below-ground basement, located somewhat centrally on a large (0.24Ha) plot. A two-bay garage would also be provided, with a driveway leading to a shared access with No. 16 to the north. Additional trees and landscaping area also proposed.

The approximate dimensions of the proposal (excluding the front and rear protrusions) would be 7.1m in height, measuring 3.8m to the eaves, 17.4m in width and 8m in depth. The front atrium would have approximate dimensions of 6.3m in height, measuring 3.8m to the eaves, 6m in width and would extend 2.8m forward of the main dwellinghouse. The rear projection would have approximate measurements of 6.3m in height, measuring 4m to the eaves, 4.7m in width and 3.5m in depth.

The proposed cartshed would have approximate dimensions of 5m in height, measuring 2.6m to the eaves, a depth of 5.7m and a width of 5.7m and would also be atop a brick plinth, finished in a similar fashion.

Hockwold cum Wilton is classified together with Feltwell as a Tier 4 Rural Service Centre, with services such as a shop, filling station, church and school.

SUPPORTING CASE

No supporting case has been received at the time of writing this report.

PLANNING HISTORY

24/01665/F: Application Permitted: 05/02/25 - Part Retrospective Application for the proposed widening of the existing vehicular access, replacement 1.8m timber fencing, brick wall end, brick pillars and gates. This application was made by No.16, with the application site also being within the redline.

RESPONSE TO CONSULTATION

Parish Council: Initially recorded OBJECTION on the following grounds

- Character and form of development- the proposal represents backland development that does not reflect the established pattern along Nurse Lane. The area is characterised by small-scale, modest dwellings within a linear frontage,
- Scale, massing and visual impact- The design would appear dominant and visually intrusive within this plot. The proposed finished floor level is set above the road level, increasing the perceived height and prominence of the building,
- Impact on neighbour amenity- Due to its siting, scale and elevated position, the proposal is likely to result in an overbearing impact on neighbouring properties. There is also concern regarding overshadowing and loss of outlook, which would be out of keeping with the existing relationship between dwellings in this part of the village,
- Impact on the setting of the Conservation Area- The site lies immediately adjacent to the conservation area boundary. Development in this location must conserve or enhance the character and appearance of the conservation area, including its scale. The PC consider that the proposal's scale, form and positioning would fail to achieve this. The introduction of a prominently styled structure in this sensitive location risks harming the rural character and transitional setting which contributes to the significance of the conservation area. LPA must have special regard to the desirability of preserving or enhancing the character or appearance of the conservation area.

At the time of writing this report, no response has been received to the reconsultation on the amended plans.

Conservation Officer: (In response to revised scheme) OBJECTION

- The front elevation appears more like a barn and the scale and form in the street scene view are acceptable,
- The rear view is still problematic. Views into the conservation area would still be affected by this rather domestic looking structure and out of keeping with the agricultural character of the adjacent barns. A shame when the agent has worked hard to achieve a more traditional appearance to the street scene,
- The position on the plot is rather isolated and the proposal could be better related to other built form,
- The design would be out of keeping with the character of the area and would impact negatively upon the setting of the conservation area- the proposal would therefore need to be considered against policies LP20 and LP21 of the Local Plan as well as Paragraphs 212 and 213 of the NPPF.

Following receipt of these comments, the Assistant Conservation Officer has confirmed that a less than substantial level of harm to the Conservation Area would occur.

Highways Authority: NO OBJECTION subject to condition

- Request a condition relating to the availability of parking and manoeuvring areas.

Natural England: FURTHER INFORMATION REQUIRED

- Stated that further information was required in relation to impacts on protected sites,
- The competent authority's conclusions need to be recorded through an HRA (this has now been completed).

Ecology Officer NO OBJECTION:

- The Preliminary Ecological Appraisal does not raise any significant ecological concerns for protected species but does highlight LPA guidance requires an HRA for

sites in close proximity to the Breckland SPA, which is designated for Stone Curlew, Nightjar and Woodlark. The onsite habitat is not a preference for these species,

- Direct impacts to the SPA can be scoped out,
- GIRAMS Tariff is required,
- BNG exemption under self-build exemption is not controversial,
- Reasonable enhancements have been recommended in the Preliminary Environmental Assessment. Mitigation measures are also proposed which include sensitive lighting and sensitive habitat clearance, and
- Request a condition relating to ecological enhancements and informatives relating to the Biodiversity Net Gain exemption and Protected Species (attached).

Environmental Quality NO OBJECTION:

- No significant potential sources of contamination are identified in our records, or in the information provided by the applicant.

Historic Environment Service NO OBJECTION:

- There are no known archaeological implications.

REPRESENTATIONS

In response to reconsultation following the receipt of amended plans, ONE letter of **OBJECTION** has been received from a third-party. Their comments can be summarised as follows:

- Another property in such a small area,
- The proposal would overlook the commentor's property.

In response to the scheme as initially submitted, TWO letters of **OBJECTION** were received, summarised as follows:

- Large, ugly house being built on a lovely old paddock for the proposer's profit,
- Suggest that the site be used for the benefit of the village and environment such as creating an orchard or a wildflower meadow,
- The proposal being set back from existing properties leads to overshadowing and loss of privacy,
- Obstructs views from 16 and 22,
- The proposal would be overbearing and out of character with the conservation area, and the area as a whole.

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)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

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

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

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

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

NATIONAL GUIDANCE

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

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of Development
- Form, Character and Impact upon Heritage Assets
- Impact on Neighbour Amenity
- Ecology and Climate Change
- Highway Safety and Travel
- Self-Build
- Any other matters requiring consideration prior to determination of the application

Principle of Development:

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

In this instance the Development Plan comprises the Local Plan (2021-2040).

The site is located adjacent to the development boundary for Hockwold-cum-Wilton, which together with Feltwell is classified as a Tier 4 Rural Service Centre by Policy LP01 of the Local Plan. Policy LP02 of the Local Plan states that residential development outside of, but adjoining development boundaries will be supported provided it complies with other relevant policies of the development plan and meets the criteria of both Part 1 and 2, which are given below (summarised):

Part 1:

- A) It results in sustainable design which respects and enhances local character,
- B) It has regard to the size, type, tenure and range of housing that supports the community,
- C) It will not cause significant adverse impacts on services and infrastructure and local infrastructure is sufficient to meet the demands of the development,
- D) It makes a positive contribution to the local environment and landscape setting,

- E) It does not result in an unacceptable impact on highway safety, and
- F) The development maximises opportunities to reduce the need to travel and encourages sustainable and active travel modes.

Part 2:

- A) It respects or enhances the character of the adjoining settlement and countryside,
- B) It can be supported by existing and future service provision, or adverse effects can be mitigated through financial contribution,
- C) It is not located within the Norfolk Coast National Landscape,
- D) It preserves or enhances the significance of nearby heritage assets, and
- E) It would maintain the physical separation between existing settlements and protect their identity.

These criteria are assessed throughout this report.

Additionally, as the site is located outside of any development boundary it is considered as being within the countryside. However, as stated above, it adjoins the development boundary for Hockwold-cum-Wilton and the proposal would be well connected to the existing settlement and is not considered isolated.

The principle of development may be acceptable, subject to compliance with all elements of Policy LP02 outlined above as assessed throughout this report.

Form, Character and Impacts Upon Heritage Assets:

Policy LP18 states (inter alia) that all new development in the borough must be of a high-quality design and is required to demonstrate its ability to conserve and enhance the historic environment.

Policy LP20 relates to the historic environment, stating (inter alia) that the historic environment will be conserved and enhanced in a manner appropriate to its significance.

Policy LP21 states (inter alia) that proposals must conserve and enhance the amenity of the wider environment, including the historic environment as well as its visual impact. Policy LP21 further states that development should respond sympathetically to the local setting.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that the LPA pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Paragraph 212 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Paragraph 213 of the NPPF further states that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

Paragraph 215 of the NPPF further requires that where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

The site is located adjacent to the Hockwold-cum-Wilton Conservation Area (a designated heritage asset), which runs along the northern boundary of the site. Several of the buildings

along Nursery Lane are also identified as important unlisted buildings within the Conservation Area Character Statement (nos. 16, 19, 21 and Hartley Place).

A notable divide is present within the street, along the Conservation Area's boundary line. To the north of the site, buildings are almost entirely of some heritage value, of traditional materials and proportions. Buildings to the north are predominantly two storey, with several having single storey elements. To the south of the Conservation Area boundary, dwellings are of a more modern appearance, comprising predominantly single storey detached dwellings of either red or buff brick construction.

The plot has been identified as somewhat of a break in the development along the street, separating the dwellings within the Conservation Area boundary from those outside it. The plot currently comprises mostly grass, with a collection of trees to the southern side of the site. The land within the site gradually inclines upward toward the west.

The proposal would be sited far back from the highway (approx. 30m to the dwelling), into what is a relatively large plot and would take on a barn-style appearance with a garage/carport to its southeastern side.

On receipt of the application, this proposal was larger in scale and more domestic in appearance. It has since been revised and reconsultation undertaken on the revised plans.

The proposal would be finished in cladding, atop a brick plinth. Further brick detailing would be present around windows and doors, with further detailing at wall edges. The proposal would also include traditionally styled wall ties on its front (east) elevation and southern side elevation. Timber would be used around the gable ends. The proposal would have a protruding atrium area to its front (east) and a projection to its rear (west). These protrusions would be at a lower height than the main ridgeline.

The approximate dimensions of the proposal (excluding the front and rear protrusions) would be 7.1m in height, measuring 3.8m to the eaves, 17.4m in width and 8m in depth. The front atrium would have approximate dimensions of 6.3m in height, measuring 3.8m to the eaves, 6m in width and would extend 2.8m forward of the main dwellinghouse. The rear projection would have approximate measurements of 6.3m in height, measuring 4m to the eaves, 4.7m in width and 3.5m in depth.

The proposed cartshed would have approximate dimensions of 5m in height, measuring 2.6m to the eaves, a depth of 5.7m and a width of 5.7m and would also be atop a brick plinth, finished in a similar fashion.

The proposal's siting, being toward the centre of the plot and away from the highway preserve the character of the plot as a transition between the Conservation Area and remainder of the street by retaining areas of garden/open space to either side of the dwelling and emphasise the plot as a transitional area.

The proposal would additionally act as a transitional step in the height of dwellings in the streetscene, bridging a gap between the single storey dwellings to the south and the two storey dwellings to the north.

The barn-style appearance of the dwelling is appropriate in the streetscene, referencing the site's agricultural history and reflecting the agricultural appearance of the neighbouring dwelling and outbuildings to the north. More modern elements in the design, such as the atriums, avoid pastiche and preserve the significance of the conservation area to the north, being a transition between old and new, rather than being in contrast to either.

As referenced by the Conservation Officer's comments, the proposal is more clearly read as domestic to the rear of the site. It must also be acknowledged that views in and out of the conservation area must be taken into account regardless of the ability of the public to access those views. Therefore, the view of the site from the field to the rear toward the conservation area must be considered in this context. The more domestic appearance of the rear elevation is largely due to the glazing, being a larger area than seen elsewhere on the proposal. However, the use of timber and brick detailing elements allows the proposal to maintain a suitable appearance, again creating a transition from the modern elements of the scene to the south and heritage assets to the north.

The Assistant Conservation Officer identifies a less than substantial level of harm to the setting and views of the Conservation Area.

As discussed above, Paragraph 215 of the NPPF requires that where a proposal would lead to less than substantial harm to a designated heritage asset, the proposal must be weighed against its public benefit. The proposal would provide a single self-build dwelling, contributing toward the borough's housing stock. The construction phase would also result in economic benefits, as would increasing the population capacity of Hockwold-cum-Wilton, supporting the local economy. Therefore, a level of public benefit is identified which is sufficient to offset the level of harm to the setting of the Conservation Area, in accordance with Paragraph 215.

The cart shed would also, by its nature, give the site a domestic character. However, it would be located to the southern side of the site, having a greater relationship to the newer residential dwellings whilst still being of an appropriate design and finish to the heritage assets to the north.

It is therefore considered that the proposal would sit comfortably in the streetscene, being of a suitable scale and design as to conserve the heritage assets and character of the area. The proposal would cause less than substantial harm to the setting and views of the Conservation Area, but this has been balanced against its public benefit. The proposal therefore accords with the requirements of Policies LP18, LP20 and LP21 of the Local Plan, the LPA's duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF.

Impact on Neighbour Amenity:

There are no dwellings to the rear (west) of the site to be impacted by the proposal.

Overshadowing:

The proposal would cast some shadow toward the garden of the dwelling to the north but given the existing boundary treatment (an approx. 2m timber fence), the approx. 9.4m distance from the proposal to the boundary, and that the proposal is broadly lengthways to this northern boundary, reducing the extent of shadow cast, it is not considered that the impact would be adverse.

Some shadow may also be cast toward to the southeast/east, where No. 22 Nursery Lane, which has a partial wrap-around garden to its west and north. This impact would be limited to the late evening for a portion of the year, and the impact is not considered to be adverse.

Due to the path of the sun, shadow would not be cast toward the south.

Overlooking:

There are no properties immediately to the west that could otherwise be subject to overlooking impacts.

The proposal is a sufficient distance (approx. 47m) from No.27 to the east as to not lead to adverse overlooking impacts.

Some view of No.22 to the east and southeast of the proposal would be had from the four east-facing roof lights to the front of the proposal. The two northernmost of these roof lights would be partially obscured by the atrium, and therefore not lead to adverse overlooking impacts. The two southernmost of these windows would serve non-habitable rooms, one being the landing area and the other being an ensuite bathroom. Given the use of these rooms is not as habitable rooms, the distance of approx. 15.8m (at the closest point) with the boundary of No.22 and difference in elevation, it is not considered that the overlooking impact resulting from these would be adverse. At ground floor level, the two northernmost windows would be suitably screened by the proposal's atrium. The atrium itself would be a transient area, and therefore not give rise to adverse overlooking impacts. The two southernmost windows at ground floor level would serve a utility room and as such are also not considered to cause adverse overlooking impacts.

To the north, the ground floor fenestrations would face toward the existing 2m high boundary treatment and the impact from these is not considered adverse. At first floor level, the two gable end windows (serving a bathroom and ensuite bathroom) would be obscure glazed and therefore not cause adverse overlooking impacts. Two roof lights would also be present, one of which serves the front atrium area (to which the floor does not extend), and the other serving a space attached to bedroom one, which would be a suitable distance (approx. 21m to the northern boundary) as to suitably mitigate any potential overlooking impacts. Furthermore, the main portion of the dwelling would obstruct much of the view from this window toward the neighbouring property to the north.

To the south, potential overlooking impacts from the ground floor windows would be suitably mitigated by the approx. 24m distance to the boundary, with further mitigation provided by the existing trees (additional trees are also proposed to the south of the proposal, but details of these have not yet been provided). At first floor level, a single gable end window would be provided, which would be obscure glazed and serves an ensuite bathroom. Two roof lights would also be present, one of which would serve the atrium area to the front of the proposal and the view from which would be partially obscured by the cartshed. The other would serve an area off of bedroom one would be approx. 24m from the boundary to the south, which is considered suitable to mitigate potential overlooking impacts.

The proposal is suitably located within the plot as to not be considered overbearing.

The proposal is therefore considered to accord with Policy LP21 of the Local Plan.

Ecology and Climate Change:

Policy LP06 relates to climate change and sets out requirements for developments to minimise carbon emissions and adapt to the challenges of climate change.

Policies LP18 and LP21 further require that development be sustainable and of a high-quality design.

Policy LP19 encourages the incorporation of nature and/or green infrastructure in schemes.

The areas of glazing on the eastern and western elevations of the proposal would allow for solar gain, reducing the energy needs of the dwelling. Solar panels would also be located in the western roof slope, allowing for the generation of clean electricity.

A biodigester would be located in the rear garden and the dwelling would also be built to modern building standards, including an electric car charger within the carport.

The Planning Statement also advises that an Air Source Heating System, Mechanical Ventilation with Heat Recovery System, rainwater harvesting system and water-saving low-flow kits would be installed. As the proposal is considered acceptable with regards to sustainability regardless of these measures, it is not considered necessary to condition details of these be supplied.

