



# Appeal Decision

Site visit made on 24 August 2004

by D A Hainsworth LL.B(Hons) FRSA Solicitor

an Inspector appointed by the First Secretary of State

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Date - 8 SEP 2004

**Appeal Ref: APP/V2635/A/04/1143778**

**Land at Sunnyside, 66 West Winch Road, King's Lynn, Norfolk PE33 0NB**

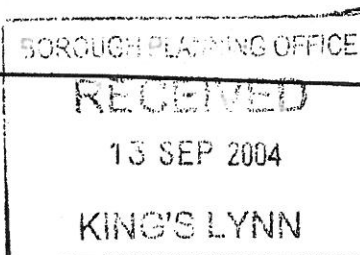
- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr and Mrs M Raphael against the decision of King's Lynn & West Norfolk Borough Council.
- The application ref: 2/03/2029/F, dated 10 October 2003, was refused by notice dated 9 December 2003.
- The development proposed is a dwellinghouse and garage.

## Decision

1. I dismiss the appeal.

## Reasons for the decision

2. The application is to renew a permission granted on appeal in 1998, which renewed one granted by the Council in 1993 (Refs. T/APP/V2635/A/98/296788/P9 & 2/93/0153/F). Other small residential developments have also been permitted nearby in the past.
3. The effect on traffic was not a main issue in the previous appeal. More recently, applications for residential development in the locality have been refused on traffic grounds, applying Policy T.11 of the Norfolk Structure Plan, adopted in 1999, and Policies 9/11 and 9/29 of the King's Lynn & West Norfolk Local Plan, adopted in 1998. I have been notified of three cases, one involving Sunnyside, where appeals from these decisions were dismissed because of the effect of the development on the safety and free flow of traffic. I consider that there have been material changes in planning circumstances since the 1998 appeal, namely the growth in traffic and the approach now being taken by the Council and the current highway authority to development that would add to it.
4. Vehicular access to the development would be from Hardwick Narrows Lane, a short distance from its junction with West Winch Road. Drivers experience difficulties at this junction because of its narrowness and gradient. West Winch Road is part of the A10 and carries a large amount of traffic, a high proportion of which are heavy goods vehicles. Even the small number of journeys generated by the development would detract from the function of the road as a Corridor of Movement and unacceptably add to the number of hazardous slowing, stopping and turning movements taking place. These concerns could not be overcome by carrying out improvements to the junction.



INSPECTOR 

