



Planning Committee

Agenda

Monday, 26th October, 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, 26th October, 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 - 11)

To confirm as a correct record the Minutes of the Meeting held on Monday 5 October 2026 (previously circulated).

3. DECLARATIONS OF INTEREST (Page 12)

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.
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6. CHAIR'S CORRESPONDENCE

To receive any Chair's correspondence.

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

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

8. INDEX OF APPLICATIONS (Page 13)

The Committee is asked to note the Index of Applications.

9. DECISION ON APPLICATIONS (Pages 14 - 65)

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

10. DELEGATED DECISIONS AND QUALITY OF DECISIONS (Pages 66 - 67)

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

To: Members of the Planning Committee

Councillors B Anotu, F Bone (Vice-Chair), A Bubb, M de Whalley, T de Winton, P Devulapalli, S Everett, J Fry, S Lintern, P Powers, A Ryves, 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 29 October 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, 5th October, 2026 at 9.30 am in the Assembly Room, Town Hall,
Saturday Market Place, King's Lynn PE30 5DQ**

PRESENT: Councillor Mrs V Spikings (Chair)
Councillors B Anota, A Bubb, T de Winton, P Devulapalli, S Everett, J Fry,
S Lintern and P Powers

PC40: **APOLOGIES**

Apologies for absence had been received from Councillors Ryves, Storey (Councillor Long sub) and de Whalley.

PC41: **MINUTES**

The minutes of the meeting held on 7 September 2026 were agreed as a correct record and signed by the Chair.

In response to a query from Councillor de Winton, regarding the breakdown of enforcement cases by start date, the Planning Control Manager undertook to chase this up.

PC42: **DECLARATIONS OF INTEREST**

Councillor Long declared an updated employment within the home-improvements sector and involvement in correspondence to the Prime Minister concerning the new planning scheme of delegation.

PC43: **URGENT BUSINESS UNDER STANDING ORDER 7**

There was none.

PC44: **MEMBERS ATTENDING UNDER STANDING ORDER 34**

A statement was read out on behalf of Councillor Osbourne in relation to 9/2(a) – Downham Market.

PC45: **CHAIR'S CORRESPONDENCE**

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

PC46: **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.

PC47: **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 for 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) **25/01801/FM**
Downham Market / Wimbotsham: Land south of 22 Bridle Lane: Full planning approval for the erection of 114 dwellings with associated open space and infrastructure with vehicular access proposed from Lynn Road and an emergency vehicular access to Cinnamon Road: Mrs Anne Dew

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

The case officer introduced the report and explained that the site was an irregular shaped parcel of land located to the north-east of Downham Market. It was located mostly within the parish of Downham Market, but the access road serving the site was located within the parish of Wimbotsham (boundary along bridleway BR13 / Bridle Lane which ran generally east west).

Excluding the access, the site comprised approximately 6.4 ha of an allocation site of 16.2 ha of residential development for Downham Market under Policy F1.3 of the Local Plan, with the policy requiring at least 250 dwellings and associated facilities.

Phase 1 of Allocation F1.3 already benefitted from outline and reserved matters consent (21/00798/F and 21/01121/RMM) for 226 dwellings and the site was currently being built out and was known locally as 'The Willows'.

This was a full planning application for Phase 2 which proposed the construction of 114 dwellings with associated open space and

infrastructure. Vehicular access was proposed from Lynn Road and an emergency vehicular access to Cinnamon Road.

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

The Committee noted the key issues to be considered when determining the application, as set out in the report.

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

The case officer advised the Committee that fire hydrants had been referenced in the report and a condition needed to be added relating to the provision of fire hydrants.

During the debate, Members raised the need for fire hydrants and wider fire-service funding. Officers confirmed that hydrants could be secured by condition, would meet building-control standards and would provide at least three hydrants for this scheme. However, no additional fire-service financial contribution had been requested by the relevant authority.

In response to a question regarding contributions, officers explained that the allocation had been judged unviable for Community Infrastructure Levy purposes during the plan examination. However, this exemption might be reconsidered through the next CIL review and local plan.

It was explained that the primary vehicle access would be from the Lynn Road roundabout, with an emergency-only connection to Cinnamon Road controlled by bollards. Officers explained that the arrangement followed consultation with Norfolk County Council Highways and was intended to prevent routine traffic using the secondary route. Delivery, refuse and visitor movements would be accommodated through loops, parking areas and turning facilities.

Members questioned whether affordable housing was sufficiently pepper-potted. Officers explained that the units were arranged in clusters permitted by housing policy, with no more than 10 units together, and that strategic housing officers supported the arrangement.

Members asked about level changes and overlooking for properties near Bridle Lane and Cinnamon Road. Officers explained that some homes would be around one metre higher because of site drainage, but separation distances of approximately 13 metres were provided; altered layouts, including parallel positioning of homes had reduced the scheme from 116 to 114 dwellings, and boundary treatment would be reviewed through a condition.

The Committee then voted on the need for an additional condition requiring fire hydrant provision which was agreed.

The Committee then voted on the recommendation to approve the application with the additional condition requiring the provision of fire hydrants and, after having been put to the vote, was carried (unanimously). The Chair asked to be included in the relevant process in the event that the S.106 is not signed within 4 months.

RESOLVED: That the application be:

- (A) **APPROVE** – subject to the completion of a Section 106 agreement within 4 months of a resolution to approve to cover affordable housing provision, provision and maintenance of the open space and play equipment, off-site reptile mitigation and management, payment of the GIRAMS tariff and financial contributions required by Norfolk County Council and NHS Norfolk & Suffolk, 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 of the open space and play equipment, off-site reptile mitigation and management, payment of the GIRAMS tariff and financial contributions required by Norfolk County Council and NHS Norfolk and Suffolk, contrary to Policies LP05, LP19, LP21, LP22, LP27, LP28 and F1.3 of the Local Plan.

The Committee then adjourned at 10.20 am and reconvened at 10.30 am

- (ii) **26/01142/F**
Downham Market: Melanna, 25 Ryston: Householder: Part Retrospective: Conversion of first floor area of existing garage to annexe and single storey rear extension to dwelling, new boundary treatment and retention of patio: Mr Dick Cavill

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

The case officer introduced the report and explained that the application sought the conversion of an existing garage to an annexe, a

single storey rear extension to an existing dwelling, a new boundary treatment and the retention of a patio area, which was attached to the garage.

Members were reminded that permission had been granted by the Planning Committee on 11 May 2026 for the retention of a detached garage under application 26/00414/F, subject to conditions.

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

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

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

In accordance with Standing Order 34, the Democratic Services Officer read out a statement from Councillor Osbourne who could not be present at the meeting.

Members questioned whether the ground-floor garage could later become habitable accommodation. Officers agreed to amend condition 2 to identify the first-floor annexe on the approved plans and make it clear that the ground-floor garage elements must remain as shown. Any later conversion to habitable space would require a further planning application.

In relation to the obscure glazing, the condition required replacement obscure glazing to the ground-floor rear window and front upper gable window; temporary obscuration film would not satisfy the requirement. Compliance would be enforceable, alongside checks on the fence and other conditions, through the council's enforcement process.

Members queried the garage's dimensions and whether it could accommodate modern vehicles. Officers stated that sufficient external parking was available and that the garage was not being approved for residential use. The annexe over the garage would also need to comply with building regulations, including relevant construction and separation requirements.

The Democratic Services Officer then carried out a roll call on the recommendation to approve the application, subject to condition 2 being amended to clarify the annex's first-floor location, retention of the ground-floor garage and the ancillary relationship to the main dwelling (the Chair asked to be included in wording of the condition) and, after having been put to the vote, was carried (6 votes for, 1 vote against and 4 abstentions).

RESOLVED: That the application be approved, as recommended, subject to the amendment of condition 2.

PC48: **DELEGATED DECISIONS**

The Committee received schedules relating to the above.

Members noted the report of applications determined under delegated powers. An apparent error concerning the number of decisions issued was identified, and officers agreed to circulate corrected information separately.

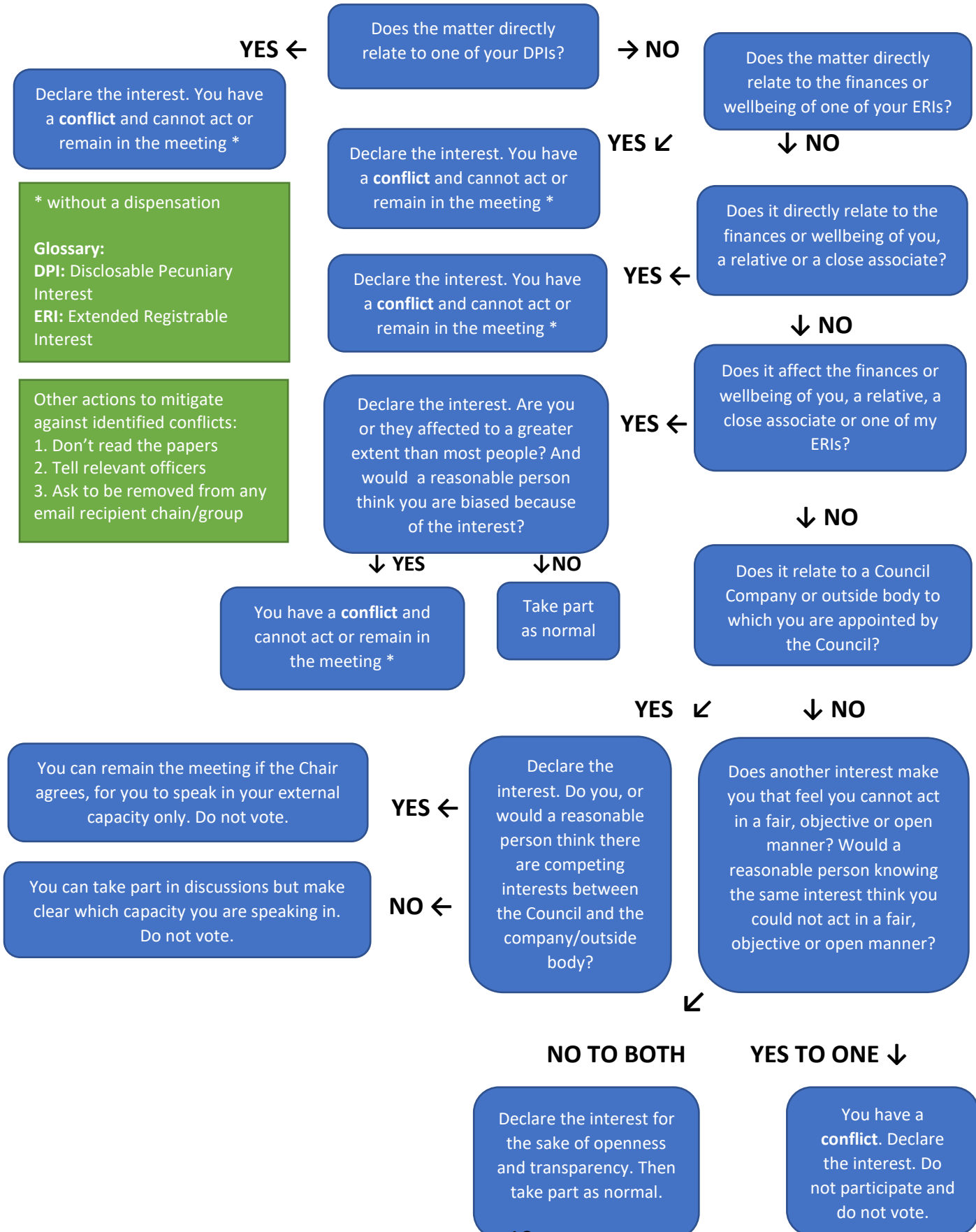
RESOLVED: That the report be amended and re-circulated.

The meeting closed at 11.00 am

DECLARING AN INTEREST AND MANAGING ANY CONFLICTS FLOWCHART



START



* without a dispensation

Glossary:

DPI: Disclosable Pecuniary Interest

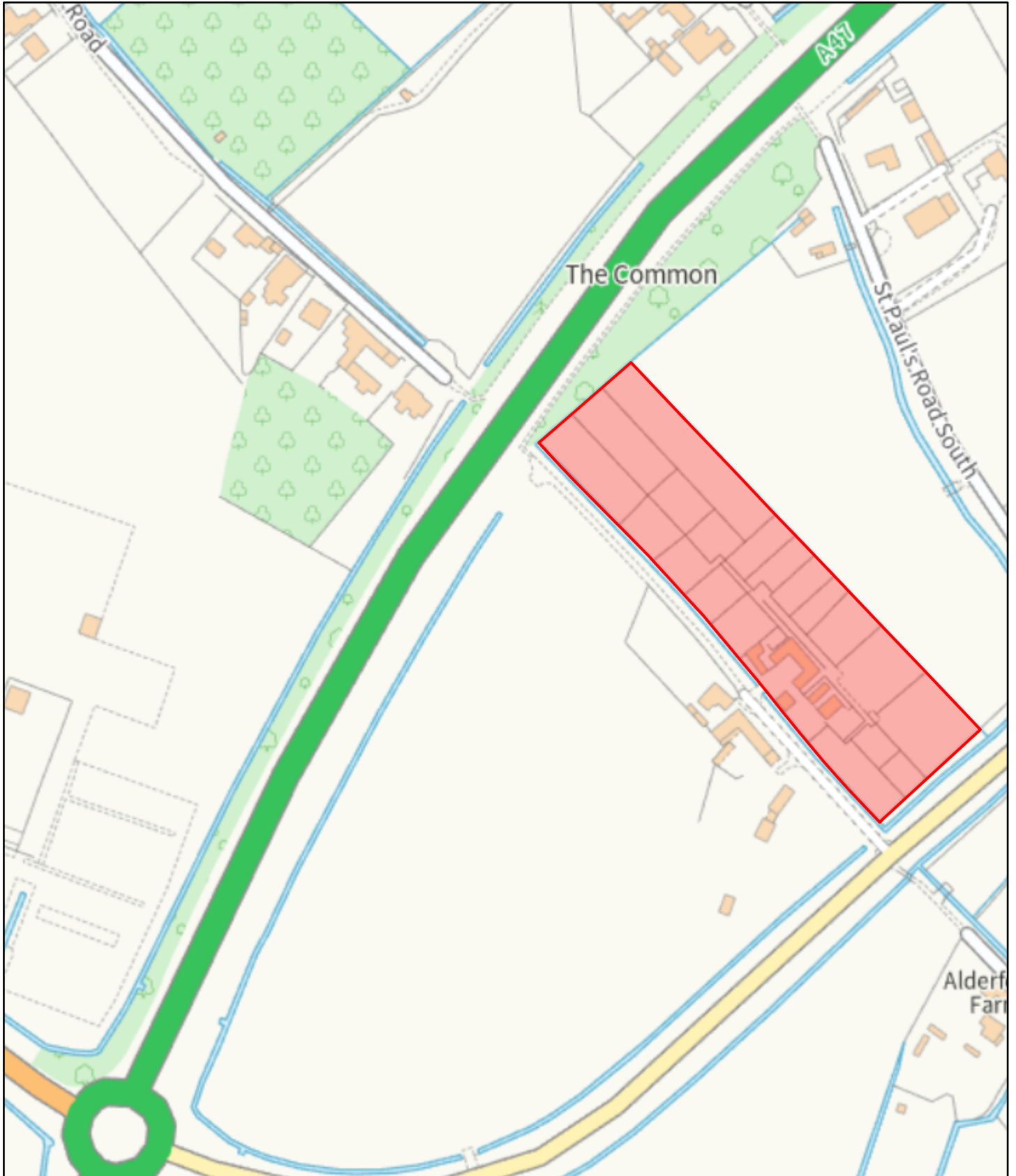
ERI: Extended Registrable Interest

Other actions to mitigate against identified conflicts:

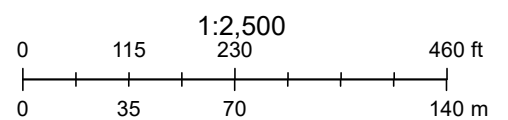
1. Don't read the papers
2. Tell relevant officers
3. Ask to be removed from any email recipient chain/group

**INDEX OF APPLICATIONS TO BE DETERMINED
BY THE PLANNING COMMITTEE AT THE MEETING
TO BE HELD ON MONDAY 26 OCTOBER 2026**

Item No.	Application No. Location and Description of Site Development	PARISH	Recommendation	Page No.
MAJOR DEVELOPMENTS				
9/1 (a)	26/01426/FM Buddiesyard, Common Road South, Walton Highway, Wisbech Norfolk PE14 7ER Continuation of 22/01005/F for use of land and stables for commercial livery and continued siting of dwelling in connection with commercial livery	WEST WALTON	REFUSAL	14
OTHER APPLICATIONS/APPLICATIONS REQUIRING REFERENCE TO THE COMMITTEE				
9/2 (a)	26/00860/O Land East of Braemore, Lynn Road, East Winch, Norfolk PE32 1NP OUTLINE APPLICATION AND SELF BUILD: The construction of up to 4 new Custom and Self-Build homes	EAST WINCH	REFUSAL	24
9/2 (b)	26/01265/F Beach Road, Holme next The Sea, Norfolk PE36 6LG Proposed New Self-Build Dwelling	HOLME-NEXT-THE-SEA	REFUSAL	41
9/2 (c)	26/00900/F The House On The Green, Ling Common Road, North Wootton, King's Lynn, Norfolk PE30 3RE Proposed extraction	NORTH WOOTTON	APPROVE	56

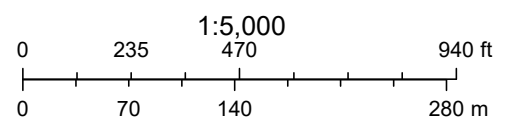


10/15/2026, 8:09:41 AM





10/15/2026, 8:11:04 AM



Parish:	West Walton	
Proposal:	Continuation of 22/01005/F for use of land and stables for commercial livery and continued siting of dwelling in connection with commercial livery	
Location:	Buddiesyard Common Road South Walton Highway WISBECH PE14 7ER	
Applicant:	D Glover	
Case No:	26/01426/FM (Full Application - Major Development)	
Case Officer:	Lucy Smith	Date for Determination: 1 December 2026

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

Neighbourhood Plan: No

Case Summary

The application seeks the continued siting of a rural workers dwelling tied to a commercial livery business outside of the development boundary of Walton Highway.

Key Issues

Principle of development

Form and character

Flood risk

Any other matters requiring consideration prior to determination of the application

Recommendation

REFUSE

THE APPLICATION:

The application seeks retention of a rural workers dwelling tied to a commercial livery business outside of the development boundary of Walton Highway.

The dwelling, described as a lodge cabin within the submission, comprises a portable structure akin to a caravan, although no confirmation has been provided within the submission to confirm the structure meets the definition of a caravan for the purposes of the Caravan Sites and Control of Development Act 1960 or the Caravan Sites Act 1968.

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The application has been submitted following refusal of 25/01794/F and expiration of the 3 year temporary consent granted under 22/01005/F which expired in December 2025.

The application site comprises an existing 'C' Shaped stable block positioned centrally within the land parcel. The business tied caravan is positioned to the south of the stables alongside an area of hard core, with day room caravan in between.

The application site is within Flood Zone 3.

APPLICANT/AGENT SUPPORTING CASE:

None received.

PLANNING HISTORY:

08/01851/F: Application Permitted: 22/09/08 - Erection of sectional timber framed and clad stables - Land On The North East Side Of Common Road – DELEGATED DECISION

21/01781/F: Application Refused: 06/04/22 - Change of use of land and stables to commercial livery yard (retrospective) and siting of a temporary dwelling in connection with commercial livery - Land North-East of Thurston Farm - COMMITTEE DECISION

22/01005/F: Application Permitted: 01/12/22 - Change of Use of land and stables to commercial livery (retrospective) and siting of a temporary dwelling in connection with commercial livery - Land NE of Thurston Farm - DELEGATED DECISION

25/01794/F: Application Refused: 23/01/26 - Continuation of 22/01005/F for use of land and stables for commercial livery and continued siting of dwelling in connection with commercial livery. - Buddiesyard - DELEGATED DECISION

RESPONSE TO CONSULTATION:

Parish Council: No response.

Internal Drainage Board: Referred to 2022 response and the Board's Byelaws being a separate requirement.

Environmental Health & Housing - Environmental Quality: NO OBJECTION

Environment Agency: NO OBJECTION- subject to the FRA being complied with.

REPRESENTATIONS:

None received.

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

LP02 - Residential Development on Windfall Sites (Strategic Policy)

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LP06 - Climate Change (Strategic Policy)

LP07 - The Economy (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)

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

LP36 - Housing Needs of Rural Workers

NEIGHBOURHOOD PLAN POLICIES

Neighbourhood Plan: Not Applicable

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

E426: Rural Business Development

S5: Principle of Development outside Settlements

HO11: Isolated Homes in the Countryside

F4: Assessing flood risk for decision-making

F5: The sequential test

F6: Development in areas at risk of flooding from rivers or the sea

F7: Ensuring development is safe from flooding

DP3: Key Principles for Well-Designed Places

NATIONAL GUIDANCE

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS:

The main considerations are:

Principle of development

Form and character

Flood risk

Any other matters requiring consideration prior to determination of the application

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Principle of Development:

The application seeks full planning permission for the continuation of use of land as a commercial livery and continued siting of an associated lodge to be occupied as a dwelling, following expiration of the three-year temporary consent granted under 22/01005/F which expired on 1st December 2025. The date by which Condition 1 of this consent require the mobile home to be removed has now passed.

A day room is also sought to be retained on site.

In relation to the change of use to commercial livery, the creation of rural enterprises is widely supported by policies at both a local and national level and the principle of development is therefore considered acceptable in line with NDMP E4 of the NPPF and Policy LP07.

Application reference 25/01794/F, which also sought planning consent for the retention of the rural worker's dwelling was refused on 23rd January 2025.

No evidence has been supplied to demonstrate that the dwelling meets the definition of a caravan, however it is noted as being 'sited' on the land and brought to the site in no more than 2 pieces. This aligns with the definition of a caravan as per the relevant legislation however is not sufficient information to suggest that the temporary dwelling is fully in accordance with the definition of a caravan. The description of development is therefore accurate & elevations of the dwelling have been provided.

The application site is positioned outside of the settlement boundary for Walton Highway (a Tier 4 Settlement) which ends on the opposite side of the A47. The site is distanced from any settlement identified by the Council's Settlement Hierarchy and the principle of development would therefore at odds with LP02 of the Local Plan.

NDMP S5 of the NPPF (2026) sets out the national guidance in relation to the principle of development outside settlements, none of which are considered to support the provision of a market dwelling in this position. The application however has been submitted on the basis of the dwelling being tied to the horsicultural business – policy support for such is set out in the Councils Local Plan Policy LP36 and reinforced by Policy S5:3 and HO11:1a.

The applicant is the same individual who sought consent under the 2022 permission and the overall business plan remains unchanged, proposing to utilise the site as a commercial livery.

Within their planning statement, the applicant agrees to a condition restricting the occupancy of the dwelling limited to persons solely or mainly employed in connection with the commercial livery business (as per condition 3 of 22/01005/F). Conditions would also be required to ensure the proposed day room caravan is only utilised for incidental purposes.

Policy LP36 allows new permanent dwellings to support existing rural based activities on well-established rural based enterprises, but only upon the satisfaction of three criteria. These are (firstly) that there be a clearly established existing functional need for occupants to be adjacent to their enterprises day and night; (Secondly) that the need could not be met by existing dwellings within the locality; and (thirdly) a demonstration of the financial viability of the enterprise.

It is not disputed, given the potential for horses to be at the livery for medical purposes, that an on-site presence may be helpful for the applicant; and it was for that reason that the

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temporary use was permitted. Similarly, no properties have been identified in the immediate locality that would meet the same purpose. Notwithstanding this, Policy LP36 of the Local Plan sets out the criteria for new rural workers dwellings which must be complied with as part of this application. The policy establishes that new permanent dwellings should only be allowed to support existing rural based activities on well-established rural based enterprises, provided certain criteria are met.

As of the 2022 approval, the livery had been operating on a commercial basis for three years – the business as of the time of this application can be assumed to have been operating for at least 7 years (at odds with the original consent for the private stables granted under 08/01851/F). The business is therefore not new and has been established for a non-insignificant period.

Part 1.c of Policy LP36 which requires that the enterprise and the rural based activity concerned must have been established for at least three years, have been profitable for at least one of them, that the business must be currently financially sound with a clear prospect of remaining so, and that the enterprise can sustain the size of the proposed dwelling.

As of 25/01794/F, tax records showed the Applicant's total income each year reducing from just under £4,000 in 2022-23 (the year following original granting of temporary consent), reducing over the next two years to around £3300. That application was ultimately rejected on the basis that no robust evidence was before the LPA to demonstrate that the livery business would continue to be viable in the future. Consequently, based on the evidence before the LPA as of determination of that application in January 2026, it was not considered that the existing enterprise is financially sound with a clear prospect of remaining so, conflicting with Policy LP36.

Despite this refusal in January 2026 setting out the lack of information to support the use, and in addition, despite the business having been operating for in excess of 7 years, this application has not been supported by any in-depth financial statements that would suggest that the business is capable of sustaining a dwelling.

Financial projections have been provided which are at odds with the figures provided for previous years and the financial summaries of the past 6 months of accounts illustrate significant income when compared to statements from previous years. The submitted supporting statement indicates the monthly livery profits, hay profits and shavings (assumed to be profit from) for January to July 2026 with a total profit in those 6 months of around 3 times that set out in any of the previous years. Whilst these figures are noted, they have not been accompanied by any evidence or detail to demonstrate that this is accurate, to show in-goings or outgoings or provide any in depth business case.

The Applicant was asked to expand or evidence this however has not provided any reliable evidence that the financial prospects of the business would facilitate the permanent retention of the dwelling.

In the absence of sufficient and verifiable financial evidence, it has not been demonstrated that the requirements of Policy LP36 of the Local Plan are met and the proposal does not satisfy the circumstances in which a permanent countryside dwelling may be supported under NDMP S5 or HO11 of the NPPF. Accordingly, the proposal is considered contrary to both local and national planning policy and is recommended for refusal on the following grounds.

Form and Character:

No external changes are proposed to the existing stable building and therefore the impact of the change of use to commercial livery on the surrounding area is limited.

The proposed dwelling/lodge has the appearance of a static caravan and is visible from the wider street scene. The dwelling's appearance and the appearance of any associated domestic paraphernalia and the extent of hardstanding proposed leads to some impact on the countryside. However, on balance with regard to the existing use of the site and surrounding hedgerows proposed to be retained, the visual impact of the dwelling/lodge would not warrant refusal of the application.

If planning permission were to be granted for its continued retention, conditions could be used to ensure landscaping details come forwards to define the extent of allowed curtilage versus approved stabling/livery land.

The proposed plans indicate the siting of a 'day room' alongside the larger lodge. The additional day room caravan adds visual clutter to the countryside; however, it appears as being functionally linked to the stables and dwelling and the overall design of the proposal would not be at odds with the requirements of the local plan.

Overall, the design and impact on form and character is considered acceptable in line with LP18 and LP21 of the Local Plan.

Flood Risk:

In relation to flood risk, the site is within Flood Zone 3. The sequential test is passed in this instance as the dwelling/lodge is stated to be required on site in association with the business and therefore cannot reasonably be relocated elsewhere in an area of less flood risk, although it should also be noted that the vast majority of the built extent of Walton Highway is also at the same level of flood risk which would also satisfy this element.

In regard to the exceptions test, the submitted Flood Risk Assessment states that flood levels should be no lower than 500mm above adjacent ground level to ensure mitigation against extreme events. The Environment Agency notes that the site could be made safe for its lifetime and would not increase flood risk elsewhere. Subject to conditions the application would pass each of the second and third part of the Exceptions Test.

Conditions could also control the occupation of the day room caravan to prevent its use for sleeping accommodation.

However, the first part of the exceptions test requires development proposals to provide wider sustainability benefits to the community that outweigh the flood risk and this would not be met by this proposal, given that the application has not demonstrated compliance with policies to allow a new rural workers dwelling in this position. The provision of one new dwelling in an area of significant flood risk would not outweigh the flood risk implications.

There are no justifiable reasons for the development to be located in this area of flood risk. The application therefore fails to accord with Policies LP18 and LP25 in regard to the location of development in flood risk areas, and fails the exception test as set out in NDMP F6 of the NPF (2026).

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

Highway Safety

There are no known likely highway safety implications with the proposed access point, and no issues were raised on those grounds as part of the 2022 application. Sufficient parking and turning area is available within the site boundary to cater for the residential and commercial uses. The application complies with Policies LP13, LP14 and LP21 in regard to highway safety.

IDB

The Internal Drainage Board reiterated comments made in 2022 in regard to the Board's Byelaws. These are a separate legislative requirement which the Applicant must comply with.

Impact on Neighbour Amenity

The nearest neighbour is positioned on the opposite side of the access track. The distances involved are such that no impacts are likely, in line with LP18 and LP21 of the Local Plan.