Although exempt from Biodiversity Net Gain contributions by virtue of its self-build nature, the plans show areas of hedging and trees would be provided. The supplied "Overview of Design" document also states that swift boxes, bat bricks, bee bricks and a hibernacula would be installed.

Impacts on Stone Curlew, nightjar and woodlark have been scoped out by HRA as the onsite habitat is not the typical preference of these species. Furthermore, the site is screened from the SPA by houses on the eastern side of Nursery Lane.

Further assessment of the potential impacts of the development has been undertaken as part of a Preliminary Ecological Appraisal, which identifies potential impacts and suggests mitigation. Conditions have been attached in relation to this.

The proposal is therefore considered to be of a sustainable design, providing climate change adaptations and resiliency in addition to nature-based solution, in accordance with the requirements of Policies LP06, LP18, LP19 and LP21.

Highway Safety and Travel:

The proposal comprises four bedrooms, and would provide ample parking space for these, in accordance with Policy LP14 of the Local Plan. Two spaces are also demonstrated within the cartshed, although it is noted that due to the structure of the cartshed, these would be below the dimensions given within the NCC Parking Guidelines (due to support posts and walls, the spaces would be approx. 5.4m x 2.7m, where the guidelines state the spaces should be 7m x 3m).

The proposal would utilise an existing shared access, approved under application 24/01665/F. The highway authority have no objection to this. The highway authority also request a condition relating to the parking and turning areas of the proposal, which has been attached to this application.

Although outside of the development boundary, the proposal is well related to Hockwold-cum-Wilton and would be suitably located to reduce the need to travel, in accordance with Policies LP02, LP06 and LP13.

Self-Build:

The proposal is for a self-build dwelling. A "heads of terms" for a legal agreement has been submitted alongside this application and a legal agreement will be completed to secure this prior to a decision being issued, should the outcome of this committee be to approve the application.

BCKLWN's Custom and Self-Build Position Statement, issued March 2026, states that there is a total under-supply of 141 plots. Whilst not relied on for the recommendation to approve in this instance, it should be acknowledged that the proposal being a Self-Build weighs in its favour, and would engage a "tilted balance", as per the Local Plan Custom and Self-Build Explanatory Note, issued April 2025.

Policy LP31 of the Local Plan states that proposals for self-build housebuilding will be supported where they respect local character and comply with other relevant policies in the plan. As explored elsewhere in this report, this Policy is considered to be complied with.

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

- The site is located in Flood Zone 1 and is not at risk of flooding from other sources.
- Full details of landscaping and planting measures have not been supplied at this stage and so have been conditioned.

CONCLUSION:

The proposal is for a self-build dwelling which is of an acceptable scale and design and would be sympathetic to the character of the streetscene. A less than substantial level of harm has been identified to the setting of a designated heritage asset, which is suitably offset by the benefit of the proposal's housing provision.

The proposal would not pose adverse impacts on neighbour amenity and would also include ecologically-minded features and provide adequate parking facilities. The proposal is sustainably located, adjacent to the development boundary for Hockwold-cum-Wilton.

It is therefore recommended that the proposal be approved subject to the imposition of 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:

Location Plan Produced 18 March 2026,
PTS 166 Drawing 1 Revision 3: Proposed Front and Side Elevations,
PTS 166 Drawing 2 Revision 3: Proposed Rear and Side Elevation,
PTS 166 Drawing 3 Revision 3: Proposed Roof Plan and Basement Plan,
PTS 166 Drawing 4 Revision 3: Proposed Floor Plans,
PTS 166 Drawing 5 Revision 2: Proposed Section,
PTS 166 Drawing 6 Revision 1: Proposed Light Well Details, and
PTS 166 Drawing 8 Revision 1: Proposed Location and Site Plans.
- 2 Reason For the avoidance of doubt and in the interests of proper planning.

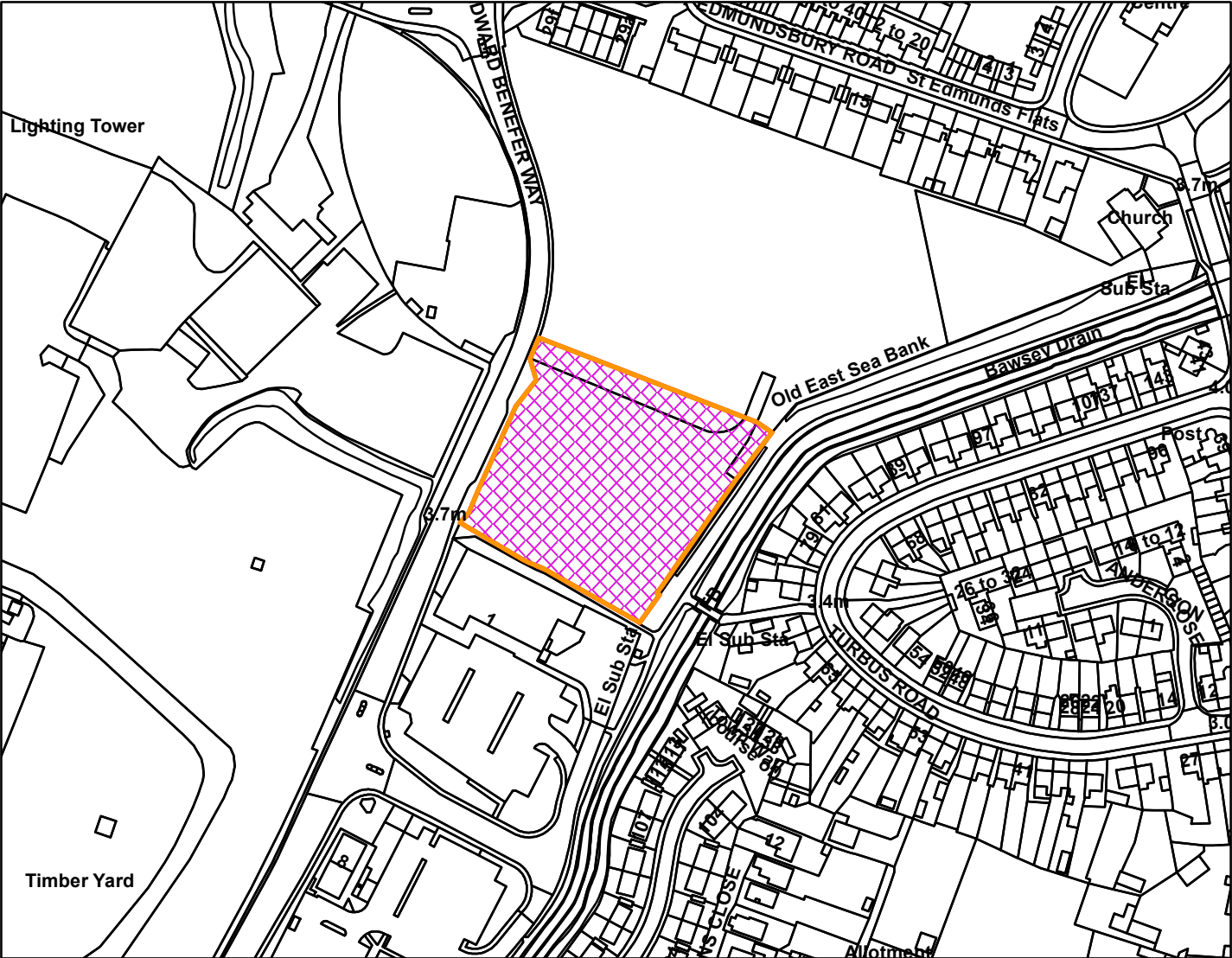
- 3 Condition No development shall take place on any external surface of the development hereby permitted until details of the type, colour and texture of all materials to be used for the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. 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 requirements of Policies LP18, LP20 and LP21.
- 4 Condition The development hereby approved shall be carried out in strict accordance with the mitigation and enhancement Strategy outlined in Section 8 of the Preliminary Ecological Appraisal prepared by Phillip Parker Associates Ltd, Dated 17/03/2026. Locations of these enhancement measures must be mapped in relation to the proposed development and submitted to the LPA alongside photographic evidence of installation prior to occupation of the dwelling. Measures shall be implemented in full and the habitats maintained thereafter.
- 4 Reason In order to ensure the development does not result in the loss of habitat for protected species and to enhance biodiversity on the site in accordance with Paragraph 174 of the NPPF and local planning policy.
- 5 Condition Prior to the first occupation of the development hereby permitted the proposed access /on-site car parking / turning area shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 5 Reason To ensure the permanent availability of the parking/maneuvering areas, in the interests of satisfactory development and highway safety, in accordance with Policies LP14 and LP21 of the Local Plan.
- 6 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.

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.

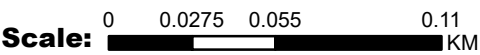
- 6 Reason To ensure that the development is properly landscaped in the interests of the visual amenity of the locality, in accordance with Policies LP18, LP19, LP20 and LP21 of the Local Plan.



1st Storage Ltd Edward Benefer Way King's Lynn PE30 2FN



Legend

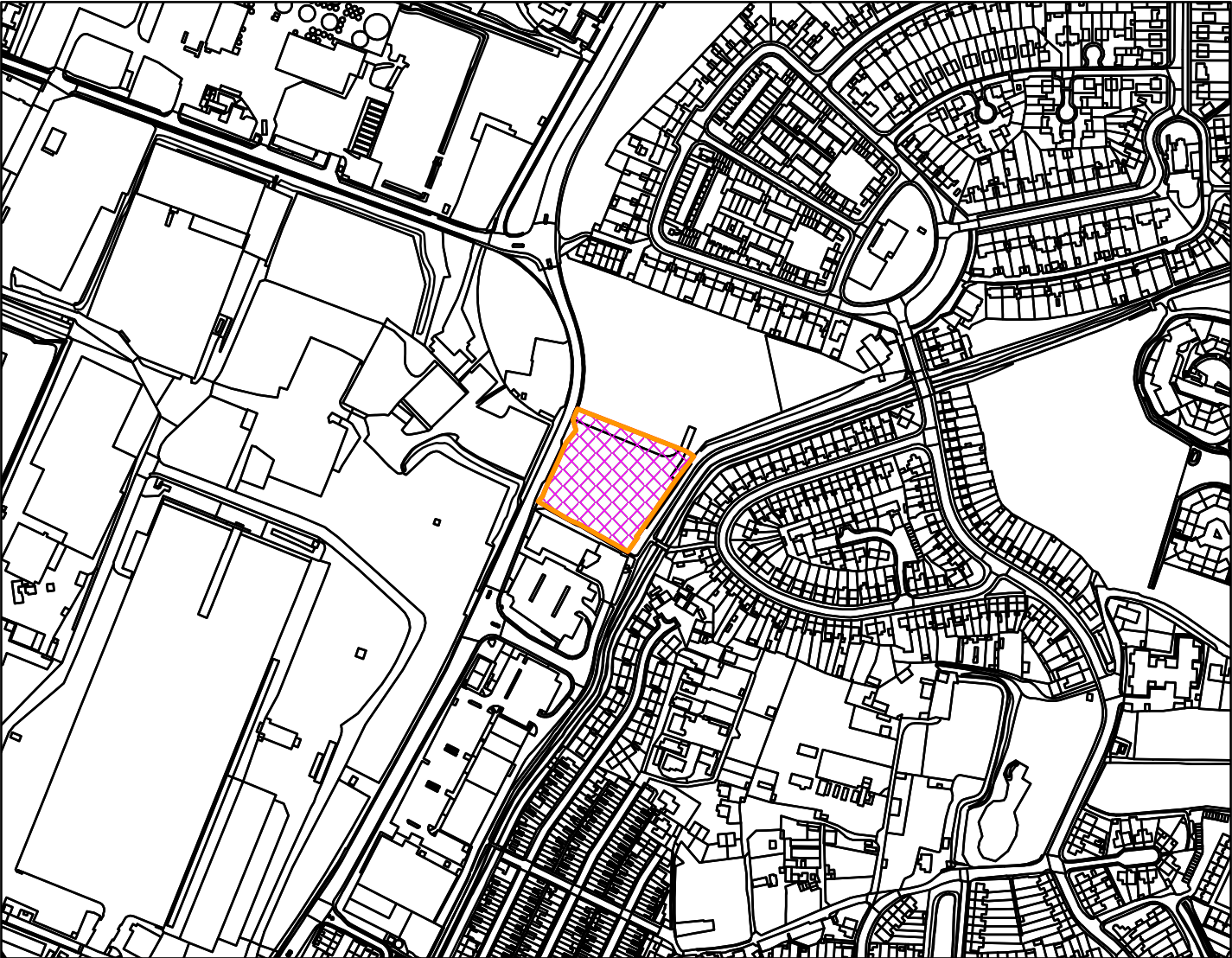


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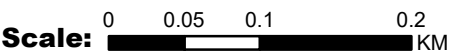
Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314



1st Storage Ltd Edward Benefer Way King's Lynn PE30 2FN



Legend



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/3(b)

Parish:	King's Lynn	
Proposal:	Siting of micro business units for Class E (excluding (a)) and B8 plus Sui Generis and retention of toilet block and parking area (retrospective)	
Location:	1st Self Storage Ltd Edward Benefer Way King's Lynn Norfolk	
Applicant:	1st Self Storage Limited	
Case No:	26/00850/F (Full Application)	
Case Officer:	Mr K Wilkinson	Date for Determination: 17 July 2026

Reason for Referral to Planning Committee – Called in at the request of Cllr Austen Moore.

Neighbourhood Plan: No

Case Summary

The site lies on the eastern side of Edward Benefer Way opposite the docks; comprises the road frontage strip of a previously approved self-storage facility plus a further strip of land to the north – part of an area associated with the former fuel storage and distribution depot.

The remainder of the applicant's owned land to the north is not part of this proposal and there is housing beyond on St Edmundsbury Road. St Nicholas Retail Park lies to the south, and to the east there is an embankment and Bawsey Drain (IDB maintained) with residential development beyond (Turbus Road).

This application seeks retrospective permission for the siting of micro business units for Class E (excluding (a)) and B8 plus Sui Generis uses and retention of toilet block and parking area.

These 19no. 'micro-business units' (MBUs) comprise modified shipping containers clad in grey composite boarding with dark grey powder-coated aluminium doors, windows and facias. Each individual unit has a floorspace of 2.2m x 5.8m which would be some 241.3m² in total. Some units have been linked/conjoined to form larger floorspace to meet end user needs but are reversible. There is an existing toilet block/portable building situated at the northern end of the row of units of similar appearance as the MBUs (6.7m x 3.2m).

The 35no. space car park is surfaced with gravel grid and now partially bounded to the north by a 1.2m close-boarded high timber fence.

Key Issues

Recent History

Principle of Development

Highway Issues
Amenity Issues
Visual Impact
Flood Risk
Biodiversity
Any other matters requiring consideration

Recommendation

REFUSE

THE SITE AND APPLICATION

The site lies on the eastern side of Edward Benefer Way opposite the docks; comprises the road frontage strip of a previously approved self-storage facility plus a further strip of land to the north – part of an area associated with the former fuel storage and distribution depot.

The remainder of the applicant's owned land to the north is not part of this proposal and there is housing beyond on St Edmundsbury Road. St Nicholas Retail Park lies to the south, and to the east there is an embankment and Bawsey Drain (IDB maintained) with residential development beyond (Turbus Road).

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The 35no. space car park is surfaced with gravel grid and partially bounded to the north by a 1.2m close-boarded high timber fence.

Relevant Planning History:

21/01086/A: Application Refused: 23/07/21 - New single illuminated digital advertisement display - Appeal Dismissed 26/01/22 (Delegated decision)

22/00641/F: Application Permitted: 04/12/23 - Secure self-storage facility for 48 full size units, 16 half size units, 16 quarter size units and 2 utility storage units (Part retrospective) (Committee decision)

25/00699/F: Application Permitted: 18/06/25 - REMOVAL OF CONDITIONS 2 AND 6 AND VARIATION OF CONDITIONS 5 AND 7 OF PLANNING PERMISSION 22/00641/F: Secure self-storage facility for 48 full size units, 16 half size units, 16 quarter size units and 2 utility storage units (Part retrospective) (Delegated decision)

25/00726/F: Application Refused: 11/07/25 - Siting of micro business units and retention of toilet block and creation of parking area (Retrospective) (Delegated decision)

Consultations:

King's Lynn Area Committee – Planning Sub-Group: Supported the application in principle but agreed that the proposed highway access required further attention considering the objections raised by the Local Highway Authority.

