

Parish:	Great Massingham	
Proposal:	Overflow car park (retrospective)	
Location:	The Dabbling Duck 11 Abbey Road Great Massingham King's Lynn PE32 2HN	
Applicant:	The Dabbling Duck	
Case No:	25/00323/F (Full Application)	
Case Officer:	Lucy Smith	Date for Determination: 21 April 2025 Extension of Time Expiry Date: 1 August 2025

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

Neighbourhood Plan: No

Case Summary

Full planning permission is sought for the retention of an overflow car park to be utilised in association with The Dabbling Duck public house, in Great Massingham. Temporary consent granted for one year under 23/00173/F has lapsed and there is no current extant consent for use of the field as car parking.

The application comprises part of a wider agricultural field, the north boundary to which runs parallel to the edge of a Public Right of Way known as Great Massingham FP7 to the north. Access to the car park has been created through the existing car park at the rear of the public house, where a single width access is provided between the main building and an adjoining dwelling.

The application site is positioned just outside of the Conservation Area, the boundary to which runs along the back of houses to the east and to the north. Existing dwellings across the field at Abbeyfields to the north, are within the Conservation Area.

Key Issues

Principle of Development
Form and Character and Impact on the Conservation Area
Impact on Neighbours, including Fire Safety
Highway Safety
Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

Full planning permission is sought for the retention of an overflow car park in association with The Dabbling Duck public house, in Great Massingham. The car park was originally brought into use on approximately 1st March 2022 - without planning permission being in place. Since that date, a temporary consent granted for one year under 23/00173/F has lapsed. There is therefore no current extant consent for use of the field as car parking.

The application comprises part of a wider agricultural field, the north boundary was revised during the course of the previous application to ensure a reasonable set back from the edge of a Public Right of Way known as Great Massingham FP7 to the north. The boundary for this application remains as per the previous consent.

Access to the car park has been created through the existing car park at the rear of the public house, where a single width access is provided between the main building and an adjoining dwelling.

The application site is positioned just outside of the Conservation Area, the boundary to which runs along the back of houses to the east, and adjacent to Abbeyfields to the north.

The proposed plans indicate the creation of a wildflower boundary around the car parking area, with a 2m wide 'fallow strip' of mud/soil strip between this boundary and the car park in order to prevent fire spread between the car park and the adjoining agricultural land. Timber boards are proposed just above ground level to prevent cars parking on the soil strip.

The plans have been revised during this application to indicate the removal of previously agreed timber post and rope demarcations within the site, in place of a wildflower boundary which removes clutter from the field and would serve to partially shield the view of the proposed timber board demarcation and soften the view of the cars on the field whilst also restricting access to the wider agricultural field and allowing a soft rural edge to the Conservation Area.

The application has been supported by a revised Management Plan which provides enforceable measures for the operators of the public house to implement when the car park is in use. The measures include ongoing maintenance of the land including removal of litter, the provision of fire extinguishers, CCTV monitoring, and signage advising no access is available via the public right of way to the north.

SUPPORTING CASE

None received at time of writing

PLANNING HISTORY

23/00173/DISC_A: Discharge of Condition final letter: 12/07/24 - DISCHARGE OF CONDITIONS 3 and 4 of Planning Permission 23/00173/F: Proposed overflow car park (retrospective) - The Dabbling Duck

23/00173/F: Application Permitted: 12/02/24 - Proposed overflow car park (retrospective) - The Dabbling Duck - 11 Abbey Road (PLANNING COMMITTEE DECISION)

RESPONSE TO CONSULTATION

Parish Council: SUPPORT with the following comments for consideration:

'To ensure both effective fire safety and privacy for neighbouring residents overlooking the car park, the Council recommends incorporating a fire-resistant green hedge. This would:

Act as a natural firebreak, as fire-resistant hedging contains high moisture content and low flammability, helping to reduce fire risk.

Provide year-round privacy for nearby properties while maintaining an attractive boundary.

Enhance the site's aesthetic appeal and biodiversity, contributing positively to the local environment.

The Parish Council requests that this recommendation be included as a condition of approval where possible.

As part of the initial Neighbourhood Development Plan (NDP) survey, residents were asked: "What do you dislike about the village?" The top concern identified was parking on the greens. Additionally, a recent parking consultation that was undertaken saw 80% of respondents agreeing that the parking allocation behind The Dabbling Duck should be supported.