Contamination

No contamination risks have been identified on site. The application complies with Policy LP21 in regard to contaminated land.

CONCLUSION:

The site lies outside of any settlement boundary identified within the Council's Settlement Hierarchy, where the principle of new residential development would ordinarily conflict with Policy LP02 and national policy relating to development in the countryside. The application therefore relies on the dwelling being justified as a rural worker's dwelling associated with the established commercial livery enterprise.

Although it is accepted that there could be a functional need for an on-site presence for a commercial livery business of this nature, the proposal fails to satisfy the financial tests required by Policy LP36. The application lacks robust financial information to demonstrate that the business is currently financially sound, has a clear prospect of remaining so, and that the business is capable of sustaining the proposed dwelling. Whilst recent profit summaries have been submitted, they are unsupported by detailed accounts, evidence of income and expenditure, or a comprehensive business case, and therefore carry very limited weight in support of a new dwelling in this position.

In the absence of sufficient and verifiable financial evidence, it has not been demonstrated that the requirements of Policy LP36 of the Local Plan are met and the proposal does not satisfy the circumstances in which a permanent countryside dwelling may be supported under NDMP S5 and HO11 of the NPPF.

Furthermore, the application site fails the exceptions test as required by NDMP F6 - the first part of the exceptions test requires development proposals to provide wider sustainability benefits to the community that outweigh the flood risk and this would not be met by this proposal, given that the application has not demonstrated compliance with policies to allow a new dwelling in this position. The provision of one new dwelling in an area of significant flood risk would not outweigh the flood risk implications.

Accordingly, the proposal is considered contrary to both local and national planning policy and is recommended for refusal on the following grounds.

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RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The proposal would result in provision of a new residential unit in a location remote from services and outside of any development boundary, in an area which conflicts with Policy LP02 without sufficient justification.

Policy LP36 applies for proposals for rural workers dwellings. Of pertinence is Part 1.c of Policy LP36 which requires, amongst other things, that the business must be currently financially sound with a clear prospect of remaining so, and that the enterprise can sustain the size of the proposed dwelling. Despite the livery business having been operating since before the granting of a three year temporary consent in December 2022, there is no robust evidence before the LPA to demonstrate that the livery business would continue to be viable in the future to an extent that would support the permanent creation of a new dwelling.

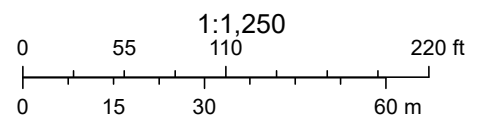
Consequently, the proposal fails to demonstrate compliance with the requirements for a rural workers dwelling under Local Plan Policy LP36 and does not satisfy the circumstances in which a permanent countryside dwelling may be supported under NDMP S5 and HO11 of the NPPF. Accordingly, the proposal is considered contrary to both local and national planning policy.

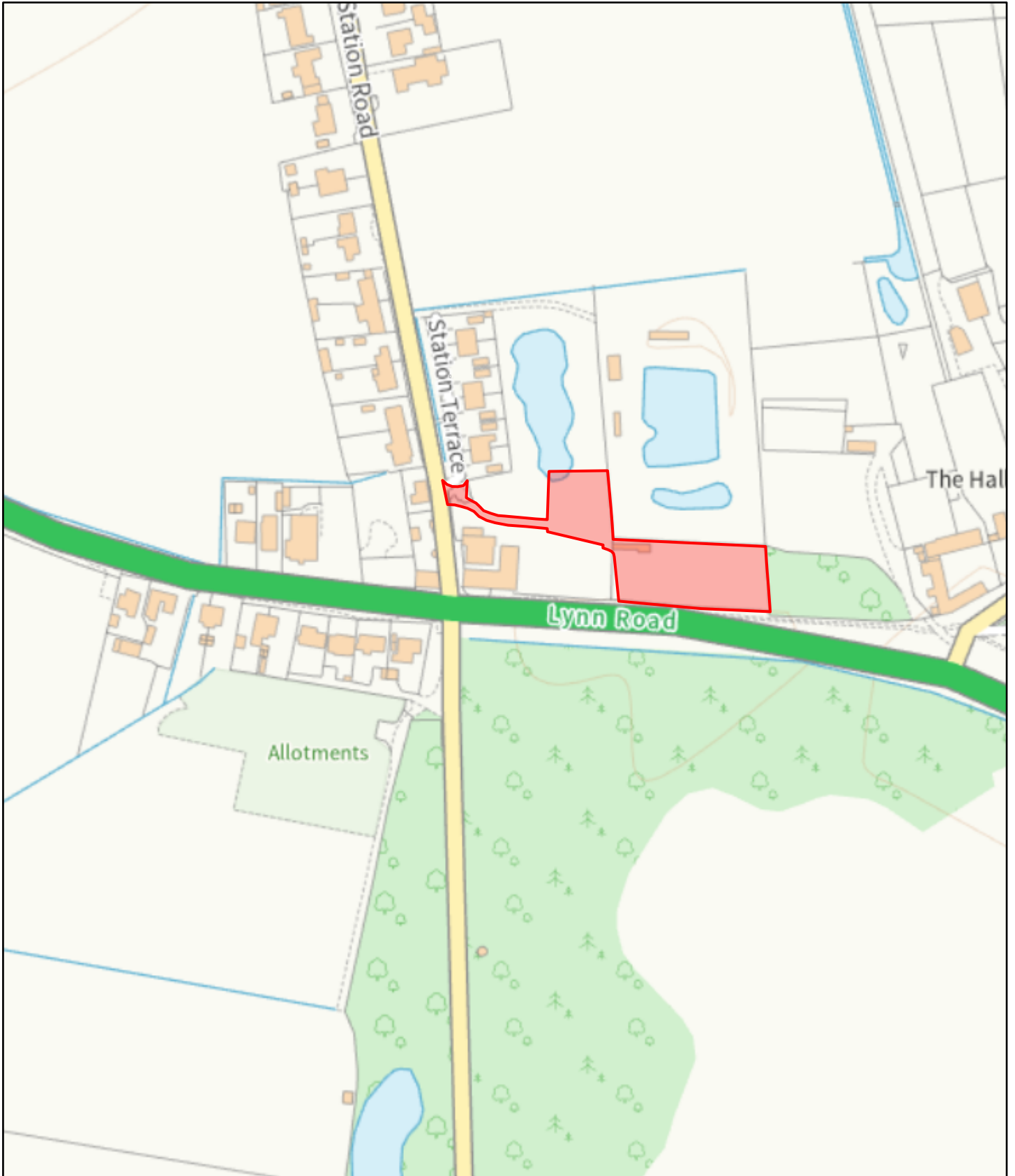
- 2 The application site fails the exceptions test as required by NDMP F6 which is required for more vulnerable development in Flood Zone 3. The first part of the exceptions test requires development proposals to provide wider sustainability benefits to the community that outweigh the flood risk and this would not be met by this proposal, given that the application has not demonstrated compliance with policies to allow a new dwelling in this position. The provision of one new dwelling in an area of significant flood risk would not outweigh the flood risk implications.

As a result, the development is at odds with Policies LP18 and LP25 of the Local Plan and NDMP F6 of the NPPF in regard to the location of development in flood risk areas, and fails the Exceptions Test by virtue of there being no identified sustainability benefits to the community that would outweigh the flood risk associated with the creation of a new dwelling on site.

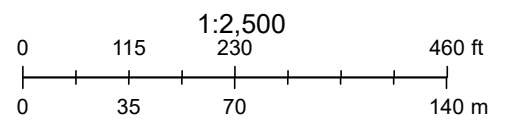


10/15/2026, 8:30:07 AM





10/15/2026, 8:15:11 AM



Parish:	East Winch	
Proposal:	OUTLINE APPLICATION AND SELF BUILD: The construction of up to 4 new Custom and Self-Build homes	
Location:	Land East of Braemore Lynn Road East Winch Norfolk PE32 1NP	
Applicant:	Mr Jasbir Anota	
Case No:	26/00860/O (Outline Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 22 July 2026 Extension of Time Expiry Date: 10 September 2026

Reason for Referral to Planning Committee – Applicant is related to Cllr Anota

Neighbourhood Plan: No

Case Summary

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

The proposed development is for up to four custom and self-build dwellings. Access would be via a shared single access onto Station Road. The site is currently in the form of grassland.

The application site is approximately 0.34ha in size and lies to the north of the A47, in the village of East Winch. East Winch is categorised as a Rural Village in the adopted Local Plan. The site lies outside of the development boundary as designated on the Planning Policies Map.

Key Issues

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

Recommendation

REFUSE

THE APPLICATION:

Case Summary

The application seeks outline planning consent with all matters reserved. The proposed development is for up to four custom and self-build dwellings. Access would be via a shared single access onto Station Road. The site is currently in the form of grassland.

The application site is approximately 0.34ha in size and lies to the north of the A47, in the village of East Winch. East Winch is categorised as a Rural Village in the adopted Local Plan. The site lies outside of the development boundary as designated on the Planning Policies Map.

An indicative layout plan is submitted to illustrate four plots could be achieved within the site. The access, layout, scale, appearance and landscaping would be determined as part of a reserved matters application and are not for consideration at this stage.

Historically, a planning application was submitted in 2025 for broadly the same application site, reference 25/00590/O. The application was for outline planning consent for five dwellings with access proposed via the A47. This application was withdrawn following an objection received from National Highways.

SUPPORTING CASE:

Although it is in a rural setting, it has exceptional connections to the road network, public transport and pedestrian networks and is close to a range of village services and facilities.

The site is next to the A47 and benefits from excellent connections to King's Lynn, Norwich and other major settlements via the wider trunk road network. The site is also well served by public transport. Excel bus services operate along the A47, with eastbound services providing connections towards Norwich and onward to Great Yarmouth, and westbound services towards King's Lynn, Wisbech and Peterborough. These services operate frequently, mostly 30 minutes, providing a realistic alternative to travelling exclusively by car. There is a trod proposed (footway), linking both east and west excel stops close by. (20 and 115 metres from the trod exit point).

Secondary school bus services operate in the area; a new primary school has opened at nearby Gayton. This makes the location particularly suitable for families seeking a rural environment without being isolated from schools and public transport.

Importantly, the proposed widening of the entrance from Station Road provides far, far safer than the existing layout, providing a safer access for deliveries to Station Terrace and allow refuse collection vehicles to pull off the carriageway, safer for refuse collection staff and reducing obstruction; importantly providing an improved area for pedestrians approaching the A47 junction/ footway, there is no designated footway at this end of Station Road itself.

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This is a useful safety improvement and should be considered as part of the overall benefits of the proposal.

The site provides an opportunity for a small-scale development which would allow people to enjoy a rural setting while remaining close to existing infrastructure and services. No history of flooding, and within flood zone 1.

Village facilities are within reasonable walking distance, including the Post Office and store, village hall, public house and other local facilities. The nearby RSPCA depot and other established uses also contribute to the existing pattern of development in the area.

The proposal therefore does not represent development in an entirely isolated location. Instead, it would provide a limited number of homes in a location with established transport connections and access to local services.

Ecology access; The applicant is also willing to explore an arrangement whereby part of the wider area shown in blue on the submitted plan, including the large wildlife pond, could be shared with or made available to the future residents, subject to a suitable agreement. This would provide an additional recreational and ecological benefit and help residents to maintain a meaningful connection with the surrounding countryside and wildlife.

To Sum Up

This is a modest proposal for up to four homes in a location which has unusually strong transport connections for a rural site.

The combination of:

- Excellent access to the A47 and the wider road network;
- Frequent the best rural bus services towards King's Lynn, Norwich and other major settlements;
- Pedestrian connection to the A47 footway and bus stops;
- Proximity to local village facilities;
- Access to school transport and the nearby primary school at Gayton;
- Highway improvements associated with the widened entrance; and
- Potential for residents to benefit from the wildlife pond and surrounding land.

means that the site has considerable locational advantages. The fact that the site is rural should not outweigh these specific characteristics. The proposal is small in scale and would provide additional housing while making use of a site which is well connected to existing infrastructure and services.

Application 26/00860/O deserves favourable consideration. It is unique and in reality, it is within East Winch.

PLANNING HISTORY

25/00590/O: Application Withdrawn: 26.02.2026 - Outline application with some matters reserved for the construction of 5 new self/custom build sustainable homes within a site off the A47 at East Winch

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

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

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

RESPONSE TO CONSULTATION:

Parish Council: SUPPORT

The Parish Council voted to support this application by a slim majority. The comments we raised previously appear to have been covered regarding highways access, grey and surface water and flooding. A recent application was approved which was also outside the development area.

Local Highway Authority: NO OBJECTION subject to condition.

In terms of highway considerations, at this all matters reserved stage, we have no objection to the principle of the development. The attached red line alteration should enable an appropriate vehicle access for the development to be formed within the land indicated.

However, the applicant would need to provide an appropriate design at a reserved matters stage to address the following points below in accordance with the adopted standards and those indicated to them during the informal advice:

- i) Access visibility splays (across blue and red edged land).
- ii) Access separation from the existing to define the two access points for drivers
- iii) Parking provision in accordance with adopted standard.
- iv) Turning
- v) Pedestrian access linking development to Bus Stop

National Highways: NO OBJECTION

The current application has addressed concerns to a previous application through a revised access arrangement. Vehicular access is now proposed via Station Road, utilising and enlarging an existing access point that currently serves seven residential properties. This access is located approximately 50 metres to the north of its junction with the A47 at a crossroads. In addition, the proposal includes provision of a pedestrian footpath linking the development to the existing footway along the northbound carriageway of the A47. National Highways considers the revised access strategy and its location to be acceptable.

Having regard to the scale and nature of the proposed development, comprising four dwellings, National Highways considers that the development would not be likely to result in a material impact on the operation or safety of the adjoining Strategic Road Network (SRN), including the nearby A47 junction. As such, no further detailed assessment of traffic impact on the SRN is considered necessary. Furthermore, given the limited scale of the development, it is not anticipated that construction activities associated with the proposal would give rise to any significant temporary impacts on the SRN.

On the basis of the information submitted, National Highways raises no objection to the application.

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Internal Drainage Board: NO OBJECTION

No objection subject to IDB byelaws.

Environmental Health & Housing - Environmental Quality: NO OBJECTION

The applicant has provided a screening assessment indicating no known contamination and states the site is a domestic garden and grassland. We have reviewed our files and the site is not seen developed other than some small outbuildings on the north of site seen first in aerial photography dated 1999. The surrounding landscape is largely residential and agricultural. East Winch Common SSSI is located south of the site across the A47.