Local Highway Authority: OBJECT - The proposal would lead to an intensification in the use of an access onto Edward Benefer Way (A1078), which is a busy traffic route / principal route and would cause undue interference with the safe and free flow of traffic on this important traffic route. Contrary to Development Plan Policies.

Environment Agency: NO OBJECTION - An FRA should be submitted, and the proposed mitigation measures should include securing the storage containers to the ground so that they do not become a hazard in a flood event.

District Emergency Planning Officer: NO OBJECTION - Suggests signing up to EA's flood warning system and preparation of a flood evacuation plan.

Community Safety & Neighbourhood Nuisance: Comments awaited at the time of writing this report but have previously agreed to hours of use corresponding to the self-storage facility.

Environmental Quality: NO OBJECTION subject to condition relating to unexpected contamination.

Senior Ecologist: OBJECTION - The loss of habitat (created by the car parking area), in the absence of compensation, demonstrates a clear net loss in biodiversity which is in contravention of the duty of every development to deliver a measurable net gain in biodiversity under the NPPF.

REPRESENTATIONS:

Cllr Austen Moore: "I would like to call in the following 26/00850/F please. I think it merits further review to see if it may be providing economic benefits and it should be checked further to make sure a decision doesn't deprive local people of work opportunities."

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

LP18 - Design & Sustainable Development (Strategic Policy)

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

LP06 - Climate Change (Strategic Policy)

LP07 - The Economy (Strategic Policy)

LP08 - Retail Development (Strategic Policy)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

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

LP21 - Environment, Design and Amenity (Strategic Policy)

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

Policy E1.1 – King’s Lynn Town Centre

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations in determining this application are as follows:

- Recent History
- Principle of Development
- Highway Issues
- Amenity Issues
- Visual Impact
- Flood Risk
- Biodiversity
- Any other matters requiring consideration

Recent History:

It will be noted from the Planning History section above that there have been recent applications relating to this site.

Initially approval was granted by Committee in December 2023 for part retrospective permission for a secure self-storage facility for 48 full size units, 16 half size units, 16 quarter size units and 2 utility storage units under ref: 22/00641/F.

Subsequently permission was sought under ref: 25/00699/F for the removal of Conditions 2 & 6 and variation of Conditions 5 & 7 attached to planning permission 22/00641/F. In summary Condition 2 restricted the use to that of self-storage and no other use in Class B (this was not varied); Condition 5 was for details of hard and soft landscaping including ivy planters alongside new fencing to be implemented plus post & rail fence to N boundary (varied to allow species of climbers); Condition 6 containers to be linked/bolted together (varied to allow other methods of fixing) and Condition 7 vehicular access as shown on approved plans (SW corner of site) and other central access point permanently closed and footpath reinstated (varied to allow central access to be retained).

Last year application ref: 25/00726/F was refused for the siting of micro business units and retention of toilet block and creation of parking area. This was for the following summarised reasons:

1. Impact of out-of-town retail units that either individually or cumulatively would undermine the attractiveness and viability of the town centre.

2. Intensification of the use of an access onto Edward Benefer Way (A1078), which is a busy traffic route / principal route and would cause undue interference with the safe and free flow of traffic on this important traffic route.
3. Unrestricted opening hours would adversely affect the amenities of the locality.
4. Flood risk mitigation measures required to anchor the units to prevent them moving if flooding occurred and creating a hazard for emergency/rescue services.
5. Failure to demonstrate any biodiversity compensation to provide a measurable net gain.

The timeframe for appealing the above decision has now lapsed and this current application seeks to redress those reasons which will be expanded upon below.

Principle of Development

This application is retrospective for the siting of 19no. MBUs. These are modified shipping containers aligned on a concrete base parallel to, and fronting, the road. Plus, a toilet block and associated parking area.

The use of the units is now stated in the application forms to be Use Classes E (excluding (a)) and B8 plus a sui generis takeaway coffee shop/café.

Use Class E – Commercial, Business and Service –

Use, or part use, for all or any of the following purposes —

- a) for the display or retail sale of goods, other than hot food, principally to visiting members of the public, **[NB: excluded from this application]**
- b) for the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises,
- c) for the provision of the following kinds of services principally to visiting members of the public —
 - (i) financial services,
 - (ii) professional services (other than health or medical services), or
 - (iii) any other services which it is appropriate to provide in a commercial, business or service locality,
- d) for indoor sport, recreation or fitness, not involving motorised vehicles or firearms, principally to visiting members of the public,
- e) for the provision of medical or health services, principally to visiting members of the public, except the use of premises attached to the residence of the consultant or practitioner,
- f) for a crèche, day nursery or day centre, not including a residential use, principally to visiting members of the public,
- g) for—
 - (i) an office to carry out any operational or administrative functions,
 - (ii) the research and development of products or processes, or
 - (iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Use Class B8 – Storage and distribution

The site area of the MBUs and toilet block already has planning permission for self-storage which falls within Use Class category Class B8. It was however restricted to self-storage (and no other use within Class B8) and the number of containers were limited due to concerns relating to traffic generation and amenity of nearby residences. This was clearly laid out in the committee report attached to planning application ref: 22/00641/F.

Since then, works have been undertaken in relation to changing the access point onto Edward Benefer Way. The site has been expanded northwards by approx. 8m to accommodate a strip of parking (35 spaces) to serve a new toilet block and the MBUs.

This application therefore involves the frontage strip of an overall site granted planning permission for a self-storage facility under application ref: 22/00641/F and subsequently sought to be amended under application ref: 25/00699/F, plus an additional strip to the north. Access has been relocated to a central point opposed to that formerly approved in the SW corner.

The key policy considerations are as follows:

Policy LP08 Retail Development – this effectively seeks to protect the viability of the town centre by resisting out-of-town retail development – mostly aimed at large scale proposals 500m² and above.

The intended use of the units now excludes the retail element of Class E (a) which would have a reduced impact upon town centre uses. Whilst the other uses could potentially be accommodated within the town centre, there is no policy basis preventing their location on a site such as this one. Also, the overall size of the units is relatively constrained and any impact on the town centre would be acceptable.

Policy LP07 supports proposals for alternative uses of employment land where it can be demonstrated that, amongst other criteria, an alternative use or mix of uses offers greater potential benefits to the community in meeting local business and employment needs. The existing businesses have been operating on site for some considerable time now and appear popular for start-up enterprises to establish themselves, with the expectation of subsequently upscaling to town centre units. The proposal in this format can be given some support from this policy.

Therefore, the proposal in this format would not unduly impact upon the town centre and can accord with Policy LP07 of the Local Plan.

Highway Issues

This continues to be the most contentious issue in assessing this proposal.

The highway safety considerations for this application are similar to those of planning application reference 25/00699/F, being that the proposed point of access to the northern site frontage is of concern due the forward visibility splays being at the limits of the recommended guidance in combination with increased right hand turning movements across a busy principal route.

In pre-submission discussions with the applicant and agent, information regarding the actual and anticipated traffic generation to the MBUs was requested to give a clear site-specific picture in response to previous concerns raised by the Local Highway Authority. However, the application has been submitted with a Technical Note produced in March 2022 relating to

the self-storage proposal, plus information believed to be relating to the applicant's other MBU site near Ely. Unfortunately, these are not directly comparable.

Having considered the information as submitted, it is evident that this application could result in the use of 19no. MBUs which would result in higher turnovers of traffic due to their requirements for staff and customers to visit on a habitual basis as opposed to the existing, self-storage facility which is a relatively low traffic generator as customers have the tendency to visit infrequently.

This pattern of predicted change is recognised by the application itself, in that the car parking provision for the additional MBUs is shown as 35 spaces. It is also of note that the application form indicates a proposed employee rise from none to 19.

Edward Benefer Way is an A class road (A1078). It is a busy and important stretch of highway and designated as a Category 2C (Most Principal Route) within the Norfolk Route Hierarchy. The primary purpose of this designation of highway is to carry traffic between key areas, forms links, and is an important traffic distributor to the wider road network for King's Lynn.

As previously indicated by the LHA, this proposed private point of access has forward visibility, for turning right into the site, at the lower limits of the adopted guidance. The A1078 in this locality carries approximately 13,100 vehicles per day. This site access is without a dedicated right hand turning facility and vehicles slowing, stopping, waiting and turning therefore, have to do so within the highway and therefore obstruct the stream of traffic.

There is also a layby/bus stop on the site frontage which could encourage roadside parking and infringe on the availability of the bus stop – once again interfering with the free flow of traffic.

Once again it is the LHA's view that the slowing, stopping and turning within this busy stream of traffic in combination with the low levels of forward visibility experienced, would have a detrimental impact on the safety and efficiency of the A1078/Edward Benefer Way and therefore recommend that the application be refused.

Paragraph 116 of the NPPF 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

Based on the LHA's objection, the proposal therefore fails to accord with the provisions of Policy LP13 & LP21 of the Local Plan.

Amenity Issues

The application forms indicate that the units are now intended to be operated subject to opening hours corresponding with those granted on the self-storage units/site under Condition 4 attached to refs: 22/00641/F & 25/00699/F which state:

"The premises shall only be used between the hours of 6:00am and 10:30pm Monday to Saturday, and 7:00am to 9:30pm on Sunday, unless otherwise approved in writing by the Local Planning Authority.

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 and Policy LP21 of the Local Plan (2021-2040)."

Whilst a response to consultation from CSNN is outstanding at the time of writing this report, previous comments have indicated this usage to be acceptable.

For the units to be restricted to the opening times specified above, they are not likely to adversely affect the amenities of the locality and would comply to the provisions of Paragraph 198 of the NPPF and Policy LP21 of the Local Plan.

Visual Impact

The proposal would create a continuous building mass alongside and parallel to Edward Benefer Way, a main route into town. In its favour it would screen views of the self-storage facility to the rear, and it would not be at odds with this commercial area and adjoining docks/Port area.

The incorporation of planters as currently applied helps to visually soften this frontage which may have been secured via condition if the application was being supported.

The present method of signage for the units would be incongruous; however this is a matter to be addressed under separate legislation.

With regards to visual impact, the proposal could accord with Policies LP18 & LP21 of the Local Plan.

Flood Risk

The site lies within Flood Zones 2 & 3a of the Council-adopted Strategic Flood Risk Assessment, and also within the Environment Agency's Tidal Hazard Mapping Zone.

The Environment Agency have undertaken flood modelling should there be a breach in the river defences and this site may flood between 0.5 – 2m in depth (majority of site between 1-2m). No objection has been raised by EA to the principle of this development.

However, whilst the containers are mounted on a raised plinth approx. 600mm above surrounding ground level, there have previously been mitigation measures required to anchor the other storage container units to prevent them moving if flooding occurred and creating a hazard for emergency/rescue services.

On this particular issue, the Planning Statement accompanying the application states: "As explained MBUs, unlike SCUs, are not watertight so have no propensity to float. Notwithstanding which, they can if deemed necessary be anchored to the ground or fixed together. Thus 4, subject to an appropriate condition is no longer applicable."

Had this application been supported on all other aspects, this could have been secured via condition as per the earlier consents on the self-storage site and complied with the provisions of the NPPF and Policies LP21 & LP25 of the Local Plan.

Biodiversity

The application is retrospective, so Biodiversity Net Gain is not required.

The site however is identified as being within a draft Open Mosaic Habitat (OMH) plan for King's Lynn produced by the Norfolk Biodiversity Information Service. OMH is a Biodiversity Action Plan habitat and a Habitat of Principal Importance under the Natural Environment and Rural Communities (NERC) Act 2006. There is a conflict of opinion between the Agent and our Senior Ecologist as to the actual ecological status/value of this part of the site.

The Agent claims a lower ecological baseline for the site than our Ecologist when considering net loss of biodiversity at the site. No compensation for the loss of any habitat has been proposed, but certainly there is a net loss given sealed surface of the car park has no ecological value and makes zero contribution to net gains in biodiversity. Biodiversity gains can and should be calculated using an industry standard method (a Metric) but no baseline biodiversity information has been provided.

It is accepted that the application is exempt from Biodiversity Net Gain under a s73a exemption. However, the application is not exempt from the duty of every development to provide measurable net gain under the NPPF [Paragraph 187].

In consultation response from our ecologist, a simple solution has been suggested to the Agent which would involve identifying an area within the additionally owned land to the immediate north of this site, to improve the condition of habitat present and thus deliver a possible ecological enhancement. This has not been pursued.

So, given the incursion of the parking area into a parcel of undeveloped land (identified as an Open Mosaic Habitat), the proposal has failed to demonstrate any biodiversity compensation to provide a measurable net gain. The development therefore fails to accord with the provisions of Paragraph 187 d) of the NPPF and Policy LP19 of the Local Plan.

Any other matters requiring consideration

Contamination – unexpected contamination encountered whilst developing the site could be covered via condition as requested by Environmental Quality. However, given that the development is substantially progressed and no additional invasive groundworks expected, this may now be superfluous.

Crime & Disorder – There are no objections to the proposal on this ground.

Surface water drainage – The IDB raised no objection to the previous proposal, but offered advice regarding byelaw matters which is covered by separate legislation (Land Drainage Act 1991).

Foul water drainage – The toilet block is operational and indicated as being connected to the mains sewer.

CONCLUSION

Whilst certain matters raised as reasons for refusal on an earlier application for substantially the same development have been negated and have the prospect of being secured via condition (i.e. removal of retail uses, hours of use same as the self-storage site and flood mitigation measures), there are two matters of safe access and loss of biodiversity which remain unresolved.

The proposal therefore fails to accord with the provisions of the NPPF and Policies LP13, LP19 & LP21 of the Local Plan and is duly recommended for refusal for the reasons stated below.