The Parish Council therefore recognises that the introduction of overflow parking will provide significant benefits, including:

- Reducing vehicle parking on the greens, helping to protect them from damage.
- Easing congestion around the front of The Dabbling Duck, improving access and safety in this area.

While the proposal has received strong community support, the Parish Council acknowledges that six objections have been received by residents opposing the application, all of which have been advised to submit their comments directly to the BCKLWN as the LPA. These concerns should be taken into account as part of the decision-making process.

Given the overall community backing and the practical benefits of the proposal, the Parish Council believes this application represents a positive and much-needed solution.

We appreciate your consideration of these points and look forward to seeing the successful implementation of the proposal.'

Highways Authority: NO OBJECTION

'The LHA response to 17/00955 commented that the sites parking capacity had been reached, with this new parking area being justified under 23/00173 to meet demand, the LHA considered that the approval of an increased parking area created an ongoing scenario, which we are currently considering, where increased parking does not adequately address the demand.

The current plans show an increased perimeter, increased capacity and ultimately, increased use of the access, which needs to be considered against the increased parking provision/potential reduction in on-street parking, which provide no real improvement to the overall situation, given the shortcomings of the site access.

Whilst I note the potential amenity issues likely resulting from this incursion into open land, these would not be highway related and I can advise that I cannot substantiate a highway safety objection to the overspill parking area, on the basis that it could provide an occasional provision to prevent increased on street parking in the vicinity.'

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Norfolk Fire and Rescue: Provided advice as follows:

10/06/25 - 'The risk with having the wildflower strip is that if a fire were to occur on the grass, then this could spread to the wildflowers which are likely to be dry. This would increase the chances of creating embers which could spread to neighbouring fields and increase the chances of fire spread. An alternative solution would be to provide a 2m wide boundary strip of turned earth with no vegetation between the car park grass and the wildflower boundary, rather than its current position. This area would not be used for parking and in doing so provides a barrier to reduce the chance of a fire starting on the grass from spreading to the wildflower barrier which could then allow the spread of embers.'

Note - the above measure has been implemented in the current proposed plans, with no consultation response received from Norfolk Fire and Rescue since consultation

04/06/25 - 'I am aware that the fire spread is a key concern for the residents as I believe we had some interaction with them and a carpark proposal last year.

The approach proposed would be positive step forward however further detail would be needed.

The expectation would be that the grass is kept short to as low as possible, ideally no more than 50mm. If this is the only vegetation in the carpark then the risk of embers floating to other fields is reduced further. The 2m wide strip would assist in reducing fire spread but it would need to be ascertained that the applicant will ensure this strip does not contain any vegetation and again ideally is ploughed to turn up the soil. Finally, where they have the provision of fire extinguishers it would be an expectation to ensure their staff are trained to use them for small fires.'

03/06/25 - 'While the proposal may be required to meet the Building Regulations 2010, further recommendations are provided below to ensure appropriate actions are taken to reduce the chance of a fire occurring to as low as is reasonably practicable:

- It is strongly recommended that where hardstanding cannot be provided the grass is kept cut short to as low as possible and is consistently maintained.
- Access and egress to the carpark is to be kept in a good state of maintenance to allow a Fire Appliance access.
- It is strongly recommended that the area is regularly inspected and any items that pose a fire risk are removed, such as litter (glass bottles etc.).
- It is strongly recommended that a boundary / barrier is placed around the carpark to limit the spread of fire.
- It is recommended that fire points are provided with maintained and appropriate Fire Extinguishers based on the outcomes of a suitable and sufficient Fire Risk Assessment.'

Norfolk Constabulary: Provided detailed advice on Secured By Design principles, including CCTV and lighting. These comments have been provided to the applicant for consideration.

Diamond Jubilee Fire and Rescue Service: Provided advice on the Building Regulations requirements.

Conservation Officer: NO OBJECTON with the following comments:

'The conservation team have been clear that if a car park is to be permitted it should be an informal space that has no formal boundary or demarcation as to do so would be detrimental to the character of the conservation area. The wildflower buffer therefore is a clever way of

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further demarcating the space while offering some screening to the method of demarcating the boundary.

We therefore have no further comments to offer on this proposal.'