No potential sources of contamination are identified in our records, or in the information provided by the applicant. We have no objection regarding contaminated land.

Ecologist: NO OBJECTION subject to conditions.

The applicant has claimed an exemption from Biodiversity Net Gain (BNG) under the Self build and custom build exemption. This exemption should be secured via a legal agreement.

Irrespective of an exemption from BNG every development has a duty under the NPPF to deliver measurable net gain. The proposal will require the loss of part of a pond as well as some grassland. No mitigation or compensation for the loss is proposed and so a net loss is expected which is not acceptable under the NPPF. An updated PEA has been submitted and the applicant has confirmed that a management strategy to enhance the remaining sections of the pond would be agreeable, and would address the delivery of measurable net gain.

The applicant has paid the required GIRAMS tariff of £1,262.32 (£315.58 x 4) and the Habitats Regulation Assessment is valid.

If you are minded to grant consent please attach conditions.

Natural England: NO OBJECTION

This advice relates to proposed developments that falls within the 'zone of influence' (ZOI) for one or more European designated sites, such as Norfolk GIRAMS. It is anticipated that new residential development within this ZOI is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment.

Your authority has measures in place to manage these potential impacts in the form of a strategic solution Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development.

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

Arboricultural Officer: OBJECTION

This outline application includes a plan of the tree constraints with an indicative layout. Plot 4 appears to have been moved south in an effort to avoid the root protection area (RPA) of a group of ash trees indicated as G2, and west to avoid the RPA of T1 a Poplar tree.

This would be likely to create a potential future issue with the garden of plot 4 as indicated. The garden area is likely to be dominated by T1 and by the southern boundary vegetation.

Access to the same plot is likely to require development within the Minimum RPA of the group of ash trees G2. Without more detailed information it is difficult to see how Plot 4 may be constructed without harm to existing trees, and if it were shown that these trees could be protected during construction work, it would lead to a future unsustainable relationship with on and off site trees that will lead to undesirable living conditions for future residents, and pressure for premature harsh pruning or felling.

The long-term retention and management of the southern hedgerow/tree buffer between the site and the A47 is uncertain. While this is outline only, it is something that is likely to have a significant impact on the success or otherwise of any residential development in this location, and new residents are likely to require a stronger form of boundary and potential loss of the hedge.

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

No objections, however further information will be required at later stages in the planning process. The applicant already seems to be aware of this because the Design and Access Statement mentions the need for noise surveys at the reserved matters stage. Conditions and informatives should be attached re Air Source Heat Pumps, Road Traffic Noise, Construction working/ delivery hours, Noise and disturbance.

Norfolk Constabulary:

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

REPRESENTATIONS: TWO OBJECTIONS received (summarised as) -

- Lies outside the designated settlement boundary for East Winch.
- Parish Council has concerns regarding the clearance of black, grey and surface water from this site. Currently insufficient existing sewage treatment capacity to accommodate outflow from additional properties and old mains drainage may be unable to cope. Station Road has previously been subject to flooding at the entrance to the proposed site due to the restricted culverts under the road which become easily blocked.
- East Winch is categorised as a tier 5 settlement - a 'Rural Village' Under Policy LP01 of the Local Plan, the dwellings allocation for East Winch is 0 (zero). The housing stock of East Winch has increased by EIGHTEEN dwellings since 2020 (i.e construction completed or under construction). Policy LP02 - The housing needs of rural settlements within Tiers 5 and 6 of the Settlement Hierarchy will largely be provided for by existing planning permissions and sites allocated in this Plan or a Neighbourhood Plan. Windfall development can also take place in Tiers 5 and 6. However, this should normally be confined to sites located within development boundaries. This restriction is needed to protect smaller villages from over-development....." There is no Neighbourhood Plan for East Winch. Appendix I of the Local

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Plan lists a windfall requirement of only 2 dwellings for East Winch for the plan period. The proposed number of units (4) in the outline application is clearly well in excess of that windfall requirement.

- The established pattern of development in the village of East Winch is that of linear/ribbon development, fronting onto the highways. While the development as proposed seeks to position three dwellings backing onto the A47 Lynn Road, the fourth dwelling is proposed to the back of these: this represents backland development and is contrary to the established form and character of the locality.

- The Case Document prepared by BCKLWN Planning for the previous application on this site stated that the development would be in direct conflict with Policy LP02.

- The water body closest to the site is designated as a place of outstanding natural beauty as deemed by Natural England under the Countryside and Rights of Way Act 2000 (CROW ACT). It protects the land to conserve and enhance it's natural beauty. I am not aware that this has lapsed in anyway. There is numerous wildlife visible - Hedgehogs, Toads, Kingfishers, Owls and Pipistrel Bats who fly a route along the said area. Noise pollution will disturb wildlife. These are self-build with no time limit for completion.

- Would support an eco survey by Natural England.

- If the pond on the proposed site is reduced where is the wildlife to go? You have stated that the pond on the proposed site will be designated as a wildlife amenity area while reducing its size. Who is going to be responsible for policing this area and protect what is on the pond and in it? What is to prevent anyone accessing our area of land via the Private Right of Way as stated on our deeds and is for our use only. Will a tall fence be erected around the perimeter as we want protection as that area would become a safety issue for our land.

- The majority of the trees along the perimeter are on our land, why are they marked on the plan?

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

LP02 - Residential Development on Windfall Sites (Strategic Policy)

LP06 - Climate Change (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)

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

NEIGHBOURHOOD PLAN POLICIES

Neighbourhood Plan: Not Applicable

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NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

F8: Sustainable drainage systems and watercourses

S5: Principle of Development outside Settlements

HO7: Meeting the need for Homes

TR4: Street Design, access and parking

DP3: Key Principles for Well-Designed Places

P3: Living conditions and pollution

N2: Improving the natural environment

NATIONAL GUIDANCE

Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS:

The main considerations are:

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

Principle of Development:

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

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

'5. In tiers 5 and 6 of the settlement hierarchy, residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. That is except at Tier 5 settlements that have a housing requirement identified in Appendix 1 to Policy LP03 – Neighbourhood Plans, for which there are no

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opportunities within the development boundaries and which the relevant Neighbourhood Plan does not address through allocations. In such circumstances, small scale development of up to 5 dwellings will be supported here this is necessary to meet that housing requirement, and subject to the criteria under Parts 1 and 2 of this policy.'

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

In the NPPF, Policy S5 'Principle of development outside settlements' states that:

'Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:...
e. Limited infilling within groups of houses;...'

'4. Development proposals which do not fall within one of the categories set out in this policy should only be approved in exceptional circumstances, where the benefits of the proposal would substantially outweigh the adverse effects, including to the character of the countryside and in relation to promoting sustainable patterns of movement.'

The proposed development would not be considered infilling due to the edge of settlement location and as such, fails to meet the criteria within Policy S5.

The dwelling proposed is identified as a 'self-build' unit and Local Plan Policy LP31 supports self-build housebuilding and reads:

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

Policy HO7 of the new NPPF states that 'substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence.'

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

The self-build nature does carry some positive weight, and the location of the application site is adjacent to the development boundary. However, the scheme should also meet the NPPF which is clear in stating that development outside of the development boundary should be resisted. The application site is not surrounded by development and would not be considered as infilling. As such, the development proposed does not meet the exception criteria in Policy S5.

In summary, whilst custom and self-build development may be acceptable in principle, there are other in principle matters outlined above which outweigh this need for custom and self-build housing. Specifically, in terms of the principle of development, the proposal conflicts with Local Plan Policy LP02, and NPPF Policy S5.

Highways/ Access:

Policy LP13 of the adopted Local Plan addresses transport issues in new development. NPPF Policy TR4 (Street design, access and parking) requires that transport considerations are integral to the design of development.

The site lies outside of the development boundary for East Winch and is not a Local Plan allocation. While access is not included within this outline application, the red line demonstrates that access to the site is proposed via an existing shared access with the donor dwelling Braemore and the existing neighbouring plot 1A, and is also positioned alongside the access serving Station Terrace. During the application process the submitted plans were amended to demonstrate that sufficient land is available to enable a suitable access to be provided within the application site.

The Local Highway Authority has no objection to the principle of the development. However, the applicant would need to provide an appropriate scheme at a reserved matters stage to secure the visibility splays, the separate access points, parking and turning facilities and pedestrian access linking development to the bus stop. Given that no vehicular access is proposed from the A47, National Highways has no objection to the proposed development.

While access and layout are not included as part of the application, the applicant has demonstrated that an appropriate access could be provided within the application site for up to four dwellings, and as such the application is broadly in accordance with the Local Plan Policies LP13 and LP21, and NPPF policy TR4 and DP3.

Form and Character:

Local Plan Policy LP18 requires 'all new development in the borough must be of high-quality design.' Policy LP21 states that 'the scale, height, massing, materials and layout of a development should respond sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials.'

The NPPF in Policy DP3 states '*Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets.*'

The development proposes up to four detached dwellings, accessed off Station Road. Three of the dwellings would front onto the A47, with the fourth dwelling positioned to the rear of Braemore. The applicant describes this site as an 'infill' form of development, however there is only built form to the west of the application site with woodland to the east and therefore it is not considered an 'infill' site.

In terms of land levels the site falls away from the front to the rear and also east to west. On the southern boundary of the site the land level is 12.9mAOD which then falls away to

12.3mAOD to the rear of the site. The land level on the southern boundary at the farthest point east is at 14.2mAOD which falls to 12.2mAOD to the rear.

The form and character of the built environment in East Winch varies. To the west is a large detached two storey dwelling and associated buildings (Braemore House), with recently constructed two storey detached dwellings to the northwest fronting onto Station Road. The pattern of development in East Winch is predominantly that of ribbon development (as raised by third party comments). This is clearly an edge of village site with areas of woodland to the east and to the south of the site reinforcing this rural character. As such, consideration should be given to this rural location, and any scheme should seek to protect the existing landscaping within the site and provide quality landscaping throughout. The proposed dwellings should relate to this locality in terms of the scale and appearance as well as the site layout. An indicative site layout has been proposed which is generally frontage development. However, plot 1 is set to the rear which is somewhat contrived, and consideration should be given at reserved matters whether four units are achievable on site and would adequately reflect the form and character of the locality. The extension of built form to the east, along the frontage of Lynn Road, would not be contrary to the established pattern of ribbon development. Given the positioning of the site, the established built form and the street scene, it is considered that an appropriate scheme could come forward for residential development and that this would not result in harm to the locality.

There are existing landscaping/trees on site which are shown on the submitted plans and make a valuable contribution to the streetscape. The impact of the development in the street scene would be reduced if set behind these existing trees and hedging. The existing hedging along the southern boundary should be retained and reinforced with additional planting. This would soften the appearance of any acoustic fencing required for the dwellings.

The Arboricultural Officer has raised concerns regarding the potential relationship between a group of ash trees and a poplar tree within the garden of plot 4 on the indicative plan. In their view the trees would likely dominate and overshadow the garden area, and the access is likely to fall within the root protection area. As such it would be challenging to develop plot 4 without harm to the existing trees. As a result, during the application process the description of the application was changed to read 'up to four dwellings'. This enables a greater degree of flexibility at a reserved matters stage to ensure an appropriate design can be achieved without causing harm.

In summary, while the details of the site layout, appearance, scale and landscaping are yet to be determined, in principle the site could come forward for a modest form of residential development that could reflect the form and character of the locality. The development, if appropriately designed could be assimilated into the settlement given the established landscaping. As such, the development is broadly in accordance with Local Plan Policies LP18 and LP21 and NPPF Policy DP3.

Noise Impact:

Local Plan Policy LP21 requires that the amenity of any future occupiers of the proposed development will be assessed against a number of factors including... noise.

NPPF Policy P3 states that 'development proposals should:

a. Provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and the quality of life. Where

necessary suitable mitigation measures should be incorporated to secure acceptable living conditions;...'

The proposed dwellings are within close proximity of the A47 (Lynn Road), and careful consideration should be given to noise and disturbance generated by this highway. The CSNN officer has stated that they have no objections to the proposal, however further information is required at the reserved matters stage and could be secured by condition prior to the commencement of development.

Previously, an environmental noise assessment was produced for a proposed residential scheme on the application site which was based on a specific proposed layout. This assessment proposed mitigation measures such as a minimum distances from the A47 carriageway, acoustic fencing, siting of garages, window details/ ventilation etc. A revised Noise Impact Assessment and/or Acoustic report, would be required by CSNN to inform the design/build noise control measures necessary to protect the residential amenity of all future occupiers of the dwellings where possible.

Based upon the information submitted, and subject to the proposed conditions, the scheme could be designed in accordance with Local Plan Policies LP18 and LP21, the NPPF Policy P3, National Design Guide, and the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010).

Neighbour Amenity:

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

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

In principle and subject to detailed design matters, the development proposed would, in regard to impacting neighbour amenity issues, be in accordance with Local Plan Policies LP18 and LP21, and NPPF Policy P3.

Flood Risk:

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

NPPF Policy F8 requires that 'Development proposals which could affect drainage on or around the development site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, in ways which are proportionate to the nature and scale of the proposal.'

The Parish Council and Third Parties have raised concerns regarding the clearance of grey and surface water, and to whether the old main drainage would be able to cope. If not the

site would have to resort to soakaways and tanks. The Parish Council state that Station Road is subject to flooding due to the restricted culverts under the road, which become easily blocked.

A drainage scheme has not been submitted as part of the planning application, however it would be possible to secure foul and surface water drainage details via a condition attached to the consent. The proposed development cannot be responsible for resolving an ongoing, existing drainage issue within the locality. However, any new proposal would have to include a drainage scheme to address the development proposed, without generating/ exacerbating issues within the locality and as a result there is likely to be a degree of betterment.

Subject to the implementation of a suitable drainage strategy (controlled via condition) the proposed development would be in accordance with Local Plan Policies LP18 and LP21 and NPPF Policy F8.

Ecology:

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

The application site falls within the Impact Risk Zone for European Protected Sites, and as such the applicant is required to submit the GIRAMS HRA and the mitigation sum of £315.58 per dwelling (£1,262.32) in total). The applicant has submitted the HRA and the applicant has paid the GIRAMS fee in full.

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

The proposed development is in accordance with Local Plan Policies LP18, LP21 and LP27 and NPPF Policy N2.

Other Material Considerations:

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

Affordable Housing – Given the site area is under 0.5ha and 4 units are proposed there are no affordable housing requirements for this scheme in accordance with LP28 (Affordable Housing) of the Local Plan 2021-2040.