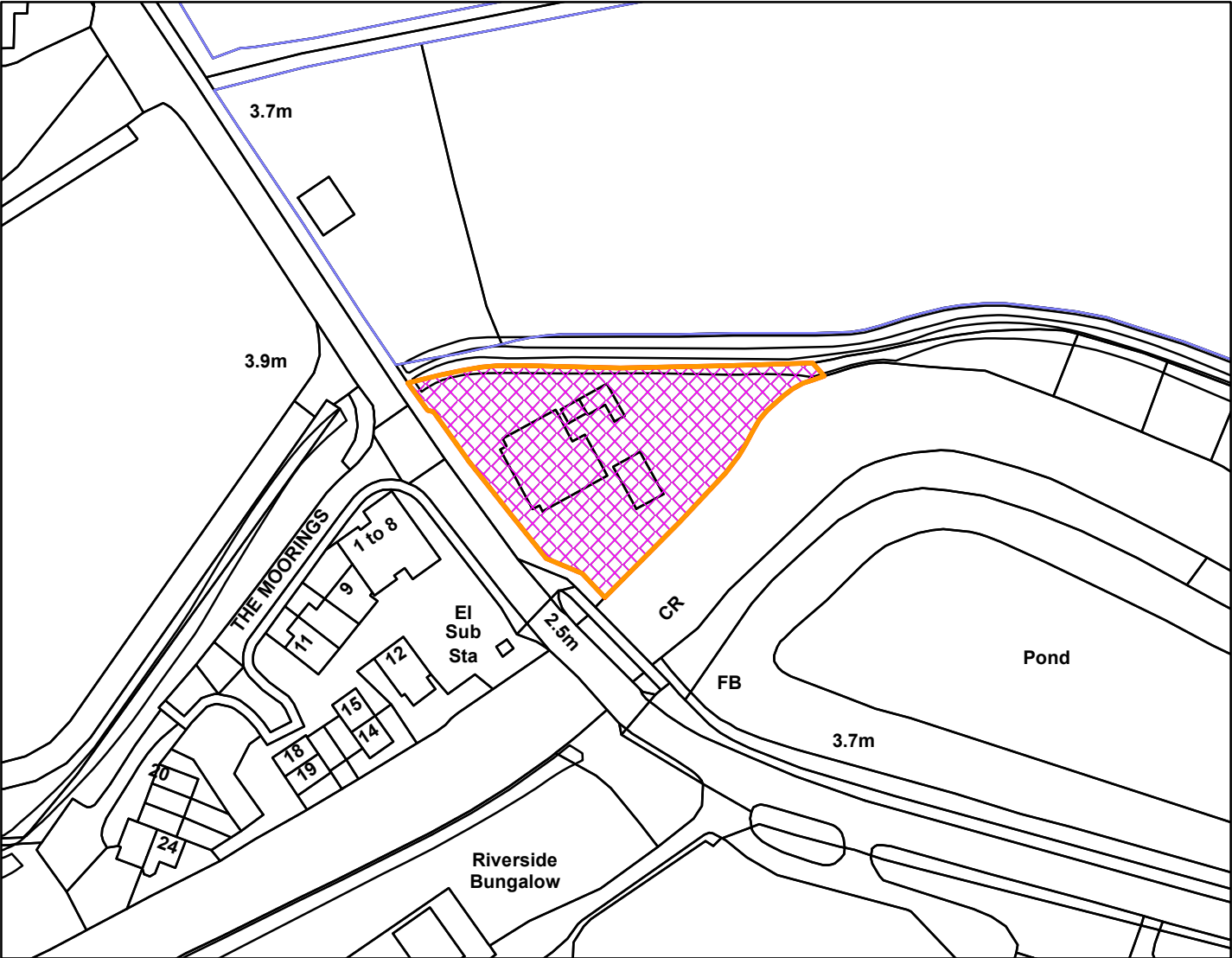
RECOMMENDATION:

REFUSE for the following reason(s):

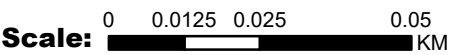
- 1 The proposal would lead to an intensification in the use of an access onto Edward Benefer Way (A1078), which is a busy traffic route / principal route and would cause undue interference with the safe and free flow of traffic on this important traffic route. The proposal is therefore contrary to the provisions of Policies LP13 & LP21 of the Local Plan (2021-2040).
- 2 Given the incursion of the parking area into a parcel of undeveloped land (identified as an Open Mosaic Habitat), the proposal has failed to demonstrate any biodiversity compensation to provide a measurable net gain. The development therefore fails to accord with the provisions of Paragraph 187 d) of the NPPF and Policy LP19 of the Local Plan (2021-2040).



The Old Bull Bridge Road Stoke Ferry PE33 9TD



Legend

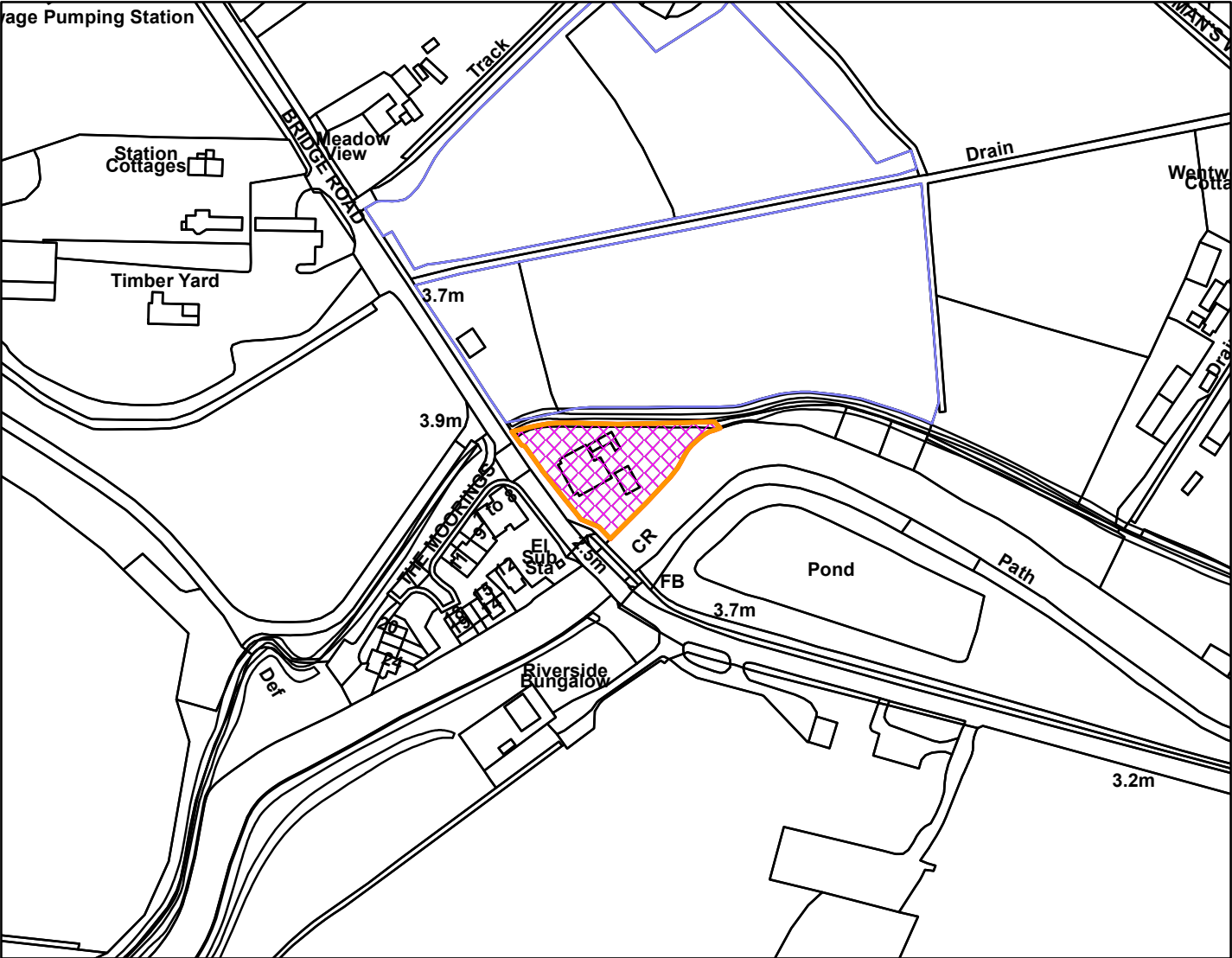


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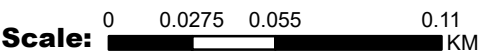
Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314



The Old Bull Bridge Road Stoke Ferry PE33 9TD



Legend



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/3(c)

Parish:	Stoke Ferry	
Proposal:	HOUSEHOLDER - Replace Boundary wall and hedgerow with planter, trellis and metal railing fence.	
Location:	The Old Bull Bridge Road Stoke Ferry KINGS LYNN PE33 9TD	
Applicant:	S Lintern	
Case No:	26/00934/F (Full Application)	
Case Officer:	Helena Su	Date for Determination: 4 August 2026

Reason for Referral to Planning Committee – The Applicant is Councillor Lintern

Neighbourhood Plan: Yes

Case Summary

This application is for a replacement boundary treatment to the northwest boundary, adjacent to Bridge Road in Stoke Ferry.

The site, The Old Bull, Bridge Street, Stoke Ferry, is within Stoke Ferry's Conservation Area and Neighbourhood Plan area.

Key Issues

Principle of development

Impact to form and character of the Conservation Area

Impact on neighbour amenity

Any other matters requiring consideration prior to determination of the application

Recommendation:

APPROVE

THE APPLICATION

This application is for a replacement boundary treatment to the northwest boundary, adjacent to Bridge Road in Stoke Ferry.

Presently, the northwest boundary treatment is a 0.6m tall brick wall and an established linear 13.5m long laylandii hedgerow.

The application seeks to replace this existing boundary treatment with a 0.9m tall metal railing fence, planters with evergreen Ceanothus, and 1.8m tall trellis.

The site, The Old Bull, Bridge Street, Stoke Ferry, is within Stoke Ferry's Conservation Area and Neighbourhood Plan area. Within the Design Code, which is an addition of the Neighbourhood Plan, the site is recognised as being within close proximity to the main access point to the village.

SUPPORTING CASE SUBMITTED BY THE APPLICANT/AGENT

None submitted.

PLANNING HISTORY

17/02272/F: Application Permitted: 23/02/18 - Conversion of outbuilding to form one bedroom holiday annexe accommodation (Delegated Decision)

2/00/0464/CU: Application Permitted: 10/05/00 - Change of use from 3 flats to 1 residential dwelling (Delegated Decision)

RESPONSE TO CONSULTATION

Parish Council: SUPPORT

Local Highways Authority: NO OBJECTION

Conservation Officer: NO OBJECTION

Initial comments made on 25 June 2026:

The Old Bull lies within the Stoke Ferry Conservation Area. It is surprising therefore that no heritage assessment has been submitted that details the impact of this proposal upon the character and significance of the conservation area. This should be rectified.

The Old Bull lies to the south of the conservation area and on the boundary. It sits in an area with a different character to the rest of Stoke Ferry with this southern section being closer to the River Wissey and separated from the village by, what on historic maps is shown to be, the railway. The buildings still survive today. It has an open and peaceful character despite being close to the busy A134 and historically would have been an important service for the workers at The Mill.

I have no objection to the proposed new wall and railings to the front of The Old Bull. Subject to the design of the railings this could be a high quality addition to the street scene.

I do have some concerns relating to the proposed 2.1m high trellis however, if this could be reduced in height to the same as the railings, in order to reduce the amount of hard boundary treatment, then Conservation would not object to the proposal.

Updated comments, following receipt of amended plans made on 07 July 2026:

Verbally, the amended plans showing the reduction in height of the trellis to 1.8m tall, would have negligible harm to the character of the Conservation Area.

Arboricultural Officer: NO OBJECTION:

From a landscape perspective, the Arboricultural Officer does not consider the trellis with climbers would result in an unacceptable visual impact. The trellis can support fast growing climbing plants in the short term while the proposed Ceanothus establishes as a more permanent evergreen screen. This is likely to provide a softer and more varied boundary treatment than the existing formally clipped Leyland cypress hedge, which currently presents as a dense, solid green frontage.

The proposed railings temporary trellis and climbing plants would be softer than the existing Leyland Cypress hedge, and ceanothus would give reasonable longevity to the green boundary once established. It's quite fast growing and is likely to need the same level of management as the Leyland Cypress hedge, which has been well maintained.

Senior Ecologist: NO OBJECTION.

REPRESENTATIONS None received.

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

LP06 - Climate Change (Strategic Policy)

LP18 - Design & Sustainable Development (Strategic Policy)

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

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Policy SF5: Historic Environment and Conservation Area

NATIONAL GUIDANCE

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

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of development
- Impact to form and character of the Conservation Area
- Impact on neighbour amenity
- Any other matters requiring consideration prior to determination of the application

Principle of Development:

The relevant development plans comprise the Local Plan 2021-2040 and Stoke Ferry Neighbourhood Plan 2022 - 2036, adopted on 29 August 2023.

There is nothing within the development plan to suggest that the principle of development, for a replacement boundary wall, is not acceptable. However, this would be subject to compliance with relevant development plan policies and guidance.

Impact to form and character of the Conservation Area:

Policies LP18, LP20 and LP21 of the Local Plan 2021-2040 seeks to ensure that all development in the borough is of a high-quality design and conserves and enhances the amenity of the wider environment, reinforcing the distinctive character areas of Conservation Areas.

Policy SF5 (Historic Environment and Conservation Area) seeks to preserve or enhance the conservation area with specific regard to Stoke Ferry Conservation Area Character Statement 1992, and by ensuring that new development is in keeping with the special qualities, character and appearance of the Conservation Area, protecting the setting of the Conservation Area from development which adversely affects views into or out of the Conservation Area and encouraging the maintenance and enhancement of features and details which contribute to the area's local distinctiveness.

The site lies within character area CA2 - Bridge Road / Great Man's Way in the Design Code. The specific requirements of this character area generally seek to avoid blocking views of the River Wissey by controlling development height and placement to footpaths.

The Design Code recognises that boundary treatments in CA2 tend to be a mix of wrought iron fencing and mature hedge along Bridge Street.

Presently, the northwest boundary treatment is a low 0.6m tall brick wall with an established leylandii hedge, measuring approximately 13.5m long. The proposed boundary treatment seeks to replace these existing features.

The application initially sought to replace this existing boundary treatment with a 0.9m tall metal railing fence, planters, and 2.1m tall trellis. However, following comments from the Conservation team regarding the height of the proposed trellis, which would have introduced a level of hard boundary treatment within a street scene where there are low and verdant boundary treatments, the trellis was reduced to 1.8m tall.

The Conservation Officer considers the proposal, with the reduced 1.8m tall trellis, would result in a negligible harm on the character of the conservation area.

The Planning Agent has confirmed that a Ceanothus would be planted within the planter, in between the proposed 0.9m metal railing and 1.8m tall trellis. Once the Ceanothus establishes, the proposed trellis would be removed. The Arboricultural Officer commented that the proposed trellis could support fast growing climbing plants in the short term while the proposed Ceanothus would establish as a more permanent evergreen screen. This would have a softer visual impact compared to the existing leylandii hedge and require a similar level of management.

Paragraph 215 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be

weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The proposal would have a neutral impact on Stoke Ferry's Conservation Area. The proposed boundary treatment, along with the proposed landscaping, would have a softer visual impact, and therefore would comply with the character of C2 of the Design Code and Stoke Ferry Neighbourhood Plan policy SF5, as well as policies LP18, LP20 and LP21 of the Local Plan 2021-2040 and the NPPF.

Impact on Neighbour Amenity:

The proposed replacement boundary treatment along the northwest boundary, would have no impact to neighbour amenity and is therefore compliant with policy LP21 of the Local Plan 2021-2040 when considering impact to neighbour amenity.

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

Ecology: As a householder application, the proposal would be exempt from providing biodiversity net gain. The Senior Ecologist has raised no objections to the proposal.

Highway Safety: The Local Highway Authority has raised no objection to the proposal. In terms of highway safety, the scheme would comply with LP21 of the Local Plan 2021-2040.

Climate Change: Policy LP06 of the Local Plan 2021-2040 requires all development to recognise and contribute to the importance of future proofing against the challenges of climate change to support the transition towards meeting the Government target of becoming a net zero economy by 2050. Given the limited scale of the development, the proposal is not expected to meet this policy.

CONCLUSION:

Paragraph 48 of the NPPF and Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The application is for a new boundary treatment (0.9m metal rail, planters, and 1.8m trellis) at The Old Bull in Stoke Ferry. The development would introduce a boundary treatment which would, in time, be softened by the proposed landscaping, in Stoke Ferry's Conservation Area. As such, it would result in negligible harm to the character of the Conservation Area.

There would be no impact to surrounding neighbour amenities, highway safety, or ecology.

The development would accord with the provisions of the NPPF, policies LP06, LP18, LP20 and LP21 of the Local Plan 2021-2040 and policy SF5 of the Neighbourhood Plan. Therefore, it is recommended that Members approve the application subject to the following conditions.