REPRESENTATIONS (three rounds of consultation total)

TWO Neutral Letters, summarised as follows:

*request for additional landscaping to screen impacts, good for the environment, noise and emissions

FOURTY NINE letters of **OBJECTION**, summarised as follows:

- Pub is getting far too big
- No problem with parking, space on village greens and village hall,
- No need to take up agricultural land
- Impact on Conservation Area and long views
- Proposed car park should be 'properly screened off' to lessen view from surrounding properties
- Fire protection required for safety purposes
- Existing narrow entrance puts users at higher risk
- Car park should be surfaced to allow winter use
- Boundary treatment is required to prevent overspill into surrounding field
- Business does not comply with planning rules and conditions resulting in enforcement
- Request for temporary consent
- Request for parking only within trading hours and not overnight
- Application for permanent use was received after expiration of temporary consent **note - this is not a consideration for this application, retrospective applications are allowed by the legislation**
- The Applicant has continued to use the area beyond the expiry date of the temporary permission in February 2025 **note - the Enforcement Team are aware, however as above, retrospective applications are allowed by the legislation**
- Land has previously been used for siting of a marquee without appropriate consents, concern this will continue
- Concern that survey of village residents conducted by the Parish Council was not properly advertised and doesn't provide a realistic result
- Monitoring of CCTV as outline in the Management Plan is unlikely to be feasible
- Increase in crime since use of car park began
- Nearby bungalows have full view of the vehicles, posts and ropes, seeing the vehicles left in the overflow car park overnight regularly as the Management Plan hasn't operated effectively
- Parking in the village will continue because not everyone who visits the village is visiting the pub

FIFTEEN letters of **SUPPORT**, summarised as follows:

- Unsure why there is such a focus about fire from parked cars
- If objectors can clearly see parked cars then they will see fires
- No evidence of vandalism or police reports
- Parking survey was provided to all residents within the monthly magazine accessible to all residents - 113 people commented is actually quite a high % compared to other village activities
- Benefit of removed cars from village greens, preventing damage in muddy conditions, this proposal would support that

- The Dabbling Duck is an important facility within the village & is trying to help to reduce the parking problem.
- No objection subject to fire break
- Temporary measure put in place for the last year had a very positive effect on parking in the village centre. Including reducing parking and damage caused to the village green

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

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

LP02 - Residential Development on Windfall Sites (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP07 - The Economy (Strategic Policy)

LP13 - Transportation (Strategic Policy)

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)

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

OTHER GUIDANCE

Great Massingham Conservation Area Statement

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of development
- Form and character and Impact on the Conservation Area
- Impact on neighbours, including fire safety
- Highway safety
- Any other matters requiring consideration prior to determination of the application

Principle of Development:

Great Massingham is categorised as a Key Rural Service Centre (Tier 4) in Policy LP02 of the Local Plan.

The application site is outside of the development boundary shown on the Policies Plan and is considered to be in the wider countryside.

Whilst the expansion and retention of rural enterprises is supported by planning policies at both a local and national level, this is subject to compliance with other policies of the NPPF and Local Plan.

Paragraph 88c and d of the NPPF (2024) states that Planning policies and decisions should enable sustainable rural tourism and leisure developments which respect the character of the countryside; and enable the retention and development of accessible local such as public houses.

Policy LP07 of the Local Plan is supportive of development to enhance visitor economy.

The car park is intended to be utilised as an overflow carpark for the public house. An increase in capacity of parking to the rear of the public house has the potential to both reduce parking on the green space to the front of the public house, which currently detracts from the Conservation Area setting, whilst also minimising vehicle movements into the site where vehicles currently enter and immediately exit the site itself when no parking is available.

As part of the previous temporary application on site, Members gave limited weight to the impact on the Conservation Area associated with the proposed use. Whilst the site is visible from Abbeyfields and the PROW to the north, as well as in gaps in housing and hedging to the south west; it is considered that, subject to suitable landscaping details, the principle of development in this location would not be harmful to the current rural setting to the Conservation Area.

The proposal would benefit users of the Public House through additional on-site parking, and subject to detailed form and character consideration below, would not lead to adverse impacts on the Conservation Area. No highway safety concerns were raised by the Local Highway Authority. It is considered that subject to conditions controlling the use of the site as parking in association with the public house known as the Dabbling Duck only, the principle of development is acceptable and would comply with the NPPF (2024) and Policy LP07 of the Local Plan.