Climate Change – NPPF Policy CC2 and Policy LP06 of the Local Plan require development to recognise and contribute to the importance of, and future proofing against climate change and to support the Government target of becoming a net zero economy by 2050. The

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location of the site within close proximity of the bus stop, as an ability to use an alternative mode of transport. The dwellings would be developed in accordance with building control standards of energy efficiency. No additional information has been submitted.

CONCLUSION:

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

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

The proposed development is for up to four custom and self-build dwellings on Station Road / Lynn Road (A47) in East Winch, a tier 5 settlement. The application site lies immediately outside the development boundary of the village on land designated as countryside.

Local Plan Policy LP02 states that residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. There is no Neighbourhood Plan for East Winch, and Appendix I of the Local Plan lists a windfall figure of only 2 dwellings for the plan period. The proposed number of units is therefore likely to be above that referred to in policy LP02. Policy S5 of the NPPF is clear in that development outside of the development boundary should be resisted unless in line with policy criteria. This scheme fails to meet the policy criteria.

Whilst custom and self-build development may be acceptable in principle, and does carry some positive weight, there are other in principle matters which outweigh this need for custom and self-build housing. Specifically, in terms of the principle of development, the proposal conflicts with Local Plan Policy LP02 and NPPF Policy S5.

In terms of the impact of the development on the form and character of the locality, a scheme could come forward which would reflect the pattern of development in the locality, albeit this may be for less than four units.

Subject to the submission of additional information with regard to noise impact and drainage, it is considered that residential development could come forward on the application site with an appropriate standard of residential amenity.

Concerns have been raised regarding the capacity of the site to accommodate four dwellings (as demonstrated on the indicative site plan), without causing harm to the existing trees and hedgerows. Accordingly the description of this application has been amended to refer to 'up to four' dwellings to allow for flexibility on the site as the reserved matters scheme comes forward.

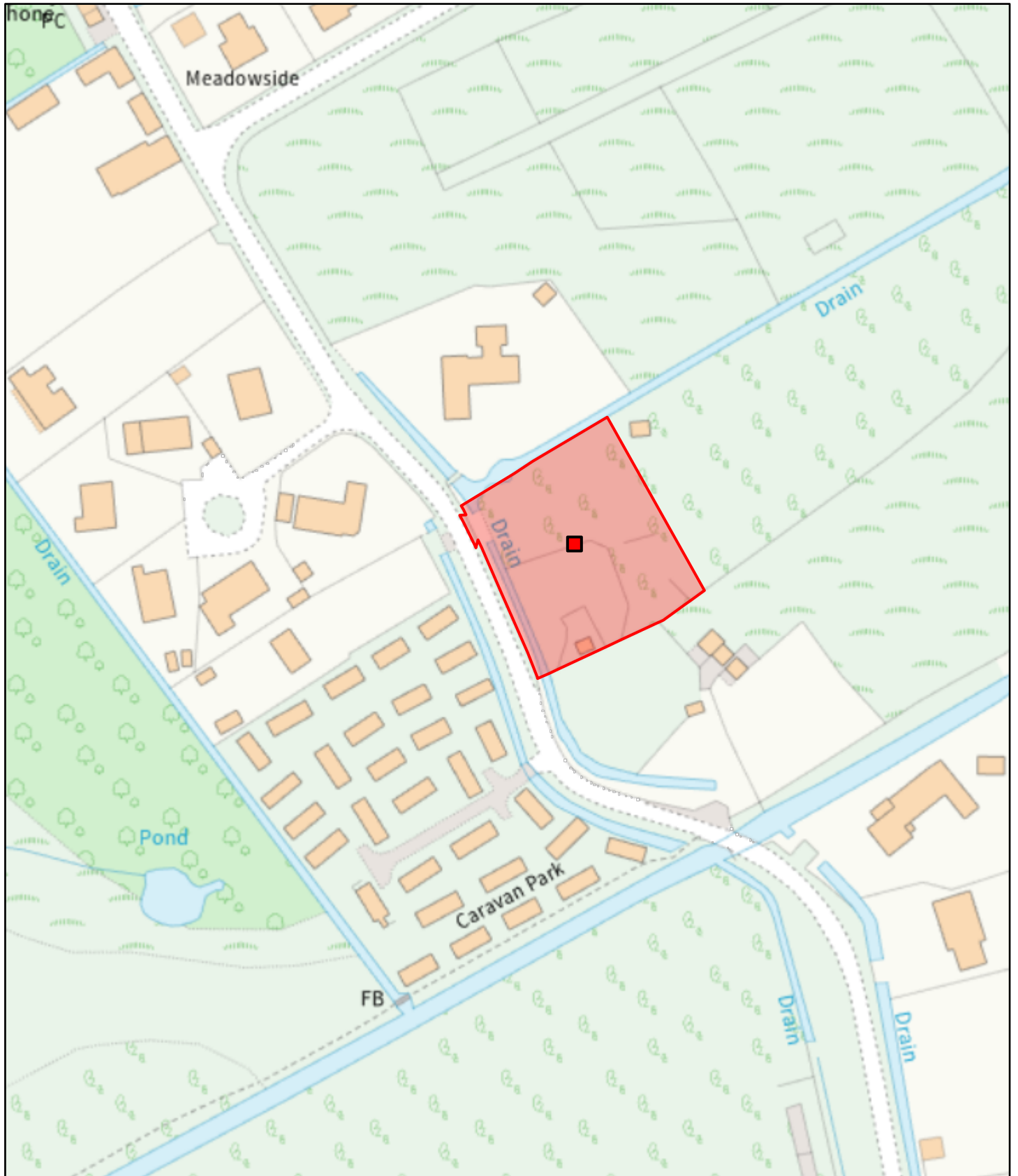
Notwithstanding these points, the need for custom and self-build units does not outweigh the 'in principle' reason for the refusal of the proposed development. As such, the application is recommended for refusal for the reason given above. The development is contrary to Local Plan Policy LP02 and NPPF Policy S5.

RECOMMENDATION:

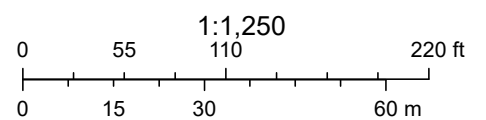
REFUSE for the following reason(s):

- 1 The proposed development is for up to four custom and self-build dwellings on land outside the development boundary for East Winch, on land designated as countryside. Local Plan Policy LP02 states that residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. There is no Neighbourhood Plan for East Winch, and Appendix I of the Local Plan lists a windfall figure of only 2 dwellings for the plan period. The proposed number of units is above that referred to in policy LP02. Policy S5 of the NPPF is clear in that development outside of the development boundary should be resisted unless in line with policy criteria. This scheme fails to meet the policy criteria.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Whilst the need for custom and self-build development does carry some positive weight, this fails to outweigh the in principle matters referred to above. Specifically, in terms of the principle of development, the proposal conflicts with Local Plan Policy LP02 and NPPF Policy S5.

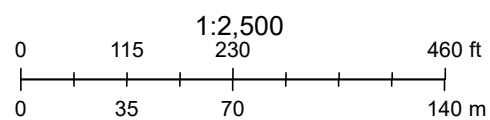


10/15/2026, 8:12:48 AM





10/15/2026, 8:13:34 AM



Parish:	Holme next the Sea	
Proposal:	Proposed New Self-Build Dwelling	
Location:	Beach Road Holme next The Sea Norfolk PE36 6LG	
Applicant:	Mr. & Mrs. Neill	
Case No:	26/01265/F (Full Application)	
Case Officer:	Mrs Jade Calton	Date for Determination: 30 September 2026 Extension of Time Expiry Date: 30 October 2026

Reason for Referral to Planning Committee – Called in by Cllr de Winton

Neighbourhood Plan: Yes

Case Summary

The application site comprises an irregular shaped parcel of land measuring approx. 1984 sqm and currently used as a paddock. The site is located on the eastern side of Beach Road, Holme-Next-The-Sea.

Holme is classified as a Smaller Village and Hamlet as set out in Local Plan Policy LP01. However, the site lies outside of Holme's development boundary and within the countryside.

Full planning permission is sought for the construction of a dwelling for custom and self-build purposes.

Key Issues

Principle of Development
Design, Form and Character and Impact on National Landscape
Flood Risk
Ecology and Biodiversity
Other Material Considerations

Recommendation

REFUSE

THE APPLICATION:

The application site comprises an irregular shaped parcel of land measuring approx. 1984 sqm and currently used as a paddock. The site is located on the eastern side of Beach Road, Holme-Next-The-Sea.

The site lies outside of Holme's development boundary and within the countryside. It also lies within the National Landscape and other special designations such as the North Norfolk Heritage Coast and SSSI buffer zone, and adjacent to the Norfolk Coast Ramsar site and Special Protection Area.

The application seeks full planning permission for the construction of a new dwelling for the purposes of custom and self-build.

The proposed dwelling is contemporary in design, comprising two main components varying in height under an a-symmetric roof. Although there is a change in site levels, the overall height of the proposed dwelling is approx. 7.8m (as measured from the lowest ground level).

Whilst the dwelling appears as a two-storey structure, all habitable accommodation is contained on a single raised level, with the design reflecting the need to accommodate predicted flood depths. The finished floor levels would be set at approx. 2.7m from the lowest ground level, which is approx. 6m above ODN. The raised floor levels create an undercroft which responds to the site's slightly undulating topography.

The proposed materials include brickwork to the base level, vertical timber cladding to the upper elevations, aluminium framed fenestration and a Zinc standing seam roof. There are large areas of glazing, particularly to the principal elevations.

The dwelling would be sited approx. 12.5m back from the highway; approx. 12.9m from the northern site boundary; approx. 16.3m from the southern boundary and approx. 16.2m from the eastern (rear) boundary. The gross internal floor area of the proposed dwelling is 150m².

The existing site access is proposed to be utilised with the parking and turning area located to the north of the site.

All trees and hedgerows are proposed to be retained and protected during construction.

APPLICANT/AGENT SUPPORTING CASE:

A Planning, Design and Access Statement accompanies the application and makes the following supporting case:

The Applicants have owned the land for many years and currently live in a neighbouring settlement. They intend to under-take the construction of their future home and have been actively involved in the preparation and design process of the application.

The proposal involves the construction of a single-storey dwelling sited in a central section of the site, close to its Beach Road frontage. The siting has been specifically chosen to avoid conflict with, and enable the retention of, significant native hedgerow and trees on the site.

An Arboricultural Assessment accompanies the application, and its recommendations have guided the siting and form of the proposed dwelling

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As the site is located within a high-risk flood area, the proposed single-level accommodation has been raised above existing ground levels as part of mitigation measures in the event of a significant flood event. This results in the lower section of the building comprising unoccupied void, with all accommodation, including sleeping and living spaces being situated above, at a level above maximum predicted flood levels. A site-specific flood risk assessment accompanies the application.

On plan form, the elevational drawings resemble a two-storey dwelling. although the ground floor space is unoccupied and mitigates potential flood risk. The proposed dwelling would provide for a three bedroom, single-level accommodation, with provision made for means of refuge within part of the roof space, in the event of an extreme flood event.

The gross internal floor area of the new dwelling would not exceed 150msq, in line with the policy requirements of the adopted Neighbourhood Plan.

The proposed property incorporates a contemporary design with brickwork to the base level, with vertical timber cladding to facing elevations above, aluminium-framed fenestration, and standing-seam, zinc finish to the low-pitched roof. The position of the existing entrance to the paddock in the north-western corner of the site is intended to be retained for the new plot. Visibility at the point of access is good in both directions and the speed limit on this section of Beach Road is 30mph, with a speed sensor Sign positioned immediately opposite the access point to the site.

A preliminary Protected Species Assessment also accompanies the application.

PLANNING HISTORY:

No planning history.

RESPONSE TO CONSULTATION:

Parish Council: OBJECT - on the following grounds:

The Parish Council acknowledges that the proposal would deliver a custom/self-build dwelling in accordance with Policy LP31 and provide an additional principal residence within the village, consistent with Neighbourhood Plan policies. However, it objects to the application on the grounds that these benefits are outweighed by significant policy conflicts. The site lies outside the development boundary and is considered countryside rather than infill development, with no demonstrable housing need given the Borough's adequate housing land supply. Concerns are also raised regarding the dwelling's impact on the National Landscape, its reliance on private car travel due to the site's remote location, and the potential effects on nearby internationally and nationally protected habitats and species. The Parish Council further highlights insufficient assessment of heritage and archaeological interests, flood risk and coastal change constraints, noting that the site falls within an area at risk of future flooding where new dwellings are generally resisted under Policy LP17. It also considers that the proposal would fail the sequential test given the availability of alternative housing sites. Overall, the Parish Council concludes that the development would not constitute sustainable development, contrary to Neighbourhood Plan Policies HNTS 1, 2, 3, 5, 13 and 20.

Highways Authority: NO OBJECTION- subject to a condition relating to upgrading the access.

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

Environmental Health & Housing – Environmental Quality: NO OBJECTION

Historic Environment Service: NO OBJECTION- subject to conditions relating to WSI.

Environment Agency: OBJECT– The submitted FRA fails to demonstrate that the proposed development will be safe for its lifetime.

Emergency Planning: NO OBJECTION- subject to the standing advice relating to emergency flood warning service and evacuation plan.

Conservation Team: NO OBJECTION

Norfolk Coast Protected Landscape Team: RAISE CONCERNS- due to the absence of a Landscape and Visual Appraisal to fully assess impacts on landscape character and visual amenity.

Senior Ecologist: OBJECT- on grounds that insufficient information has been provided at this stage to demonstrate that the proposed development would not result in significant adverse impacts on protected species and local biodiversity.

Arboricultural Officer: NO OBJECTION- following the submission of an updated Tree Report which demonstrates that all existing trees and hedgerows will be retained and protected.

REPRESENTATIONS:

ONE OBJECTION received from a Third Party raising the following concerns: -

- Importance and sensitivity of this protected site.
- Disturbance of natural habitats.
- Redwell Marsh adjoins or is very close to this land.
- This area liable to flooding and in order to mitigate the risk, a single storey residence is now proposed which would take on the appearance of a two storey house.
- Detrimental to the street scene which is part of the iconic Peddars Way
- Main thoroughfare to the Beach, the NWT and NOA centres and the Golf Course, used by pedestrians, dog walkers, horse riders, cyclists and vehicles.
- Historic and archaeological links.
- The contemporary design would neither enhance nor conserve the National Landscape.
- The positioning of the new build on the site appears to take full advantage of the North and Easterly winds, especially the terraces with large apertures onto them.
- Two sets of outside steps in a sylvan setting seem totally inappropriate.
- There may be overlooking from the terraces northwards towards the only neighbouring residential property and its private garden.
- This is presented as a self build proposal – the submitted plans do not clearly demonstrate that the layout has been comprehensively designed around the specific needs of the future occupiers.