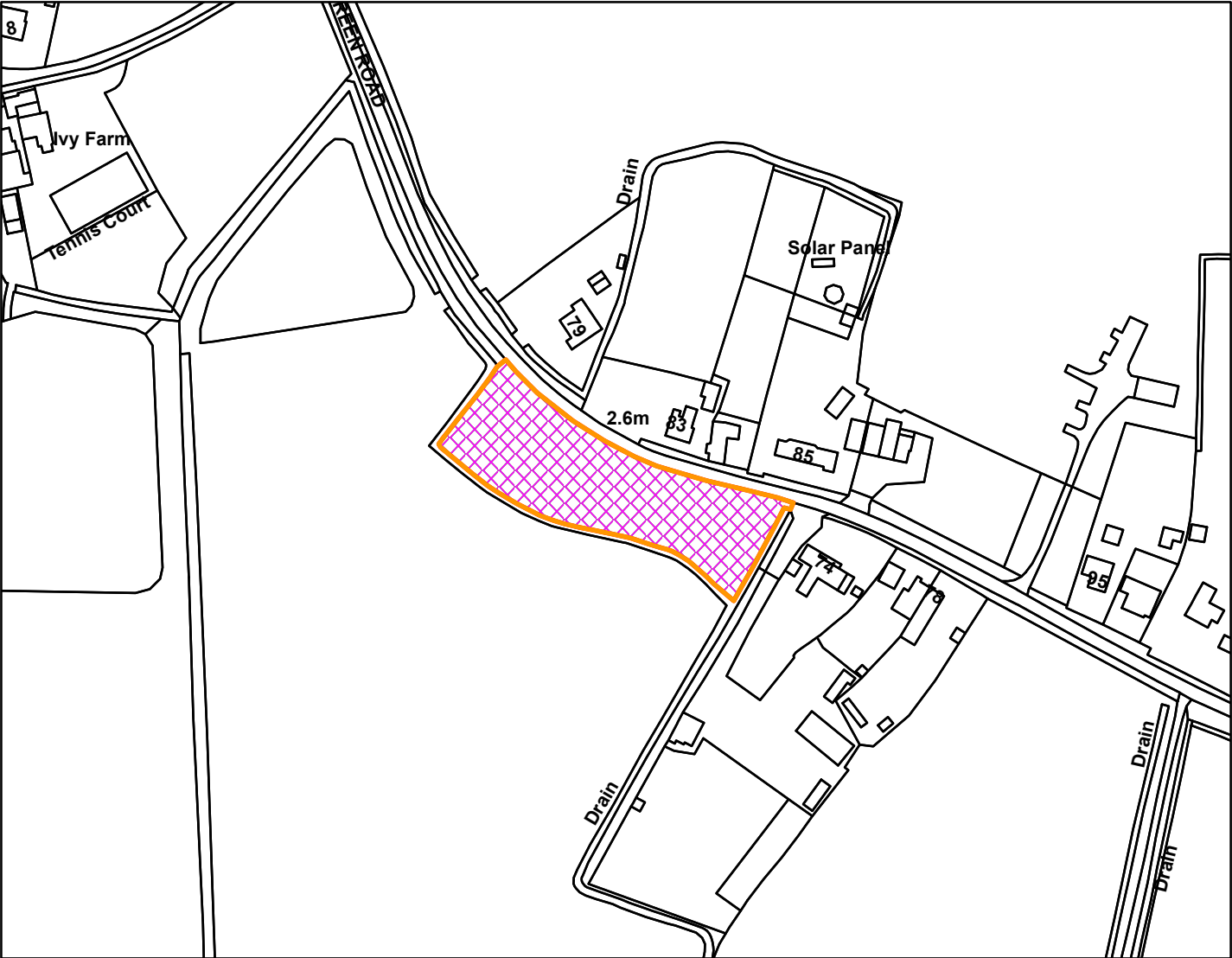
RECOMMENDATION:

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

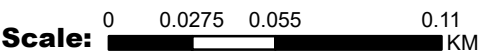
- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition The development hereby permitted shall be carried out in accordance with the following approved plans:
Dwg no. SL-002. Revision A.
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition All soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out in accordance with a programme to be agreed in writing with the Local Planning Authority. Any 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.
- 3 Reason To ensure that the work is carried out within a reasonable period and for the visual amenity of Stoke Ferry's Conservation Area, in accordance with the NPPF and policies LP19, LP20 and LP21 of the Local Plan 2021-2040.



Land W of 74 and S of 79 to 83 Hay Green Road South Terrington St Clement PE34 4PU



Legend

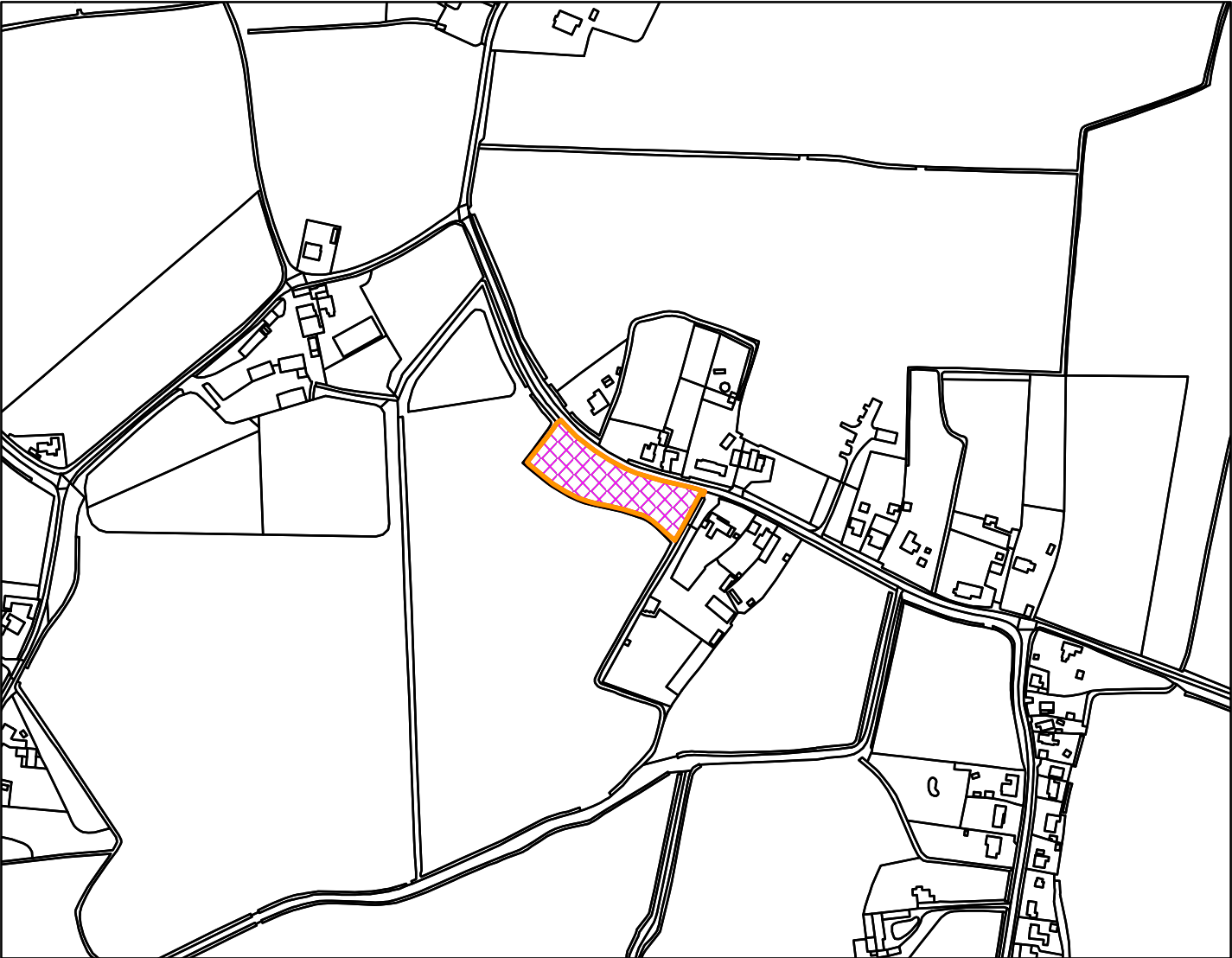


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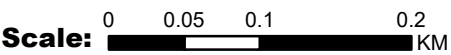
Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314



Land W of 74 and S of 79 to 83 Hay Green Road South Terrington St Clement PE34 4PU



Legend



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/3(d)

Parish:	Terrington St Clement	
Proposal:	OUTLINE APPLICATION: Outline permission for up to 4 self-build/custom build plots	
Location:	Land W of 74 And S of 79 To 83 Hay Green Road South Terrington St Clement Norfolk PE34 4PU	
Applicant:	Lesley Lewis	
Case No:	26/00559/O (Outline Application)	
Case Officer:	Mr K Wilkinson	Date for Determination: 3 June 2026 Extension of Time Expiry Date: 31 July 2026

Reason for Referral to Planning Committee – Referred to the Planning Committee for determination at the request of Cllr Paul Kunes.

Neighbourhood Plan: No

Case Summary

The proposal is for outline planning permission (all matters reserved other than access) for the erection of up to 4 no. self-build/custom build dwellings, on land on the NW edge of the hamlet of Hay Green in the parish of Terrington St Clement, and approx. 450m south of the A17. The site lies outside the development area defined in the Local Plan and is therefore classed as 'countryside'.

The site consists of a 0.45ha parcel of grassland which is bounded by a land drainage ditch plus some scattered trees to the western, southern and eastern boundaries. The northern boundary fronts onto Hay Green Road South. There is agricultural land to the south and west, a detached house and associated commercial yard and buildings (DG Scales Plant Hire Ltd) to the east and ribbon residential development opposite/north.

In terms of constraints, the site lies in Flood Zones 2 & 3A plus Tidal Hazard Mapping Zone of EA's mapping; is classed as Grade 1 agricultural land; and within an impact zone of a SSSI.

The application is accompanied by a site-specific Flood Risk Assessment, Preliminary Ecological Appraisal, shadow Habitat Regulations Assessment, Arboricultural Impact Assessment, Highways Statement, Contaminated Land Screening Assessment Form and Planning & Sustainability Statement.

Key Issues

Principle of development
Impact on character and appearance of countryside
Impact on neighbour amenity
Highway issues
Flood risk and drainage

Ecology/Biodiversity

Any other matters requiring consideration prior to determination of the application

Recommendation

REFUSE

THE APPLICATION

The proposal is for outline planning permission (all matters reserved other than access) for the erection of up to 4 no. self-build/custom build dwellings, on land on the NW edge of the hamlet of Hay Green in the parish of Terrington St Clement, and approx. 450m south of the A17. The site lies outside the development area defined in the Local Plan and is therefore classed as 'countryside'.

The site consists of a 0.45ha parcel of grassland which is bounded by a land drainage ditch plus some scattered trees to the western, southern and eastern boundaries. The northern boundary fronts onto Hay Green Road South. There is agricultural land to the south and west, a detached house and associated commercial yard and buildings (DG Scales Plant Hire Ltd) to the east and ribbon residential development opposite/north.

In terms of constraints, the site lies in Flood Zones 2 & 3A plus Tidal Hazard Mapping Zone of EA's mapping; is classed as Grade 1 agricultural land; and within an impact zone of a SSSI.

The application is accompanied by a site-specific Flood Risk Assessment, Preliminary Ecological Appraisal, shadow Habitat Regulations Assessment, Arboricultural Impact Assessment, Highways Statement, Contaminated Land Screening Assessment Form and Planning & Sustainability Statement.

APPLICANT/AGENT SUPPORTING CASE

The following statement in support of the development has been submitted by the agent:

"Location / Requirement for self-build - King's Lynn & West Norfolk has significant under supply of self-build plots - 141 (March 2026) showing continuous shortfall since 2016.

There are legal obligations on the Council to grant sufficient permissions to meet their shortfall. There is therefore a need to provide more self-build dwellings than accounted for. The four plots would provide additional self-build toward the shortfall.

The site is immediately opposite the defined Hay Green Settlement Boundary where permission for two new dwellings has just been granted (27th Feb 2026). The site has road frontage housing opposite, including the recent approved housing, facing directly toward the site. There is housing immediately to the east of the site.

The site is in Terrington St. Clement Parish, the village of Terrington St Clement just 1km to north of the site is accessible by bike / foot or 5-minute car journey. Terrington St. Clement has a primary school, high school, village hall, doctors' surgery, supermarkets, pubs and restaurants and many other services and facilities. Bus stops in easy reach of the site provide a daily service (6 buses per day) between King's Lynn and the Walpoles.

King's Lynn is a 20 min bus journey, or 10-15 min car journey.

Impact upon the rural area – The contained site is a small parcel of land not suitable for agricultural purposes due to its limited size. The site is seen against a backdrop of residential development to the north and east therefore impact on views in this direction are reduced.

The application is outline for up to four units, all matters other than access reserved, details of appearance, landscaping, layout and scale can be considered as reserved matters and ensure impact on the rural character is minimised.

Ecology - Additional surveys identified in the Ecological Appraisal (PEA) have been carried out, and results submitted: site not suitable for GCN; botanical surveys results submitted; 2 of the 3 water vole surveys complete – file note submitted confirming the site has historical water vole use, but no indication of presence currently.

Flood risk and drainage – the FRA identifies the site at a low risk of flooding from all sources except tidal flooding which is considered 'LOW' to 'MEDIUM' risk. This risk is associated with tidal flood plain of the River Great Ouse during a breach scenario within the flood defences. Flood mitigation detailed in the FRA, along with full details of surface and foul water drainage can be conditioned. Formal approval is currently being sought from the King's Lynn Internal Drainage Board under Byelaw 3.

The proposed development would help the Council meet its legal requirement for self-build development and in all respects the scheme is considered an acceptable form of development in planning terms that should be approved without delay."

PLANNING HISTORY

None relevant

RESPONSE TO CONSULTATION

Parish Council: No response at the time of writing this report.

Highways Authority: NO OBJECTION - Having visited the site and examined the information submitted with the application it is believed that ultimately accesses for the proposal would be safe and parking with turning for vehicles could ultimately be achieved.

The proposed development site is however remote from schooling; town centre shopping, health provision and has restricted employment opportunities with limited scope for improving access by foot (no footways) and public transport. The distance from service centre provision precludes any realistic opportunity of encouraging a modal shift away from the private car towards public transport.

It is the view of the Highway Authority that the proposed development is likely to conflict with the aims of transport sustainable development, and you may wish to consider this point within your overall assessment of the site.

However, if minded to approve, conditions suggested covering access construction in accordance with highways specifications, no gates without permission, plus a 2.4m parallel visibility splay.

Internal Drainage Board: NO OBJECTION – byelaw issues apply.

District Emergency Planning Officer: NO OBJECTION - because of its location in an area at risk of flooding, suggest that the occupiers should sign up to the Environment Agency flood warning system and produce a flood evacuation plan.

Historic Environment Services: NO OBJECTION subject to a suite of conditions securing archaeological mitigatory work.

Environmental Health & Housing – Environmental Quality: NO OBJECTION

Norfolk Constabulary: NO OBJECTION – advice offered regarding pursuit of Secured by Design accreditation.

Arboricultural Officer: NO OBJECTION - The application is supported by an arboricultural report, and it is encouraging to see that existing trees have been considered at an early stage. The trees identified for retention are generally of limited arboricultural and landscape significance and, subject to appropriate protection measures during construction, there is no objection on arboricultural grounds.

From a landscape perspective, the site occupies a distinctly rural location surrounded by open agricultural land. The existing trees within and adjacent to the site make only a limited contribution to the wider landscape character, which is instead defined by expansive views across the fenland landscape and the sparse pattern of development along Hay Green Road.

Whilst I am unable to sustain a landscape objection based solely on the trees present, it is worth noting that the proposal would introduce a relatively substantial new area of development into what is currently a predominantly undeveloped part of the countryside. The site lies remote from established built form and services, and the proposal would represent a notable extension of development into an established rural setting.

Senior Ecologist: (Original submission) OBJECT - The PEA recommends further surveys for great crested newts and water vole which have not yet been reported. Currently there is insufficient information to assess the impact of this proposal on protected species.

(Amended scheme): Comments on botanical survey just submitted are awaited from our Senior Ecologist and water vole second survey scheduled for 14/07/26 so outstanding at the time of writing.

REPRESENTATIONS

ONE item of correspondence received raising **OBJECTION** on the following summarised grounds:

- Noise
- Residential amenity
- Highways - Increase in traffic on a road that is already dangerous (60 mph on what is only just wide enough for 2 vehicles) and on a bend. Work vehicles and heavy plant during build process make an incident inevitable.

Cllr Paul Kunes: Request to call in the application for determination by the Planning Committee.

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

LP02 - Residential Development on Windfall Sites (Strategic Policy)

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

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)

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

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

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

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

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

NATIONAL GUIDANCE

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

PLANNING CONSIDERATIONS

The main considerations in determining this application are as follows:

- Principle of development
- Impact on character and appearance of countryside
- Impact on neighbour amenity
- Highway issues
- Flood risk and drainage
- Ecology/Biodiversity
- Any other matters requiring consideration prior to determination of the application

Principle of Development:

This is an Outline application for up to 4no. self-build/custom build plots for dwellings. All matters, with the exception of access, are reserved for later consideration, and the indicative plan shows four similar sized plots fronting Hay Green Road with a single shared access point midway along the site frontage on the apex of the bend.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 48 of the NPPF requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

Hay Green is classified as a Tier 6 (Small Villages or Hamlets) settlement under Policy LP01 of the Local Plan 2021-2040.

Under Policy LP02 of the Local Plan, in Tier 6 settlements as defined by Policy LP01, residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. There is no allocation for additional dwellings in Policy LP01 and there is no Neighbourhood Plan, therefore, the principle of development fails.

Hay Green is mentioned in Appendix I as being a settlement within the parish of Terrington St Clement, it is however clearly identified as a Tier 6 settlement in Policy LP01.

In terms of the information submitted in support of the proposal, there appears to be a misconception that the development area relates to Terrington St Clement and is therefore windfall development adjoining a Tier 4 Key Rural Service Centre (KRSC). That quite clearly is not the case.

Whilst not 'isolated' given the neighbouring properties, it is nevertheless remote from day-to-day service provision (employment, schools, doctors, shops etc.) and any prospective residents would be reliant upon private forms of transport. The nearest KRSC is indeed Terrington St Clement which is some 2.7km away via road and on the opposite side of the A17. Paragraph 83 of the NPPF states that housing should be located where it will enhance or maintain the vitality of the rural communities. Once again, this is not a sustainable location for new residential development.

From June 2026 the Council can demonstrate 6.2 years' worth of housing supply. At the present time, the Council has a shortage of self-build and custom sites.

The NPPF explains in footnote 28, that the Self-Build and Custom Housebuilding Act 2015 (as amended recently by the LURA), places a legal duty "to give enough suitable development permissions to meet the identified demand". However, this does not mean development is automatically granted but would be afforded weight when determining the application. In this instance 'some' weight is given to this matter.

Furthermore, Policy LP31 of the Local Plan supports proposals where they respect local character and comply with other relevant policies in the plan. Self-build and custom dwellings would have to be secured via legal agreement.

Therefore, whilst the potential of up to four self-build and custom dwellings in this location would be afforded some weight, this does not outweigh the policies within the Local Plan and fundamental conflict identified above. There are other planning issues which will be expanded upon below.

Impact on Character and Appearance of Countryside:

Policies LP18 and LP21 ensure that development in the borough is of high quality, conserving and enhancing the amenity of the wider environment, by supporting development which is sympathetic to the local setting and pattern of adjacent streets, including spaces between buildings, through high-quality design and use of materials.

Furthermore, LP31 of the Local Plan 2021-2040 supports custom and self-build dwellings where they respect local character and comply with other relevant policies in the plan.

This is reiterated in paragraph 135 of the NPPF which states that planning decisions should ensure development will function well and add to the overall quality of the area for its lifetime, are visually attractive, sympathetic to local character and history, maintain a strong sense of place, optimise the potential of the site, and create safe, inclusive and accessible places.

Finally, paragraph 187 of the NPPF seeks to ensure planning policies and decision should contribute and enhance the natural and local environment by protecting and enhancing valued landscapes and recognise the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services.

As an Outline application, full details regarding design have not been submitted. Based on the indicative site plan, four detached dwellings with associated detached garages are proposed fronting the road, within consistent sized plots.

This area is located within The Fens - Open Inland Marshes within the Landscape Character 2007, characterised by large scale, low-lying landscape, offering a sense of openness and a moderate to strong sense of tranquillity.

The northern side of Hay Green Road is characterised by loose knit ribbon development comprising a mix of house types with substantial domestic, agricultural and commercial buildings situated to the rear. The road has a predominantly verdant character, with mature trees and hedgerows.

The southern side is mostly fields with a couple of detached houses with a substantial commercial yard and buildings to the rear. It is therefore more open in character with views southwards to additional agricultural land.

The proposal would erode the rural countryside setting, further urbanising the character of Hay Green Road by consolidating the domestic and residential appearance in this location, contrary to the rural character, and obstructing open views to the fen landscape beyond contrary to Policies LP18, LP19 and LP21 of the Local Plan and the NPPF.

Impact on Neighbour Amenity:

The closest neighbours to the site would be the bungalow No. 53 Church Road approximately 20m to the immediate north of the site.

Based on the indicative plans, it is considered there could be sufficient distance to limit impacts to neighbours in respect to overlooking, shadowing and being overbearing due to the plot sizes to comply with Policy LP21 of the Local Plan 2021-2040.

This would, however, be subject to the details of a further reserved matters application.

Highway Issues:

As stated earlier in this report, access is to be determined at this stage. The indicative layout plan shows a single shared access point off Hay Green Road.

The NPPF supports sustainable transport and paragraph 117 in particular points to the need to 'give priority first to pedestrian and cycle movements' and 'so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use

Local Plan Policy LP13 reflects this stance. Policy LP14 requires adequate car parking spaces per dwelling and to provide a minimum of one secure and covered cycle space per dwelling.

The Local Highway Authority (LHA) have considered the plans submitted and are of the opinion that the proposed accesses would be safe, and the parking and turning arrangements for vehicles could accord with the adopted parking guidelines for Norfolk. Conditions have therefore been recommended, should permission be granted, to ensure the correct construction specifications are taken into account, visibility achieved and maintained and to ensure any gates are set back and correctly installed.

Although the LHA have raised no objection to the proposal, they indicate that the proposal would conflict with the aims of transport sustainable development, which is a requirement within the NPPF (as stated above), as the site is remote from facilities and services required for day-to-day living and has restricted employment opportunities in the area. However, although Chapter 9 of the NPPF requires development to be focused on locations which are sustainable through limiting the need to travel and offering a genuine choice of transport modes, paragraph 116 goes on to say that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

In conclusion, the proposed development would achieve an acceptable standard of highway safety in accordance with Policy LP13 of the Local Plan and the principles of the NPPF. However, it does not comply with the promotion of sustainable transport as required by Local Plan Policy LP02 part 1.f. and Policy LP13 part 4 which requires development to maximize opportunities to reduce the need to travel and to encourage sustainable and active travel modes of transport and also fails to comply with the requirements contained within the NPPF.

Flood Risk and Drainage:

The site lies within Flood Zone 3a and Tidal Hazard mapping zone. The application is accompanied by a site-specific Flood Risk Assessment which indicates mitigation measures raising Finished Floor Levels by 0.8m above existing ground levels plus 300mm of flood resilient construction above FFL. The development could therefore be made safe.

The development is located within Flood Zone 2 and 3, sequential and exceptions testing in line with the NPPF is required. It is for the Local Planning Authority to steer development to areas at least risk of flooding in accordance with the sequential test (Paragraph 174 of the NPPF) and Policy LP25 of the Local Plan.

There are no other sites currently available for residential development of an equivalent scale within Hay Green in a lower risk of flooding, hence the sequential test is passed.

The exception test also has to be applied and both parts contained in Paragraph 178 must be passed as stated in Paragraph 178 of the NPPF. The mitigation measures recommended in the site-specific FRA would ensure that the development could be made safe for its lifetime without increasing flood risk elsewhere. However, the unsustainable location of the development combined with the impact on form and character resulting from flood mitigation and the intrusion of development into the countryside are factors which would outweigh the flood risk implications. Both parts of the exception test therefore cannot be met.

The proposal fails to comply with paragraph 179 of the NPPF (2024) and Policy LP25 of the Local Plan.

Surface water drainage details may be secured via condition if the proposal was being supported and byelaw implications raised by the IDB are covered under separate legislation (Land Drainage Act). The agent advises that byelaw approval is being sought.

Ecology and Biodiversity Net Gain:

As self-build and custom dwellings, the proposal would be exempt from providing Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990, subject to the tenure of the dwellings being secured by legal agreement.

Notwithstanding exemption from providing 10 per cent biodiversity net gain, new development has a duty to deliver gain under the NPPF.

The application is accompanied by a Preliminary Ecological Assessment (PEA) as the site is bounded on three sides by land drains.

The PEA recommends further surveys for great crested newts and water vole which at the time of writing this report have not yet been submitted. A positive determination could not be made until this information is received.

Details of a phase 2 botanical survey have just been submitted which will require review by our Senior Ecologist and Members will be updated in late correspondence. A second water vole survey is also outstanding (scheduled for 14/07/28), so could be submitted before the meeting.

However, currently there is insufficient information to assess the impact of this proposal on protected species, and it fails to comply with Policy LP19 of the Local Plan.

Whilst the site falls within the Brecks, Wash, and Norfolk Coast Zone of Influences, it is not within close proximity to these zones and therefore a bespoke appropriate assessment is not required. The development proposes up to four dwellinghouses. As such a GIRAMS mitigation fee of £315.58 per dwelling (from 1 April 2026) would be required to be paid to offset recreational impacts to Zones of Influence (Zols). No payment has been made at this stage to offset the recreational impacts to these zones, which the agent suggests being included in a Section 106 agreement. There is however no such mechanism in place to do so, so the proposal technically fails to accord with Policies LP19 & LP23 of the Local Plan.

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

Other development approved in Hay Green:

The agent raises this issue in support of the application. Two plots have recently been granted on the opposite side of the road to this site – application ref: 25/02105/O. These are

however infill plots contained within the defined development boundary and are considered to comply with Policy LP02 as windfall development.

Had there been a housing need for Hay Green, this approval would have met it.

Climate Change:

All development shall recognise and contribute to the importance of, and future proofing against, the challenges of climate change and to support the transition towards meeting the Government target of becoming a net zero economy by 2050 as outlined in Policy LP06 of the Local Plan.

Details to be provided at Reserved Matters stage would show whether measures are incorporated into the final design to meet the sustainability aims and objectives of Local Plan Policies LP06 and LP18. This could include types of materials, construction methods, energy efficiency measures utilised within the development, and other sustainable measures.

However, it is worth noting that the proposed development adjoins a Tier 6 settlement identified as having no services. The application would therefore fail to comply with part 1 of Policy LP06 of the Local Plan which requires new development to be located in areas which minimise the need to travel and to maximise the ability to make journeys via sustainable modes of transport.

Impact on trees:

The application is supported by an arboricultural report which concludes that no trees are to be removed to facilitate the development. The trees identified for retention (Goat Willow, Hawthorn, Lime and Oak) are generally of limited arboricultural and landscape significance and, subject to appropriate protection measures during construction, there would be no objection from our Arboricultural Officer. The proposal could accord with Policy LP19 of the Local Plan on this matter.

Historic Environment:

Concentrations of pottery of medieval date have been recorded from within and adjacent to the application site. There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development.

Historic Environment Services have therefore requested a suite of conditions. Had the application been recommended for approval, this would have complied with LP20 of the Local Plan 2021-2040.

PLANNING BALANCE/CONCLUSION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that an application must be determined in accordance with the development plan unless material considerations indicate otherwise.

The proposal is located outside of the development boundary of the hamlet of Hay Green and contrary to the Council's strategic strategy with regard to the provision of windfall residential development in Tier 6 settlements being accommodated within the development boundary.

'Some' weight is afforded to the self-build and custom nature of the development when considering the planning balance as the Council does not have an adequate supply of self-build and custom housing. Likewise there would be some economic benefits associated with the proposal - these include employment and supply chain spend during the construction phase that could be localised, and through support for the local economy and community facilities once occupied. However, the proposal is small in scale, and these benefits are therefore 'limited'. The proposal would also provide additional housing, but this benefit is limited given that the Council is able to demonstrate a healthy supply of deliverable housing sites (6.2 year's worth at June 2026).

Notwithstanding this, the adverse impact of the proposal, eroding the rural countryside setting, further urbanising the character of Hay Green Road by consolidating the domestic and residential appearance in this location, contrary to the rural character and obstructing open views to the fen landscape beyond, is considered to outweigh the positive contribution that the granting of up to four self-build and custom dwellings would have. Significantly, the proposal also fails the Exception Test with regards to Flood Risk. The granting of the proposal is considered to cause significant and demonstrable harm and should therefore be refused in accordance with the development plan.

It is therefore recommended the application is refused under Local Plan Policies LP01, LP02, LP06, LP13, LP18, LP19, LP21, LP25, LP27 and LP31 and provisions of the NPPF.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 Local Plan Policy LP01 (Spatial Strategy and Settlement Hierarchy) seeks to distribute the majority of growth within the most sustainable locations. This approach makes the most of existing services and facilities, providing jobs and housing in the most accessible locations. Small Villages and Hamlets within Tier 6 of Local Plan Policy LP01 provide very little in the way of service provision, and residential growth in these areas will not normally be supported outside of development boundaries unless allocated through the Local Plan or a Neighbourhood Plan and as set out within Local Plan Policy LP02.

The proposal would therefore result in an unjustified residential development in the countryside, which would erode the rural countryside setting, further urbanising the character of Hay Green Road by consolidating the domestic and residential appearance in this location, contrary to the rural character, and obstructing open views to the fen landscape beyond.

The application site is also not considered to be within a sustainable location for residential development due to its lack of footpaths, lighting or connection to local facilities and services.

Notwithstanding the Council's current lack of deliverable Self-Build & Custom housing sites, the adverse impacts upon the character of the surrounding area would significantly and demonstrably outweigh the benefits of up to four additional homes in the borough. The proposal is therefore contrary to the provisions of the NPPF, in particular Paragraph 83 and Policies LP01, LP02, LP06, LP13, LP18, LP19, LP21 and LP31 of the Local Plan (2021-2040).

- 2 The site lies within Flood Zone 3a and a Tidal Hazard mapping zone. It is for the LPA to steer development to areas at least risk of flooding in accordance with the sequential test (Paragraph 174 of the NPPF) and Local Plan Policy LP25.

There are no other sites available for residential development of an equivalent scale within Hay Green in a lower risk of flooding and therefore this proposal passes the sequential test.

The exception test also has to be applied as prescribed by Paragraph 178 of the NPPF and both parts must be passed. The mitigation measures suggested in the site-specific Flood Risk Assessment, indicate that the development could be made safe for its lifetime without increasing flood risk elsewhere. However, this is not considered to be sustainable development given the unsustainable location of the development combined with the impact on form and character resulting from flood mitigation and the intrusion of development into the countryside which are factors which would outweigh the flood risk implications. Both parts of the exception test cannot be met.

The proposal therefore fails to comply with paragraph 179 of the NPPF 2024 and Policies LP06 & LP25 of the Local Plan (2021-2040).