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- Self build applications still require full scrutiny under the NPPF, Local and Neighbourhood Plans.
- Does not satisfy HNTS 1, 5, 11, and 20.
- Beach Road is very narrow and two cars cannot easily pass.
- Impact from construction traffic.
- The road is often flooded outside this property after heavy rainfall.
- On both sides of Beach Road are predominantly open fields used mainly for horse grazing.
- The intrinsic character and peaceful beauty from the lack of coastal development will disappear if planning permission were given for a change of use from pasture/equine grazing to residential.
- It would set a very unwelcome and dangerous precedent for the future.

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

LP16 - Norfolk Coast National Landscape (Strategic Policy)

LP18 - Design & Sustainable Development (Strategic Policy)

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

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

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

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

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

LP03 - Neighbourhood Plans (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Neighbourhood Plan: Yes

Policy HNTS5: Countryside Zone

HNTS 1: Principle of Sustainable Development

Policy HNTS11: Street Scene, Character and Residential Environment

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Policy HNTS14: New Homes

Policy HNTS18: Principal Residences

Policy HNTS20: AONB Landscape Quality

Policy HNTS25: Traffic and Car Parking

Policy HNTS22: Biodiversity

Policy HNTS7: Natural Capital and Ecosystem Services

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

DM326: Determining Development Proposals

DP3: Key Principles for Well-Designed Places

P3: Living conditions and pollution

S5: Principle of Development outside Settlements

N4: Protected Landscapes

TR4: Street Design, access and parking

F7: Ensuring development is safe from flooding

N2: Improving the natural environment

N3: Trees in new development

N6: Areas of particular importance for biodiversity and geodiversity

N4: Protected Landscapes

N5: Maintaining the character of the coast

NATIONAL GUIDANCE

Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS:

The main considerations in the determination of this application are: -

Principle of Development
Design, Form and Character and Impact on National Landscape
Flood Risk
Ecology and Biodiversity
Other Material Considerations

Principle of Development:

Paragraph 3 of the NPPF (2026) and Policy DM3 confirm that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan comprises the King's Lynn and West Norfolk Local Plan (2021-2040) and the Holme-next-the-Sea Neighbourhood Plan (2016-2036).

The site lies outside the settlement boundary of Holme, a Tier 6 Smaller Village and Hamlet under Policy LP01. Policy LP02 establishes that housing growth in Tier 5 and 6 settlements should generally be confined to sites within development boundaries, whilst Appendix I of Policy LP03 confirms that Holme has no identified requirement for additional housing growth through windfall development. As such, the proposal does not benefit from any exception to the Local Plan's countryside restraint policies.

Neighbourhood Plan Policies HNTS1 and HNTS5 similarly seek to protect the countryside, landscape, environmental and heritage qualities of the parish, with new development in the Countryside Zone generally expected to demonstrate a clear rural need. The proposal, comprising a new dwelling in the countryside, does not satisfy these policy requirements.

At a national level, NPPF Policy S5 restricts residential development outside settlements to a defined range of exceptions. The proposal does not fall within any of the relevant categories, including rural worker accommodation, rural business development, the reuse of existing buildings, redevelopment of previously developed land, infill development or a rural exception site. Whilst the application is proposed as a self-build dwelling, there is no identified housing need for additional dwellings in Holme and the site is not physically well-related to the settlement.

The self-build nature of the development is nevertheless a material consideration. The proposal would be secured through a planning obligation and would accord with the objectives of Local Plan Policy LP31 and Neighbourhood Plan Policy HNTS18 relating to self-build and principal residence occupation. Furthermore, whilst the Council continues to experience difficulties in meeting demand for self-build plots, it can demonstrate a healthy five-year housing land supply and satisfactory housing delivery performance.

Accordingly, the provision of a single self-build dwelling attracts some weight in favour of the proposal. However, this benefit does not overcome the fundamental policy conflict arising from the site's countryside location outside the settlement boundary, the absence of any identified housing need in Holme, and the proposal's conflict with Local Plan Policies LP02, LP03 and LP31, Neighbourhood Plan Policies HNTS1, HNTS5 and HNTS18, and NPPF Policy S5. The proposal is therefore not considered acceptable in principle.

Design, Form and Character and Impact on National Landscape:

The site lies outside the settlement boundary of Holme and within both the Norfolk Coast National Landscape and Heritage Coast. Relevant policies include Local Plan Policies LP16, LP18 and LP21; Neighbourhood Plan Policies HNTS5, HNTS11, HNTS14 and HNTS20; and NPPF Policies DP3, N4 and N5, which collectively seek to ensure development respects local character, conserves and enhances landscape and scenic beauty, and protects the special qualities of designated landscapes.

Additionally, the Levelling Up and Regeneration Act 2023 (LURA) places greater weight and a strengthened statutory duty for National Landscapes, which requires relevant authorities to

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"seek to further" the purpose of conserving and enhancing natural beauty. This replaces the weaker "have regard to" duty previously required.

Beach Road is characterised by a loose, low-density pattern of predominantly detached dwellings set within generous plots and separated by open land, creating a strong sense of openness and a transition between the village and the wider coastal countryside. Whilst architectural styles vary, the prevailing character is generally traditional, comprising simple forms, balanced proportions and vernacular materials. The application site itself forms part of an undeveloped grazing paddock that contributes to this rural setting.

The proposed dwelling would occupy a generous plot and, at 150sqm GIA and a building-to-plot ratio of 7.6%, would comfortably comply with the quantitative requirements of Neighbourhood Plan Policy HNTS14. However, the site is neither within the village envelope nor represents sensitive infilling within a continuously built-up frontage, as required by that policy and reflected within NPPF Policy S5. Furthermore, the contemporary design, including its asymmetrical roof form, extensive glazing, zinc roof and timber cladding, would not reflect the established building characteristics of the locality. As such, the proposal would fail to reinforce the prevailing form, character and appearance of Beach Road, contrary to Neighbourhood Plan Policies HNTS5, HNTS11 and HNTS14, Appendix E Design Guidance, Local Plan Policies LP18 and LP21, and NPPF Policy DP3.

In landscape terms, the dwelling would benefit from substantial boundary vegetation and a relatively low-profile design, which would limit its prominence from Beach Road. However, there may be views of the proposed development from the footpath links to the south-east which connect to the National Trail and Coastal Path.

The Norfolk Coast Protected Landscape (NCPL) Team considers that the proposal is unlikely to cause significant harm to certain special qualities of the National Landscape, including landscape diversity, biodiversity and dark skies, subject to appropriate mitigation, lighting controls and ecological safeguards. However, they have requested that a Landscape and Visual Appraisal (LVA) is submitted to fully assess the impacts on the wider coastal landscape. Notwithstanding this, given that the NCPL Team raises no overall objection and recommends a suit of conditions, it is not considered proportionate nor reasonable to request an LVA for a development of this scale.

Due to concerns over the design and appearance of the proposed development and its disregard for the local building characteristics, this would undoubtedly have a negative effect on the local landscape character, visual amenity, public viewpoints and special qualities of the National Landscape.

Overall, the development would introduce a contemporary form, design and material palette that fails to reflect the established character and appearance of Beach Road. As a result, the proposal would not positively contribute to local distinctiveness and would erode the prevailing rural and vernacular character that contributes to the scenic quality of this part of the Norfolk Coast National Landscape. Having regard to the enhanced statutory duty to seek to further the conservation and enhancement of natural beauty within designated landscapes, the proposal is considered to result in an adverse impact on landscape character and visual amenity, contrary to Policies LP18 and LP21 of the Local Plan, Policies HNTS5, HNTS11, HNTS14 and HNTS20 of the Holme Neighbourhood Plan, and NPPF Policies DP3, N4 and N5.

Flood Risk:

The application site lies within Flood Zone 3A of Environment Agency mapping.

Neighbourhood, Local and National Planning Policy and government guidance seeks to steer new residential development to areas less likely to be at risk of flooding. The Sequential Test is passed as there are no sites at lower risk of flooding in this locality to accommodate this development, however the Exception Test must also be applied. The exception test involves demonstrating that the development would meet all the following criteria:

- i. Provide wider sustainability benefits to the community that outweigh the flood risk;
- ii. Be safe for its anticipated lifetime in accordance with policy F7; and
- iii. Not increase flood risk elsewhere and, where possible, reduce flood risk overall.

Whilst a Flood Risk Assessment accompanies the application, it does not adequately assess the flood risks posed by the development. Therefore, the Environment Agency raise an objection as the submitted FRA fails to: -

1. Correctly calculate the expected flood depths on site and within the building.
2. Consider the requirement for flood emergency planning including flood warning and evacuation of people for a range of flooding events up to and including the extreme event.
3. Assess breach risk (depths) for the proposed development.
4. Provide safe refuge.

The Parish Council and third parties have also raised concerns regarding flood risk, future coastal change and the site's suitability for residential development. These concerns are noted. Notwithstanding the proposed raised floor design and habitable accommodation at a single level, the Environment Agency maintains an objection on the grounds that the submitted Flood Risk Assessment has not adequately demonstrated that the development would be safe for its lifetime or satisfy the Exception Test. Accordingly, these concerns attract significant weight in the planning balance.

Consequently, the proposed development is contrary to Neighbourhood Plan Policy HNTS1; Local Plan Policies LP18, LP21 and LP25; and NPPF Policy F7.

Ecology and Biodiversity:

The site occupies a highly sensitive ecological location close to numerous internationally and nationally designated habitats, including the North Norfolk Coast SPA, SAC, Ramsar and SSSI. Accordingly, Neighbourhood Plan Policy HNTS7, Local Plan Policies LP19 and LP27, and NPPF Policies N2 and N6 require development to protect and enhance biodiversity, avoid adverse impacts on designated sites, habitats and protected species, and provide sufficient ecological information to enable a full assessment.

Whilst ecological surveys have been submitted, the Council's Ecologist maintains an objection due to insufficient information regarding the potential effects on designated sites, protected habitats and species. In particular, concerns remain regarding drainage and potential impacts on nearby protected sites, the absence of adequate surveys for Great Crested Newts and natterjack toads, and the likely loss of habitat associated with the change of use from grazing land to residential use. The Ecologist also considers that habitat loss and construction impacts extend beyond the building footprint and have not been fully assessed.

The Parish Council and third parties have similarly raised concerns regarding impacts on nearby protected habitats and species. Given the site's proximity to internationally designated nature conservation sites and the outstanding ecological objections, it has not been demonstrated that the proposal would avoid adverse effects on protected sites, habitats or species, or deliver appropriate biodiversity enhancements.

Accordingly, the proposal is contrary to Neighbourhood Plan Policy HNTS7, Local Plan Policies LP19 and LP27, and NPPF Policies N2 and N6.

Other Material Considerations:

Impact on Neighbour Amenity: Local Plan Policy LP21, Neighbourhood Plan Policy HNTS11 and NPPF Policy P3 require development to safeguard residential amenity by avoiding unacceptable impacts such as overlooking, overbearing effects, overshadowing, noise and loss of light to neighbouring occupiers.

Given the overall scale and design of the proposed dwelling, together with the separation distances involved and the presence of mature trees / vegetation to its boundaries, in particular to the north, there would be no material impact upon the amenities of the neighbouring residents, in terms of overlooking, overshadowing, loss of light or overbearing impact.

The proposed development would therefore accord with Neighbourhood Plan Policy HNTS11; Local Plan Policy LP21 and NPPF Policy P3.

Highway Safety: Local Plan Policy LP13, Neighbourhood Plan Policy HNTS25 and NPPF Policy TR4 seek to ensure development promotes sustainable travel, provides safe and suitable access, incorporates appropriate parking provision, and does not result in unacceptable traffic, parking or highway safety impacts. Development should prioritise walking, cycling and public transport where possible, while recognising the importance of private car use in rural areas.

In terms of the site access, NCC Highways are satisfied that suitable levels of visibility can be achieved within land the applicant controls / and or the adopted highway. It is noted that the Applicant intends to improve the surface of the existing access to cater for the increase in traffic. A condition is recommended to secure this.

Additionally, it has been demonstrated that adequate on-site parking and turning can be provided in line with adopted standards and local and national policy.

The Parish Council expresses concerns regarding the site's reliance on private car travel. Whilst the Highway Authority raises no objection in respect of highway safety, the site's location relative to services and facilities forms part of the wider assessment regarding the sustainability of the proposal and has been taken into account when considering the principle of development under Local Plan and NPPF policies.

In respect of Third Party comments concerning the narrowness of Beach Road and the impact from construction traffic, the Highway Authority raised no objection on these grounds. Construction traffic and parking can be controlled by condition, requesting a Construction Traffic Management Plan prior to commencement of development.

In terms of highway safety, the proposal would comply with Neighbourhood HNTS25; Local Plan Policies LP13 and LP14; and NPPF Policy TR4.

Arboricultural Impacts: Local Plan Policy LP19, Neighbourhood Plan Policy HNTS22 and NPPF Policies N2 and N3 recognise trees as important landscape, biodiversity and green infrastructure assets. Development should protect and retain existing trees and habitats where possible, provide appropriate mitigation where necessary, and incorporate new planting to enhance landscape character, ecological connectivity, biodiversity and climate resilience.

The site is well treed, with established groups of hawthorn, willow and mixed native vegetation forming an important part of the character and enclosure of this particularly sensitive location. Whilst the trees may be of only moderate value individually, their cumulative group value affords an important contribution to the local landscape setting and their retention essential.

An Arboricultural report supports the application which confirms that no trees or hedgerows will be removed to aid the development. The proposed dwelling has been positioned on the site so as to avoid the root protection zones of the existing trees and they can be adequately protected during construction. It is recommended that this should be secured by condition.

It is considered therefore that the proposed development accords with the abovementioned neighbourhood, local and national planning policies.

Archaeology: The proposed development is within an area of earthworks which have been identified on aerial photographs. The features include a number of large depressions, areas of possible ridge and furrow, and banks and ditches, the date and function of which are uncertain, although thought to be medieval and/or post medieval. Consequently there is potential that heritage assets with archaeological interest (buried archaeological remains) will be present at the site and that their significance will be adversely affected by the proposed development.

The Historic Environment Service has therefore recommended that, should planning permission be granted, that this be subject to a programme of archaeological mitigatory work in accordance with Neighbourhood Plan Policy HNTS13; Local Plan Policy LP19; and NPPF Policies H5 and H10.

Contaminated Land: A screening assessment supports the application, indicating no known contamination on site. The Council's Environmental Quality (EQ) team have reviewed their files and the site is on land not seen with significant development for the duration of those records. No significant potential sources of contamination are identified, therefore EQ raises no objection to the proposed development.

Drainage: It is proposed to dispose of surface water by way of soakaway and main sewer and foul water will also connect to the mains drainage system. The IDB raises no objection to the proposed development subject to Byelaw consent, which is a separate consenting regime outside the scope of Planning.

Third Party Representations: All Third Party concerns have been noted and addressed above in the relevant sections of this report. Additionally, concerns have been raised regarding precedent. However, all planning applications are determined on their individual merits and the specific circumstances of the site.

PLANNING BALANCE AND CONCLUSION:

The proposal would deliver a single self-build dwelling, secured as a principal residence through a planning obligation. This would make a limited contribution towards addressing the Borough Council's acknowledged shortfall in meeting demand for self-build and custom housebuilding plots and therefore attracts some weight in favour of the development. The proposal would also provide adequate residential amenity for future occupiers, would not cause unacceptable harm to neighbouring amenity, would provide satisfactory access, parking and turning arrangements, and would not adversely affect existing trees or hedgerows. Subject to conditions, archaeological interests could also be appropriately safeguarded.

However, these benefits must be balanced against significant policy conflicts and unresolved technical objections. The site lies within the countryside outside the settlement boundary of Holme-next-the-Sea, where new residential development is strictly controlled. The proposal conflicts with Local Plan Policies LP01, LP02 and LP03, together with Neighbourhood Plan Policies HNTS1 and HNTS5 and does not fall within any of the categories of development supported under NPPF Policy S5. The development is therefore unacceptable in principle.

In addition, the proposed dwelling fails to reflect the prevailing character, form and appearance of development along this part of Beach Road, resulting in conflict with Neighbourhood Plan Policies HNTS5, HNTS11 and HNTS14, Appendix E Design Guidance, Local Plan Policies LP18 and LP21, and NPPF Policy DP3. The proposal would also not adequately conserve and enhance the special qualities of the Norfolk Coast National Landscape, contrary to NP Policy HNTS20, Local Plan Policy LP16 and NPPF Policies N4 and N5.

Furthermore, the Environment Agency maintains an objection on flood risk grounds, with the submitted Flood Risk Assessment failing to demonstrate that the development would be safe for its lifetime or satisfy the Exception Test. Likewise, insufficient ecological information has been provided to enable the LPA to properly assess the impacts on designated sites, protected species and biodiversity interests, resulting in an unresolved objection from the Council's Ecologist.

Taking all matters into account, the identified benefits of delivering a single self-build dwelling are not considered sufficient to outweigh the fundamental conflict with the development plan, the unacceptable principle of development, the identified design concerns, including the impact upon the National Landscape, and the absence of adequate information to demonstrate compliance with local, neighbourhood plan and national policies relating to flood risk and ecology. The proposal is therefore contrary to the Development Plan when read as a whole, and there are no material considerations that would make it acceptable. Accordingly, it is recommended that the application is refused.

RECOMMENDATION:

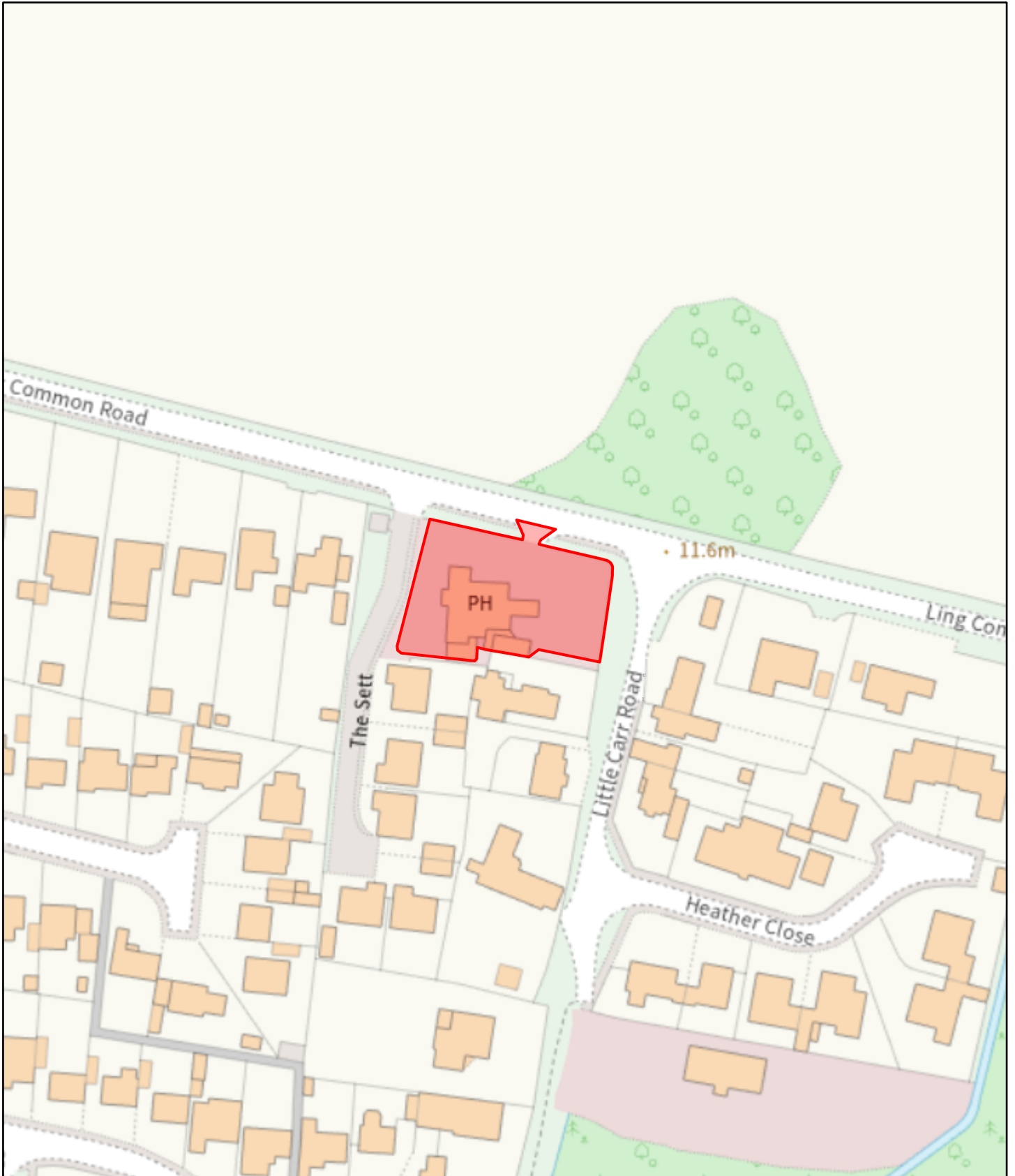
REFUSE for the following reason(s):

- 1 The proposed dwelling would result in unjustified new residential development in the countryside outside the defined settlement boundary of Holme-next-the-Sea. The proposal does not meet any of the circumstances where residential development in the countryside is supported under Policy S5 of the NPPF (2026), and there is no identified local housing requirement for Holme under Appendix I of Policy LP03. The proposal would therefore represent an unsustainable form of development contrary to Policies

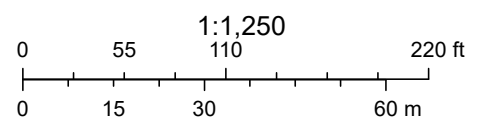
Planning Committee
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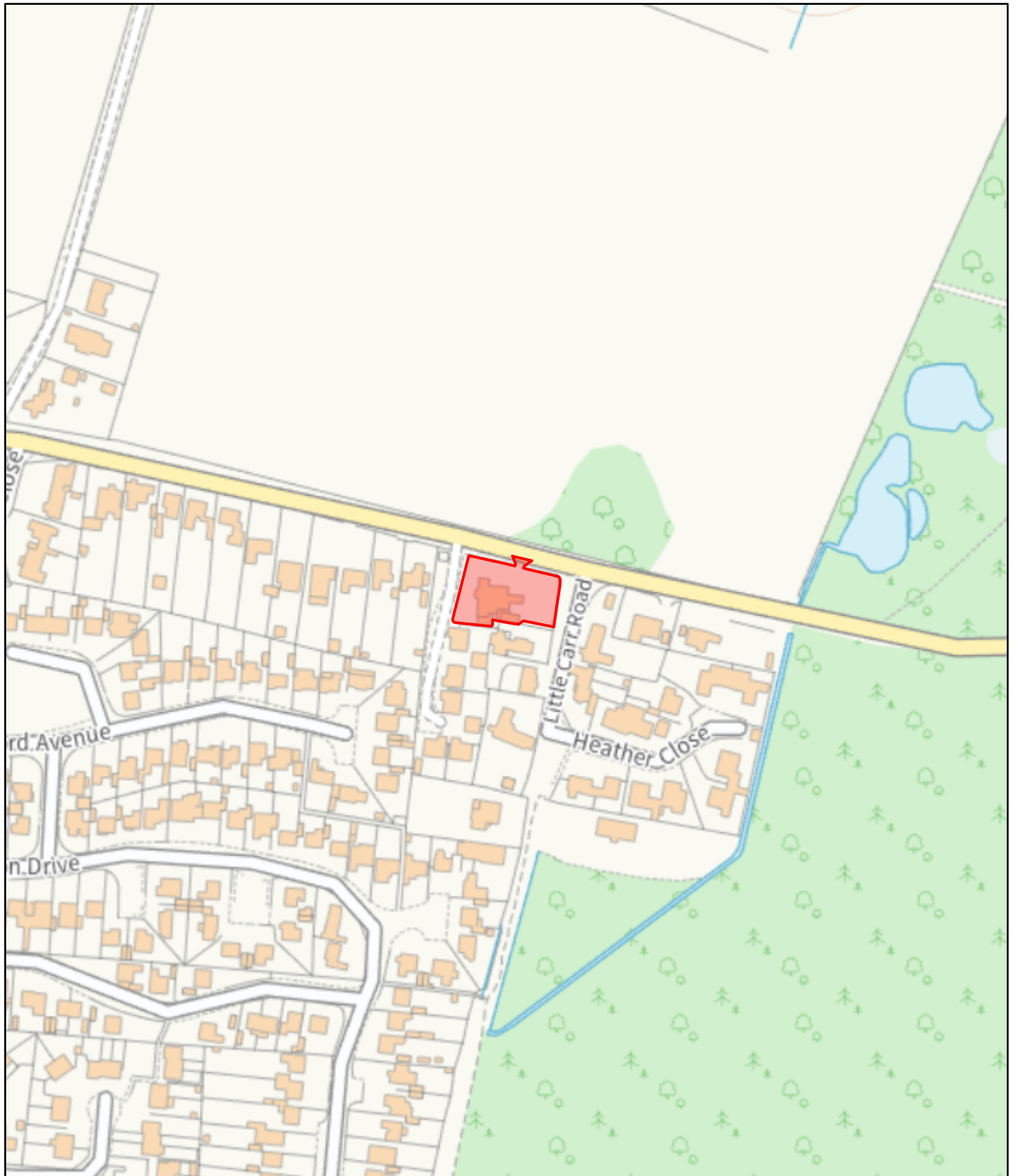
LP01, LP02 and LP03 of the King's Lynn and West Norfolk Local Plan 2021-2040, Policies HNTS1 and HNTS5 of the Holme-next-the-Sea Neighbourhood Plan, and Policy S5 of the NPPF (2026).

- 2 The proposed dwelling, by virtue of its contemporary architectural form, materials and overall appearance, would fail to reflect or reinforce the prevailing character, local distinctiveness and vernacular building traditions of this part of Beach Road. As a result, the development would appear incongruous within its rural setting and would neither conserve nor enhance the landscape character, scenic beauty, visual amenity or special qualities of the Norfolk Coast National Landscape. The proposal is therefore contrary to Policies LP16, LP18 and LP21 of the King's Lynn and West Norfolk Local Plan 2021-2040, Policies HNTS5, HNTS11, HNTS14 and HNTS20 of the Holme-next-the-Sea Neighbourhood Plan, including Appendix E Design Guidance, and Policies DP3, N4 and N5 of the National Planning Policy Framework (2026).
- 3 The application site lies within Flood Zone 3a. The submitted Flood Risk Assessment fails to adequately demonstrate that the development would be safe for its lifetime, appropriately assess flood depths and breach risk, provide satisfactory flood evacuation arrangements or satisfy the requirements of the Exception Test. Accordingly, the proposal has failed to demonstrate that future occupants would not be exposed to unacceptable flood risk, contrary to Policy HNTS1 of the Holme-next-the-Sea Neighbourhood Plan, Policies LP18, LP21 and LP25 of the King's Lynn and West Norfolk Local Plan 2021-2040, and Policy F7 of the NPPF (2026).
- 4 Insufficient ecological information has been submitted to enable the Local Planning Authority to properly assess the likely effects of the development on nearby internationally and nationally designated sites, protected habitats and protected species, including impacts arising from construction, drainage, habitat loss and residential use. In the absence of adequate survey work and supporting information, it has not been demonstrated that the proposal would avoid adverse effects on biodiversity interests or comply with the mitigation hierarchy. The proposal is therefore contrary to Policy HNTS7 of the Holme-next-the-Sea Neighbourhood Plan, Policies LP19 and LP27 of the King's Lynn and West Norfolk Local Plan 2021-2040, and Policies N2 and N6 of the NPPF (2026).

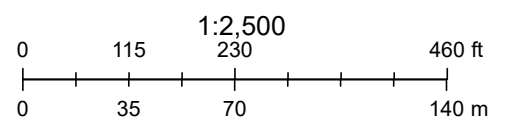


10/8/2026, 12:06:31 PM





10/8/2026, 12:09:09 PM



Parish:	North Wootton	
Proposal:	Proposed extraction	
Location:	The House On The Green Ling Common Road North Wootton King's Lynn PE30 3RE	
Applicant:	Mr J Wareham	
Case No:	26/00900/F (Full Application)	
Case Officer:	Lucy Smith	Date for Determination: 15 September 2026

Reason for Referral to Planning Committee – called in by Cllr Coates.

Neighbourhood Plan: Yes

Case Summary

The application seeks retrospective consent for the installation of extraction equipment at the House on the Green, Ling Common Road, North Wootton.

The application site comprises an existing public house which is currently undergoing extensions and refurbishment under 24/00092/F and due to open imminently.

Key Issues

Principle of Development
Impact on Form and Character
Impact on Neighbour Amenity
Any other matters requiring consideration prior to determination of the application

Recommendation

APPROVE

THE APPLICATION:

The application seeks retrospective consent for the installation of extraction equipment (a proposed external flue) at the House on the Green, Ling Common Road, North Wootton.