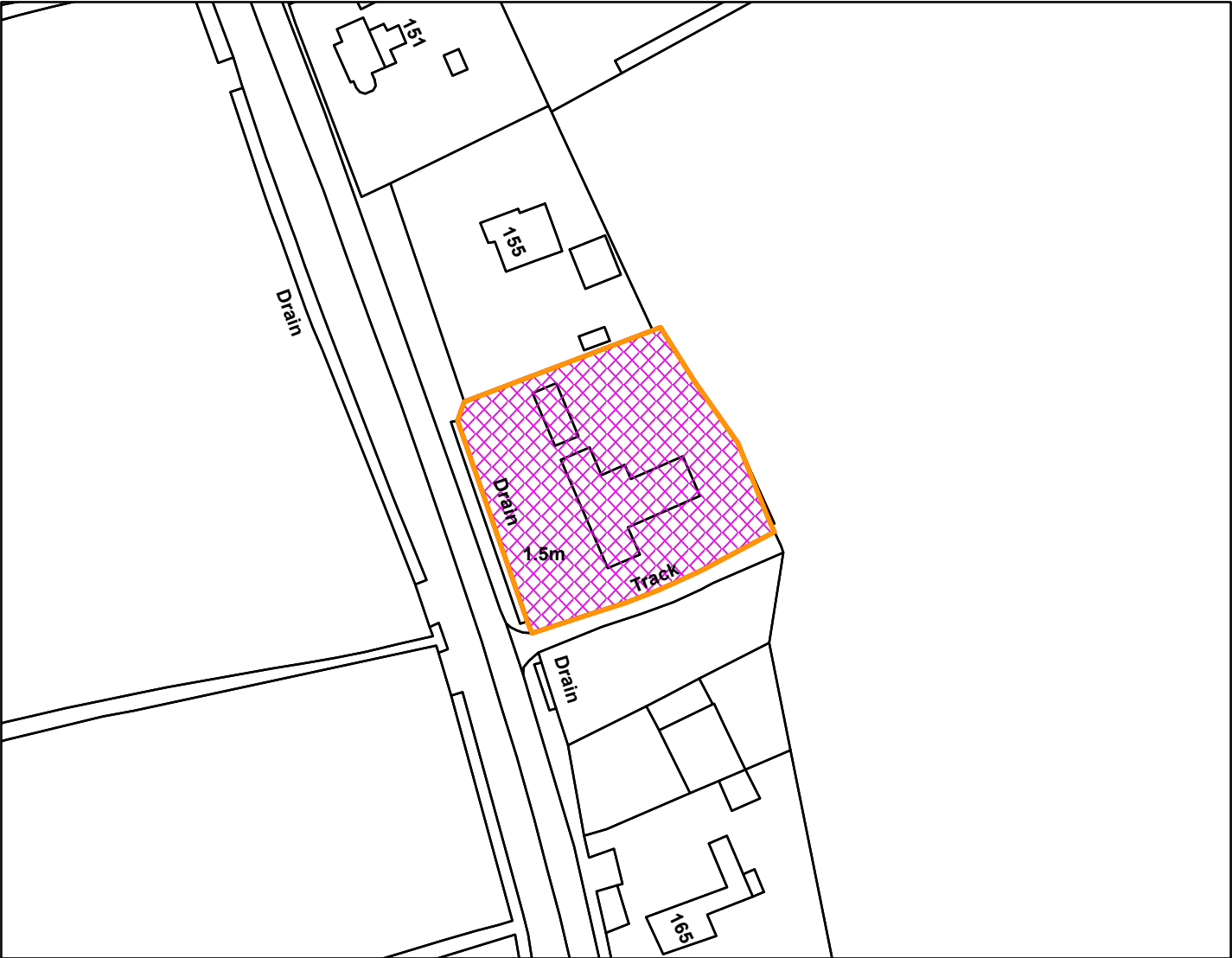
- 3 The application is accompanied by a Preliminary Ecological Assessment (PEA) as the site is bounded on three sides by land drains.

The PEA recommends further surveys for great crested newts and water vole which have not been submitted. So, currently there is insufficient information to assess the impact of this proposal on protected species and it fails to comply with Policy LP19 of the Local Plan (2021-2040).

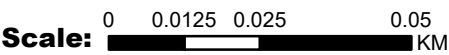
- 4 Whilst the site falls within the Brecks, Wash, and Norfolk Coast Zone of Influences, it is not within close proximity to these zones and therefore a bespoke appropriate assessment is not required. The development proposes up to four dwellinghouses. As such a GIRAMS mitigation fee of £315.58 per dwelling (from 1 April 2026) would be required to be paid to offset recreational impacts to Zones of Influence (ZoIs). No payment has been made at this stage to offset the recreational impacts to these zones, which the agent suggests to be included in a Section 106 agreement. There is however no such mechanism in place to do so, so the proposal technically fails to accord with Policies LP19 & LP23 of the Local Plan.



The Workshop at 159 Fitton Road Wiggenhall St Germans PE34 3AY



Legend

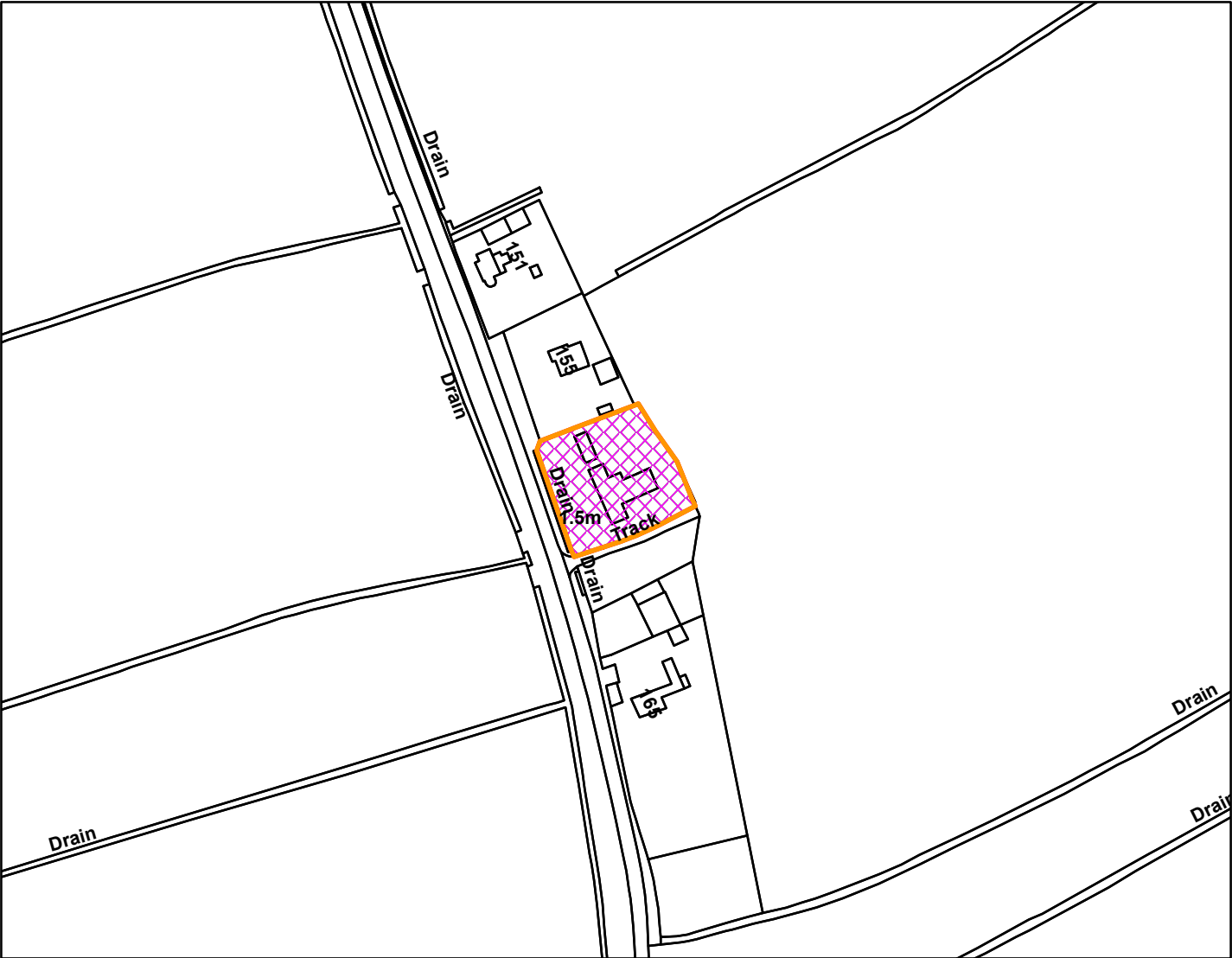


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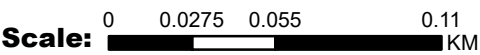
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Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314



The Workshop at 159 Fitton Road Wiggenhall St Germans PE34 3AY



Legend



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Ordnance Survey AC0000819234

Organisation	BCKLWN
Department	Department
Comments	Not Set
Date	13/07/2026
MSA Number	0100024314

AGENDA ITEM NO: 9/3(e)

Parish:	Wiggenhall St Germans	
Proposal:	Retention and continued use of existing workshops	
Location:	The Workshop At 159 Fitton Road Wiggenhall St Germans Norfolk PE34 3AY	
Applicant:	Mr Mario Daloia	
Case No:	25/02010/CU (Change of Use Application)	
Case Officer:	Helena Su	Date for Determination: 28 July 2026

Reason for Referral to Planning Committee – Referred to by Sifting Panel due to Parish Council objection

Neighbourhood Plan: No

Case Summary

This application is for the retention and continued use of a workshop at 159 Fitton Road in the parish of Wiggenhall St German. No building operations are proposed as part of the application.

The application site is approximately 0.21ha in size, located to the east side of Fitton Road, and approximately 441m from the junction of Fitton Road and The Granary which is located to the south. The site lies within the Parish of Wiggenhall St Germans but is closer in proximity to Wiggenhall St Mary Magdalen.

Key Issues

Planning History
Principle of Development
Form and Character
Impact on Neighbour Amenity
Highway Safety
Contamination
Flood Risk

Recommendation:

APPROVE

THE APPLICATION

This application is for the retention and continued use of a workshop (Use Class E(g)(iii)) at 159 Fitton Road in the Parish of Wiggenhall St Germans, which is classified as a Tier 5 settlement under policy LP01 of the Local Plan 2021-2040. The site lies approximately 1.4km from the development boundary of Wiggenhall St Germans and 780m from the development boundary of Wiggenhall St Mary Magdalen.

The application site is approximately 0.21ha in size, located to the east side of Fitton Road, and approximately 441m from the junction of Fitton Road and The Granary which is located to the south.

At the time of the site visit, the site comprised a single storey 'T' shape building finished in metal sheeting and brickwork. Along the site boundaries was an approximate 1.8m closed boarded fence along the north, west, and south boundaries, and an approximate 1m closed boarded fence along the east boundary.

The site is located in a limited row of residential dwellings, with agricultural fields beyond. The site is immediately south of a two-storey dwelling and north of a shared access track to the agricultural field to the east.

The Planning Statement states that the buildings are used for as a carpentry workshop involving small-scale joinery, fabrication and woodworking activities, storage of materials, hand tools, machinery, and completed/part completed items prior to dispatch. The Statement considers that the activities are small in scale - typical of a local trade business and operated by a limited number of personnel. However, no specific details of the number of personnel have been provided.

Moreover, in an email sent by the Planning Agent in March 2026, they confirmed the hours of operations are 8am - 5pm Monday to Friday, 8am - 12pm on Saturday, and no hours on Sunday and Bank/Public Holidays.

Based on these details, Officers consider the workshop to fall within Use Class E(g)(iii) (light industrial processes).

SUPPORTING CASE SUBMITTED BY THE APPLICANT/PLANNING AGENT

None submitted.

PLANNING HISTORY

20/00604/PACU5: Prior Approval - Refused: 07/07/20 - Prior notification of a change of use from Light Industrial (Class B1(c)) to dwelling house (Class C3) - Schedule 2, part 3, class PA (Delegated)

20/01300/LDE: Not Lawful: 13/09/23 - Certificate of Lawfulness: use of buildings for carpentry workshop/storage purposes (Delegated)

20/00001/UNAUTU (APPEAL DISMISSED - ENFORCEMENT NOTICE UPHELD)

2/87/0543/CU/F: Approved 07/05/87: Temporary approval until 31 May 1992: Change of use of disused farm building to workshop for the construction of sectional timber panels. (Delegated)

RESPONSE TO CONSULTATION

Parish Council: OBJECT with summarised comments:

- Residential amenity - Concerns about noise, dust and disturbance to nearby homes, likely need for Local Exhaust Ventilation under H&S rules.
- Highway safety - Worries about increased traffic on Fitton Road, unsuitable unmade access track, past HGV movements, and the site being within a 7.5 tonne weight restricted area.
- Area character - Fear that workshop activity could change the rural character, especially if operations expand.
- Environmental impacts - Questions over waste management, asbestos roof damage, disposal of wood waste, and doubts about the claim of no hazardous materials.
- Building condition - Buildings considered structurally unsuitable for business use and vulnerable to flooding.
- Planning history - Previous refusals and a dismissed appeal reinforce long-standing concerns about the site.
- Future precedent - Worries that required upgrades (e.g., LEV, environmental/HSE compliance) could pave the way for further industrial development in a rural residential/agricultural area.
- Community consultation - Belief that the community has not been adequately consulted, with engagement differing from earlier applications.

Highways Authority: NOT AGAINST THE PRINCIPLE OF DEVELOPMENT. Suggest that the access be upgraded and that the use of the site be conditioned accordingly.

Environment Agency: NO COMMENT.

Emergency Planning Officer: Because of its location in an area at risk of flooding and in line with best practice in business continuity, suggest that the occupiers:

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

' Install services at high levels to avoid the impacts of flooding

' 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

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

Community Safety and Neighbourhood Nuisance (CSNN): Recommends conditions related to hours of operation, and a noise, dust and waste management plan.

REPRESENTATIONS: Five **OBJECTION** comments. Comments summarised as:

- Question site address.
- Inconsistent supporting statements - i.e flood risk assessment for commercial and residential use.
- The applicant states the proposal involves industrial/commercial activity, which conflicts with the land's agricultural status.

- Claims that workshop use has been "ongoing" are false; no lawful use has existed since 1992.
- Activities since 2019 have included vehicle dismantling, noise, burning materials, not carpentry.
- Statements about minimal noise and no disturbance are untrue; neighbours report significant impact.
- The site's appearance has been substantially altered (PVC windows, bright roof, tree removal, fencing, lighting).
- Question applicant's intention of developing the site for residential/commercial use.

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)

LP18 - Design & Sustainable Development (Strategic Policy)

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

LP21 - Environment, Design and Amenity (Strategic Policy)

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:

- Planning History
- Principle of Development
- Form and Character
- Impact on Neighbour Amenity
- Highway Safety
- Contamination
- Flood Risk

Planning History:

In 1987, temporary permission was granted to change the use of an agricultural building to a carpenter's workshop until 31 May 1992, at this site, under planning reference

2/87/0543/CU/F. Temporary consent was granted to enable the Local Planning Authority (LPA) to retain control over the development in the interest of the amenities of the locality.

Based on the evidence submitted under planning reference 20/01300/LDE, enforcement reference 20/00001/UNAUTU and comments made by third parties, the carpentry use continued until 2019 and ceased around this time. The site was then occupied by a different owner and the use changed to the dismantling and selling of car parts, with a residential element, by virtue of the siting of a caravan in the building.

An enforcement notice was served on the owner of the site. The stated breach of planning control was "Without planning permission, the material change of use of the Land and building to use for residential purpose, including the siting of a caravan for residential purpose".

This enforcement notice was upheld at appeal and the Inspector stated that the site should: permanently cease the use of the land and building for residential purposes; permanently remove from the land and building, the residential caravan and other structures and residential paraphernalia integral to or part of the unauthorised change of use (including vehicle and vehicle parts); and to restore the land and building to their condition before the unauthorised material change of use took place by permanently removing windows on the south and east elevations, removing timber cladding from the east wing of the building, removing a stud wall, removing the timber closed-boarded fence enclosing the site and removing all materials and debris.

In the closure checklist, Enforcement confirmed that these works were carried out to the satisfaction of the LPA. The timber fence, however, remained in situ as the LPA considered there was a legitimate fall-back position for the fence and that insisting on its removal would be punitive and inappropriate as the LPA would not defend the removal of the fence to the magistrates court if the LPA were to prosecute.

Within the same year as the enforcement notice, a Prior Approval application, to change a light industrial building (Use Class B1(c)) to a residential dwellinghouse (Use Class C3) (planning reference 20/00604/PACU5) and a Lawful Development Certificate (LDC) for the use of the buildings for carpentry workshop/storage purposes, was submitted (planning reference 20/01300/LDE).

The Prior Approval application was refused as the Applicant failed to evidence that the building was solely used for light industrial use on the date referred to in paragraph PA.1(b) of the Town and Country (General Permitted Development) Order 2015, flood risk to future occupiers, and size of the curtilage.

The LDC was also refused. It was concluded that the use granted in 1987 was implemented and the temporary permission lapsed, but the use continued, and the business eventually petered out, closed, and vacated in 2019. Whilst the carpentry workshop/store operated beyond 31st May 1992 in breach of condition 1 of that consent, the use ceased and there was an unauthorised change of use in the interim (use of land and buildings for residential purposes, including the siting of a residential caravan for residential purposes). Any resumption of the carpentry workshop/storage use would be a fresh breach of the only enduring condition attached to the 1987 permission attracting another 10-year period to become exempt from enforcement action. The continuation of a use following expiry of a temporary use is not a "material change of use" as confirmed in *Avon Estates Ltd v Welsh Ministers and Anor* (2011 ECWA Civ 553) at Paragraph 14 of the Judgement and cannot gain immunity in the same way.