The application site comprises an existing public house which is currently undergoing extensions and refurbishment under 24/00092/F.

The flue which is proposed to be retained (following required changes to the silencer/height) is positioned to the rear of the public house, on the top of a flat roof kitchen extension &

attached to the east facing gable end. The flue is formed of galvanised steel exhaust ducting with 3 silencers and an exhaust, and following amendments during the course of this application would have a total height around 9cm (90mm) above the ridge height of the main building. As a result of the surrounding built form, the flue is largely shielded from view from Ling Common Road.

A s106 is in place on site following approval of 25/00414/F which requires the public house to be refurbished and made ready for occupation.

The Norfolk Coast National Landscape boundary begins on the opposite side of Ling Common Road.

APPLICANT/AGENT SUPPORTING CASE:

None received at time of writing.

PLANNING HISTORY:

18/01507/F: Application Refused: 31/05/19 - Proposed Development of Commercial Units - The House On The Green – DELEGATED DECISION

19/01622/F: Application Refused: 21/06/21 - Proposed residential development - The House On The Green – COMMITTEE DECISION - Appeal Allowed 01/12/22; -

22/00993/F: Application Permitted: 20/01/23 - Proposed residential development - The House On The Green – DELEGATED DECISION

24/00092/F: Application Permitted: 24/07/24 - Extension & Alterations to public house. - The House On The Green – DELEGATED DECISION

25/00414/F: Application Permitted: 07/05/25 - REMOVAL OF CONDITION 16 OF PLANNING CONSENT 22/00993/F: Proposed residential development - The House On The Green – DELEGATED DECISION

25/01568/F: Application Withdrawn: 12/11/25 - VARIATION OF CONDITION 2 OF PLANNING CONSENT 24/00092/F - Extension & Alterations to public house. - The House On The Green

24/00092/NMA_1: Application Permitted: 18/11/25 - NON-MATERIAL AMENDMENT TO Planning Permission 24/00092/F: Extension & Alterations to public house - The House On The Green - DELEGATED DECISION

RESPONSE TO CONSULTATION:

Parish Council: No responses received

CSNN: NO OBJECTION: to amended plans and detail, subject to compliance conditions.

REPRESENTATIONS:

Cllr Coates: Provided in depth comments regarding planning history on the site, raising concerns over the approved Non Material Amendment, and an increase in seating area approved under that consent with insufficient car parking and suggesting that the size of the fryers shown on the proposed plans indicates a fast food style use where the number of car parking spaces would not meet the standard. The comments request the application should only be granted if the first floor seating areas are in their original non-public use.

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

LP07 - The Economy (Strategic Policy)

LP15 - Coastal Areas (Strategic Policy)

LP18 - Design & Sustainable Development (Strategic Policy)

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

LP38 - Community and Culture (Strategic Policy)

LP39 - Community Facilities

NEIGHBOURHOOD PLAN POLICIES

Neighbourhood Plan: Yes

Policy 3: Design

Policy 5: North-West Norfolk Coast AONB Policy

Policy 10: Protection of Community Facilities

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

E226: Meeting the Need for Business Land and Premises

P3: Living conditions and pollution

DM826: Unauthorised Development and Enforcement

NATIONAL GUIDANCE

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS:

The main considerations are:

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

Principle of Development:

The application seeks retrospective planning permission for installation of a flue, serving the commercial kitchen at the House on the Green Public House, North Wootton.

The application seeks approval for a proposed flue/kitchen extraction equipment in association with an existing enterprise and the principle of such is supported by the broad principle of Policy LP07 of the Local Plan and reinforced by NDMP E2:1a, which states that substantial weight should be given to the economic benefits of proposals which allow businesses to invest, expand or adapt.

The proposal would support the ongoing retention of the public house, which is identified as a community facility and protected by virtue of Policy 10 of the North Wootton Neighbourhood Plan and Policy LP38 and LP39 of the Local Plan. It is accepted now across the country that public houses are boosting revenue through food provision; the insertion of a flue is a typical requirement for such a use and similar flues have recently been approved at other establishments across the borough – for example the White Horse in Holme Next The Sea (25/01300/F) and The Coach and Horses in Dersingham (25/00362/).

Plans have been amended during the course of this application which resulted in the increase in height of the flue by approximately 900mm (adding a third silencer into the length of ducting). This increase in height of the flue would increase the visibility of the flue from the surrounding area however given its position to the rear of the existing building is it not considered likely to lead to any impact on the setting of the adjacent National Landscape, in line with Policy LP15 of the Local Plan and Policy 5 of the NWNP.

The principle of development is therefore acceptable and would comply with Policies LP07, LP15 of the Local Plan and the aims of NDMP E2 of the NPPF.

Form and Character:

Policies LP18 and LP21 of the Local Plan and Policy 3 of the NWNP, when read as a whole, require development proposals to respond to the context and character of places through good design. The existing public house is identified as a Non-designated Heritage asset through previous planning history and Policy 14 of the NWNP. Paragraph 14 of Policy LP20 sets out considerations for applications impacting upon non-designated heritage assets.

The flue is positioned to the rear of the building on the modern flat roof kitchen extension, with highest part of the flue supported by the east facing gable end. As a result of the orientation of the building, the flue is only visible from limited viewpoints in the surrounding area and as a whole would be viewed in association with the Public House and its existing paraphernalia and equipment. It is not considered that the flue would result in any harm to the general street scene or to the pub itself as a non-designated heritage asset. The flue would be viewed in conjunction with the remaining paraphernalia expected as part of a use of this character.

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The flue would be visible from adjoining residential properties, particularly the dwelling immediately south, however it is not considered that the visual appearance of the flue would be harmful.

As a whole, whilst elements of the flue are visible from the amenity spaces of adjoining dwellings and in certain viewpoints on approach along Ling Common Road, it is not considered that the appearance of the flue results in harm to the street scene.

The proposal would comply with Policies LP18, LP20 and LP21 of the Local Plan and Policy 3 of the NWNP in regard to design, form and character and impacts on non-designated heritage assets and for the same reasons would comply with the overarching aims of the NPPF (2026) in regard to good design and impacts on the landscape.

Impact on Neighbour Amenity:

Policy LP21 of the Local Plan sets out that development proposals will be assessed against their impact on neighbouring uses, included the impacts on odour or noise.

The North Wootton Neighbourhood Plan is silent on policies which specifically relate to noise or odour disturbance.

P3:2 of the NPPF supports development proposals which provide appropriate living conditions including avoiding air or noise pollution which could have adverse impact on quality of life.

Various amendments have been made to the submission throughout this application in order to meet the requirements of the CSNN team - including demonstrating the position of the air intake to allow the flue to function properly, and confirming any noise attenuation measures which have been implemented or are proposed. Noise attenuation will be achieved through the installation of three silencers along the length of the flue, reducing noise output to 33dB at the nearest residential building, or 39dB at 10m away. This is not significant. The Noise Report submitted as part of this application describes for context that an average home runs at 50dB and a library at 40dB.

The fan noise is further controlled through installing the fan using flexible connectors to prevent noise transfer along the duct plus anti-vibration mountings or rubber pads to isolate the fan from the building.

The flue would not result in dis-amenity in the form of overbearing or overshadowing impacts however has the potential to lead to disturbance as a result of noise or odour.

The CSNN team have confirmed that the additional information is acceptable, and the proposed extraction equipment is not likely to result in amenity impacts as a result of noise or odour. Conditions can be utilised to control compliance with the mitigation measures set out within the Extraction Proposal document.

Subject to conditions the proposal would comply with Policy LP21 of the Local Plan and NDMP P3:2 of the NPPF.

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

Highway Safety - As noted above, this application relates to the installation of a flue, and no highway safety implications have been identified in association with this proposal.

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Biodiversity Net Gain – The application is exempt from Biodiversity Net Gain by virtue of the de minimis exemption.

Climate Change – Policy LP06 of the Local Plan sets out that all development proposals should, where relevant, provide for climate change mitigation or resilience. Given the scale of this proposal, it is not considered that this policy is relevant to this proposal.

Response to Consultation Comments:

Concern was raised by Cllr Coates as to the nature of the flue and frying equipment internally, stating that this was akin to a fast-food arrangement that could result in significant visitor numbers. It should be noted that this application relates solely to the installation of a flue for the existing public house, and a fast-food restaurant or takeaway would require a change of use application to be granted. The insertion of a flue, which is standard for commercial kitchens of this scale, would not result in a change of use of the building occurring and would not require an increase in parking spaces to meet the required standard.

Cllr Coates raised additional concern on highway safety matters/lack of parking following approval of 24/00092/NMA_1, which permitted, amongst other things, internal layout rearrangements to add additional seating areas at first floor due to these changes being outside of the definition of development and therefore non-material in the context of that approved development. No planning conditions were applied to the 24/00092/F to restrict the floor space or seating areas of the pub.

It is noted that those floor plans changes had previously been withdrawn from the scheme during the original approval, after the Local Highway Authority raised concern over parking requirements. Those changes to the floor plan were made voluntarily by the Applicant following receipt of comments from the Local Highway Authority and were not specifically requested by the Local Planning Authority. At no point did the case officer advise that the application would be refused if those changes did not occur. Members will be aware, that whilst typically the LPA supports with the Local Highway Authority when it comes to matters of highway safety, this is not the case in every event and in some circumstances the matter would be weighed in the planning balance and a decision made at odds with their recommendation.

Ultimately, the proposed flue has no impact on the previously approved floor plans and these impacts cannot reasonably be taken into account as part of this application. Consideration can only take place based on the plans and information proposed and planning permission is not required for the internal fitting out of the kitchen or any other part of the building.

For the avoidance of doubt and in terms of the overall planning balance, in this instance, the Local Planning Authority set a clear expectation (controlled by a s106 legal agreement) that as part of the residential scheme in the previous pub garden space (22/00993/F, later varied), the pub must be retained and made available as a community facility. It would be unreasonable for the LPA to go on to prevent expansion of the business where this would allow the use to be more viable. It is accepted now across the country that pubs are increasingly making their profits from food provision. Increasing the floor space through wholly internal alterations could therefore increase the profitability of the business, and the insertion of a flue is a typical requirement for such a use. The retention of the pub and its long-term viability is a key benefit for North Wootton.

Parking on the road is currently unrestricted and there is width for two vehicles to pass, leaving space for safe on street parking. There is no mechanism available for the LPA to prevent parking on the road for any purpose. Ad-hoc on street parking is also by nature self-restricting - vehicles parked illegally can be enforced against via other means and if parking were to become a re-occurring problem, then the Local Highway Authority has its own controls to prevent it (waiting restrictions etc.).

It is also of note that the pub is a local facility and is well linked to the rest of North Wootton through pedestrian links, and it is likely that a portion of the business visitors would arrive on foot.

CONCLUSION AND PLANNING BALANCE:

Whilst concerns of Cllr Coates are noted, the proposal relates solely to the installation of extraction equipment on an existing Public House.

The supporting information submitted as part of this application demonstrates that the noise and odour impact of the development would be acceptable and would therefore comply with Policy LP21 of the Local Plan and NDMP P3 of the NPPF (2026).

Similarly, the design of the proposal is considered appropriate given the nature of the application at hand, with the flue positioned and designed to minimise its impact on the non-designated heritage asset and the surrounding street scene.

NDMP DM8:2 of the NPPF states that in cases of unauthorised development where consideration is being given to an application for retrospective planning permission if it is concluded based on evidence that the unauthorised development was intentional, that fact should be given substantial weight in considering whether to grant planning permission. The flue is understood to have been installed during the application process, with the application submitted on 21st May 2026 (Validated 21st July) and the Agent confirming the retrospective character of the application via email on 31st July.

It is evident that the flue was installed after the submission of the planning application and it can therefore be assumed that the Applicants were aware of the need to apply for planning permission for the flue prior to it being fitted. Whilst some negative weight could be given to this, given the need for the flue in connection with the public house, the benefits of retaining the public house as a community facility and considering the application is acceptable in all other respects, it is not considered that the negative weight as a result of the retrospective nature of this application would outweigh the policy support.

Subject to conditions controlling the flue to be retained and maintained in accordance with the agreed details, the proposal would comply with the overarching aims of the NPPF, Local Plan and Neighbourhood Plan in regard to supporting community facilities and is therefore recommended for approval.

RECOMMENDATION:

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

- 1 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans:

- Location Plan - Dwg No. 1812.10
- Indicative Building Layout Rev 06

- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition: Prior to the first use of the flue hereby permitted, the equipment shall be installed fully in accordance with the details shown on the approved plan and as described in the FLORIGO Extraction Description report received via email 30/09/26 and retained and maintained as such thereafter.
- 2 Reason: For the avoidance of doubt and in the interests of the amenities of the locality in accordance with Policy LP21 of the Local Plan, Policy 3 of the North Wootton Neighbourhood Plan NDMP P3 of the NPPF (2026).

Planning Committee - 26 October 2026

Previous Committee:	05/10/2026
Upcoming Committee:	26/10/2026

APPLICATIONS DETERMINED UNDER DELEGATED POWERS

PURPOSE OF REPORT

(1) To inform Members of the number of decisions issued between the production of the 5 October 2026 Planning Committee Agenda and the 26 October 2026 agenda. There were 58 total decisions issued with 58 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 23 September 2026 and 13 October 2026.

	Total	Approved	Refused	Under 8 Weeks	Under 13 Weeks	Performance %	National Target	Planning Committee Decision	
								Approved	Refused
Major	4	2	2		4	100.0%	60%	0	0
Minor	24	17	7	17		70.8%	80%	0	0
Other	30	29	1	28		93.3%	80%	0	0
Total	58	48	10	45	4			0	0

Planning Committee made 0 of the 58 decisions (.)

PLANNING COMMITTEE – 26 October 2026

QUALITY OF DECISIONS

This measure calculates the percentage of the total number of decisions made by the Authority on applications that are then overturned at Appeal.

The Assessment period for this measure is the two years up to and including the most recent quarter plus 9 months.

Therefore, the performance for Q3 (end of September) is calculated as follows:

Planning applications determined between 01/01/2024 to 31/12/2025 plus 9 months = 30/09/2026.

The threshold for designation for both Major and Non-Major is **10%** - this is the figure that should not be exceeded, otherwise there is a risk the Authority being designated by MHCLG.

Performance at 30 September 2026

MAJOR			NON-MAJOR		
No. of Decisions Issued	No. Allowed on Appeal	% Overturned	No. of Decisions Issued	No. Allowed on Appeal	% Overturned
111	1	0.90%	2541	21	0.83%