More recently, an Outline application for one self-build and custom dwellinghouse was refused under policy LP02 for residential windfall development, as the site lies does not adjoin the development boundary, and for failing the exception test when considering flooding.

In summary, the existing lawful use of the site and building would be agricultural. While the site has an unlawful Use Class E(g)(iii) use from 1987 until 2019. This use ceased in 2019. The Planning Agent and Applicant has not stated when exactly the site was used as a carpenter's workshop more recently.

Principle of Development:

Part 9 of Policy LP07 of the Local Plan 2021-2040 states that the Council will support proposals for alternative uses of employment land where it can be demonstrated that:

- a. use of the site for employment purposes gives rise to unacceptable environmental or accessibility problems particularly for sustainable modes of transport; or
- b. an alternative use or mix of uses offers greater potential benefits to the community in meeting local business and employment needs, or in delivering the Council's regeneration priorities such as the Town Investment Plan or similar future replacement or equivalent strategies.

Rural based economy is also supported in paragraphs 88 and 89 of the NPPF.

Paragraph 88 states that planning decisions should enable the sustainable growth and expansion of all types of business in rural areas through the conversion of existing buildings and the development and diversification of agricultural and other land-based rural businesses.

Paragraph 89 of the NPPF states that planning decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable.

The LDC (20/01300/LDE) established that any resumption of the carpentry workshop would be a fresh breach of the only enduring condition attached to the 1987 permission attracting another 10-year period to become exempt from enforcement action. Hence, the submission of this planning application to continue the use of the site as a carpenter's workshop. The last lawful use of the site is agricultural, which is a rural based enterprise.

The use of the site as a carpenter's workshop is not considered to give rise to unacceptable environmental problems which could not be dealt with via condition or legislation (i.e Environmental Protection Act 1990). This will be discussed in detail in the following report.

Regarding accessibility problems, the Local Highway Authority do not object to the scheme. While the LHA expressed the desire to upgrade the existing track which the site utilises, the concluded they could not substantiate an objection. This will also be discussed in detail in the report.

The application complies with part 9a of Policy LP07, subject to conditions.

Although retaining the carpenter's workshop may not align with broader Council regeneration priorities (such as the Town Investment Plan) under Part 9b of Policy LP07, it still has the

potential to meet local business and employment needs. While the Planning Agent has not disclosed the exact number of staff, the facility provides rural employment opportunities. This directly supports the policy's aim to enable a flexible approach to employment-generating development in rural areas.

The principle of development, for the retention of a carpenter's workshop, is therefore considered to have a comply with policy LP07 of the Local Plan 2021-2040 and provisions in the NPPF.

Form and Character:

Policies LP18, LP19, and LP21 of the Local Plan 2021-2040 seek to ensure that all development in the borough is high quality design and conserves and enhances the amenity of the wider environment, reinforcing the distinctive character areas identified in King's Lynn and West Norfolk Landscape Character Assessment. This involves assessing the scale, height, massing, materials and layout of a development to ensure it responds sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials.

The BCKLWN's Landscape Character Assessment (2007) designates the site as within The Fens - Open Inland Marshes. This is characterised strikingly flat and low-lying; the area offers panoramic views in most directions with wide open skies and a strong sense of openness and continuity throughout the area. Rows of poplar trees are a focal and ecological feature in this area. Where appropriate, the landscape guidelines consider sensitive farm diversifications, in keeping with local settlement pattern and character.

The need to respond sensitively and sympathetically to local character is reiterated in paragraph 135 of the NPPF which states that planning decisions should ensure development will function well and add to the overall quality of the area for its lifetime, are visually attractive, sympathetic to local character and history, maintain a strong sense of place, optimise the potential of the site, and create safe, inclusive and accessible places.

Finally, paragraph 187 of the NPPF seeks to ensure planning policies and decision should contribute and enhance the natural and local environment by protecting and enhancing valued landscapes and recognise the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services.

As previously stated, at the time of the site visit, the site comprised a single storey 'T' shape building finished in metal sheeting and brickwork. The building was historically an agricultural building and through the passage of time, is now a workshop. Along the site boundaries was an approximate 1.8m closed boarded fence along the north, west, and south boundaries, and an approximate 1m closed boarded fence along the east boundary.

No building operations are proposed as part of the planning application. The building on site would remain as existing.

The Parish Council and third parties considers that the proposal would introduce activities which would not be in keeping with the rural character.

The site was historically agricultural and from 1987, changed to a carpenter's workshop. Planning history indicates that this workshop use continued, pass the grant of temporary consent until 1992, and the continued use until 2019. As such, the workshop uses forms part of the character in this part of Fitton Road.

Moreover, the site is enclosed by an approximately 1.8m closed boarded fence to the north, south and west boundaries. Activities related to carpentry tend to take place in-doors. Any outdoor storage would have limited visual impact on the setting and character of Fitton Road given the screening around the site.

The retention of the site as a carpenter's workshop would therefore have no impact on the form and character of this part of Fitton Road, as the site has always been related to an employment use (whether for agriculture or as a carpenter's workshop), and would accord with policies LP18, LP19 and LP21 of the Local Plan 2021-2040 and the NPPF.

Impact on Neighbour Amenity:

This part of Fitton Road comprises a small number of residential dwellinghouses. These are No 151, No 155, No 163, and No 165 Fitton Road, closest to the site. No 175, Sunnyside Farm, No's 179 and 181 Fitton Road are located approximately 185m south of the application site.

Due to the location and nature of the application, the impacts on the neighbours would come from the use of the land and potential for noise and disturbance. The Parish Council and third-party comments raised concerns about historic noise issues related to the site, particularly during the time the site was unlawfully used for the breaking down of vehicles in 2020. This application is not related to the breakdown of vehicles, but for a carpenter's workshop.

Based on the information provided by the Planning Agent, the nature and level of operations is said to be low. The Officer considers that impacts related to noise and disorder can be controlled via conditions.

The Planning Agent confirmed the hours of operations are 8am - 5pm Monday to Friday, 8am - 12pm on Saturday, and no hours on Sunday and Bank/Public Holidays.

Community Safety and Neighbourhood Nuisance (CSNN) raised no objection to the principle of development, subject to conditions related to hours and days of operation (08.00hrs to 18.00hrs on weekdays, 09.00hrs to 16.00hrs on Saturdays, and at no time on Sundays, Bank or Public Holidays) and the submission of a noise, dust and waste management plan to be submitted two months following the date of approval.

It is noted that the opening hours suggested by CSNN do not fully align with the hours which the Planning Agent stated, with CSNN recommending longer hours. Given the site lies within a cluster of residential dwellings, it is considered that the hours requested by the Applicant are acceptable and appropriate in this location, subject to being controlled by condition. This is notwithstanding CSNN's suggestion that longer hours could be permitted.

The use of the site as workshop took place until 2019, with an interim use (breaking down of vehicles and residential caravan). CSNN have verbally confirmed that the last complaint made against this site was in 2020. These complaints related to the interim use and of bonfires and potential for contamination, which was investigated and subsequently closed by the Council's Environment Quality team. CSNN has confirmed that no complaints have been received since.

In any case, any instances of excessive or unreasonable noise could fall within the scope of separate legislation, including the Environmental Protection Act 1990, which provides established mechanisms for addressing statutory nuisance.

Although Officers consider the workshop would fall within Use Class E(g)(iii), which is light industrial processes compatible with residential area without causing a nuisance to neighbours, a condition for a noise, dust and waste management plan was requested by CSNN. This condition is considered necessary given the lack of details currently provided by the Applicant and to ensure the continuation of the site for this use would not be detrimental to the neighbours along Fitton Road.

Therefore, subject to conditions, the proposal would accord with policy LP21 of the Local Plan 2021-2040 when considering impact to neighbour amenity.

Highway Safety:

The site is accessed via a shared track to the south of the site. This track is owned by Eau Bank Farm and the Applicant has demonstrated that they have easement over it.

During the initial round of consultations, the Local Highway Authority (LHA) raised questions about the site access, including red line boundary, and more information about the level of operations.

On receipt of an amended red line boundary which included the track within the application site, the LHA, considered that access to the site could be made safe, with a condition for the track to be upgraded in accordance with Norfolk County Council's light industrial access construction specification for the first 5m, measured back from the near channel edge of the adjacent carriageway.

Furthermore, based on the information provided by the Applicant, the LHA considered that the workshop, being used for carpentry would tend to generate lower traffic compared to other uses within that use class (other uses may include office, shop, indoor gym - which fall within Use Class E). As such, raises no objection to the principle of the carpentry use.

The LHA also suggested a condition to upgrade the existing track within the red line boundary. However, this part of the site is not in the ownership of the Applicant. Therefore, Officers do not consider this condition would meet the test for conditions, namely not being reasonable as the Applicant could not comply with the condition without consent from the landowner.

Officers have sought clarification from the LHA regarding the condition to upgrade the track as the Applicant does not own the track. The LHA advised that as Fitton Road is not a busy trafficked road, and that given the existing use would generate some traffic, they would not be able to substantiate an objection on highway safety grounds if the condition to upgrade the track was not imposed.

The LHA expressed that it would be desirable for the access to be serviced where it meets Fitton Road. However, given the depth of the highway verge and proximity to existing ditches along Fitton Road, on balance, this would not be necessary to make the proposal acceptable.

Based on comments from the LHA, the development would not result in any highway safety impacts in accordance with policy LP21 of the Local Plan 2021-2040.

Contamination:

The Parish Council and third parties have expressed some concern regarding the use and contamination on the site. Specifically, they report concerns regarding waste management,

an asbestos roof damage, disposal of wood waste, and doubts about the claim of no hazardous materials.

The Environment Quality (EQ) team have considered the information submitted with the planning application, which suggests that there is no known contamination. EQ also considered the use of the surrounding land, which is largely agricultural.

As the proposal seeks to retain the use of the building and land as a carpenter's workshop, EQ raised no objection to contaminated land.

Furthermore, under the Environmental Protection Act 1990 and subordinate Statutory Instruments it is the duty of the business to ensure that they have suitable provisions in place for the disposal of waste arising from their business - this is known as a Waste Duty of Care. There are mechanisms in place to ensure that businesses cooperate with this duty either through CSNN or the Environment Agency. This addresses comments related to the business' waste management.

Flood Risk:

Policy LP25 of the Local Plan 2021-2040 states that where sites are at risk of flooding, 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 and satisfactory demonstration that any design or development features necessary to address flood risk issues are compatible with heritage assets in the vicinity is required.

The site is within Flood Zone 3 and a Tidal Breach area. A Flood Risk Assessment (FRA) has been submitted. While the Environment Agency were consulted, they had no comments to make.

A carpenter's workshop would be considered a 'less vulnerable' type of development, where the EA's standing advice advises that this type of development would be appropriate.

Considering flood risk, the development is considered appropriate, in accordance with EA's guidance.

The Emergency Planner has suggested that the Applicant should sign up to the EAs flood warning system, install services at high level to avoid the impact of flooding, and prepare a flood evacuation plan, which should include actions to take on receipt of the different warning levels, evacuation procedures e.g. isolating services and taking valuables etc, and evacuation routes. As the site is in a tidal breach area, it is considered a condition to ensure a flood evacuation plan, is submitted to the LPA and subsequently displayed on-site for the safety of the personnel on site, in accordance with Policy LP18 and LP25 of the Local Plan 2021-2040 and provisions in the NPPF.

Other matters:

Climate Change: LP06 of the Local Plan 2021-2040 requires all development to recognise and contribute to the importance of future proofing against the challenges of climate change to support the transition towards meeting the Government target of becoming a net zero economy by 2050.

The proposal would utilise an existing building, which has been used as a workshop for many years prior and limited amounts of work is required to continue using the site for that purpose.

CONCLUSION:

Paragraph 48 of the NPPF and Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The application seeks to retain an existing carpenter's workshop (Use Class E(g)(iii)) along Fitton Road in the Parish of Wiggenhall St Germans. In light of the considerations outlined above, and subject to conditions for a dust, noise and odour management plan, use class, and operational hours, the development would accord with the provisions of the NPPF and policies LP06, LP07, LP18 and LP21 of the Local Plan 2021-2040.

The application is therefore duly recommended for approval, subject to conditions.

RECOMMENDATION:

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

- 1 Condition The development hereby permitted shall be carried out in accordance with the following approved plans: Mapping (06/03/2026)
- 1 Reason For the avoidance of doubt and in the interests of proper planning.
- 2 Condition Within two months of the date of this planning permission, a management scheme to protect neighbouring residents from noise, odour, dust and waste issues will be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include measures to reduce the potential negative impacts of the workshop activities and demonstrate methods that will be used to control emissions of noise, odour and dust, and will state the arrangements in place for the storage and collection of waste from the workshop. The scheme shall be implemented as approved and thereafter maintained as such.

- 2 Reason In order that the Local Planning Authority may retain control over the development in the interests of the residential amenities of the locality in accordance with the NPPF and policies LP07 and LP21 of the Local Plan 2021-2040.
- 3 Condition No machinery shall be operated, no process shall be carried out, no deliveries shall be taken at or dispatched from the site, and no commercial waste collections shall be made outside the hours of 08.00hrs to 18.00hrs on weekdays, 09.00hrs to 16.00hrs on Saturdays, and at no time on Sundays and Bank or Public Holidays.
- 3 Reason In order that the Local Planning Authority may retain control over the development in the interests of the residential amenities of the locality in accordance with the NPPF and policies LP07 and LP21 of the Local Plan 2021-2040.
- 4 Condition The premises shall be used as a carpenter's workshop under Use Class E(g)(iii) only (as defined within the Town and Country Planning (Use Classes)(Amendment) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and shall not be used for any other purpose, including any use permitted under Schedule 2, Part 3 'Changes of Use' of the Town and Country Planning (General

Permitted Development) Order 2015, as amended, or any order revoking and re-enacting that Order with or without modification.

- 4 Reason In order that the Local Planning Authority may retain control over the use of the premises where an alternative use otherwise permitted by the above mentioned Order would be detrimental to the amenities of the locality and neighbours, in accordance with Policy LP21 of the Local Plan 2021-2040 and provisions in the NPPF.
- 5 Condition Within two months of the date of this planning permission, a Flood Evacuation Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan must include, but is not limited to, the following details:
 - Procedures and designated actions corresponding to different Environment Agency flood warning levels.
 - Evacuation protocols, including isolation of utility services and securing valuables.
 - Designated safe evacuation routes away from the site.

The approved Flood Evacuation Plan shall be fully implemented following the approval of the details and strictly maintained for the lifetime of the development.

Within 1 month of the Local Planning Authority's written approval, evidence demonstrating that the approved Flood Evacuation Plan is permanently displayed in a prominent location on-site shall be submitted to the Local Planning Authority.

- 5 Reason In order to prevent an increased risk of flooding within a Tidal Breach area, in accordance with the principles of the NPPF and Policies LP18 and LP21 of the Local Plan 2021-2040.

Planning Committee - 27 July 2026

Previous Committee:	06/07/2026
Upcoming Committee:	27/07/2026

APPLICATIONS DETERMINED UNDER DELEGATED POWERS

PURPOSE OF REPORT

(1) To inform Members of the number of decisions issued between the production of the 6 July 2026 Planning Committee Agenda and the 27 July 2026 agenda. There were 62 total decisions issued with 62 issued under delegated powers and 0 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 25 June 2026 and 13 July 2026.

	Total	Approved	Refused	Under 8 Weeks	Under 13 Weeks	Performance %	National Target	Planning Committee Decision	
								Approved	Refused
Major	1	1	0		0	.0%	60%	0	0
Minor	19	15	4	15		78.9%	80%	0	0
Other	42	39	3	38		90.5%	80%	0	0
Total	62	55	7	53	0			0	0

Planning Committee made 0 of the 62 decisions (.)