Form and Character and Impact on the Conservation Area

The application site is outside of the Conservation Area; however the application site is considered to form part of the wider setting.

Paragraph 135 of the NPPF (2024) states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

Paragraph 187 requires planning decisions to recognise the intrinsic character and beauty of the countryside.

Paragraph 203 of the NPPF (2024) states that in determining planning applications, the LPA should take account of:

- 'a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.'

The proposed plans indicate the creation of a wildflower boundary immediately around the car parking area, followed by a 2 metre wide fallow strip of mud/soil around the perimeter of the site to act as a fire break. The agent has advised that the wildflowers (full details of which could be conditioned) could grow to approximately 300-600mm from ground level.

Whilst the temporary consent included provision of 1m high timber posts to demarcate the site and each car parking space, given the requirements for retaining the rural character of this edge of Conservation Area position, the Agent has proposed the removal of these posts from the scheme, as retention of the posts above the wildflower boundary would lead to permanently visible additional clutter and paraphernalia in addition to the visual impacts of the car parking on the land, and this would lead to a greater visual impact of the scheme on the locality.

The indicative plan shows that 30 parking spaces could be provided on the field, and it is considered that the specific number of parking spaces provided is not necessary to control through additional demarcation; on the basis that the principle of an overflow car park would be deemed acceptable, subject to suitable screening, irrespective of the specific number of spaces within it.

As a result of its position on the edge of an open and undeveloped agricultural field, the application site is visible from viewpoints along the PROW to the north, as well as from the rear of houses in the immediate vicinity. Some viewpoints are also provided on approach along Lynn Lane from the south, by virtue of the gaps between hedgerows and sporadic dwellings.

Whilst the existing field is a somewhat irregular shape, the use of the land for car parking is considered likely to lead to some harm both to the countryside and the setting of the Conservation Area, as a result of the square projection into the field as well as the long views available of the site from the north, west and south. The impact of car parking during periods of wetter weather will lead to loss of grass cover which will have further impacts which could not be mitigated against. No surfacing of the field is proposed as part of this application (and would cause a more significant visual impact and therefore Conservation Area and countryside concerns) and therefore any impacts from the turning up of the grass would not be possible to avoid, other than from preventing use. The proposed wildflower boundary may partially screen this impact, however this will depend upon the exact qualities of that boundary, and the screening impact will be further limited as a result of the gradient of the land and the setback between the boundary and the car parking area required for fire safety.

Section 16 of the NPPF (2024) requires any harm to designated heritage assets, including from development in their setting, to be balanced against public benefits. The proposal has not been identified as harmful to the Conservation Area by the Conservation Team. Subject to detailed soft landscaping conditions requiring detail of the wildflower planting itself, the proposed timber boards would be largely screened from view from outside the site and would not lead to harm in isolation.

Whilst cars will be visible and this would have an urbanising impact on the rural setting, the cars would be viewed in association with the backdrop of development to the rear of Abbey

Road/Station Road and would therefore not be viewed as protruding incongruously into the countryside to an extent that would be considered significantly harmful. The wildflower boundary will not fully screen any vehicle parked on the land however will limit views of the timber boarding used to define the car parking area and therefore lead to a reduction or softening of visual clutter.

As a limited degree of harm has been identified, from the presence of vehicles on the land which will be possible above any boundary treatment, the LPA must consider whether the increase in parking capacity to the rear of the Public House has wider community benefits to outweigh the level of harm associated with the development.

The Parish Council support the scheme and its highway benefits in principle. If the car park works as intended, and the management plan provided to alleviate issues is suitably implemented, the proposed parking area has the potential to decrease the number of vehicles parked on the public highway to the front of the pub. This could lead to some gain in terms of Conservation Area impacts and the setting of Great Massingham as a whole.

It would not be appropriate to continue to grant temporary consent for this application, particularly as this proposal includes further physical works which are beyond the scope of the now expired consent and would lead to additional costs to the Applicant at the end of any additional temporary period. For those reasons, this application should be considered on the basis that permanent consent is sought.

Whilst the car park is and will continue to be visible from the rear of houses in the vicinity, as well as from the PROW to the north and gaps in frontage dwellings to the south, it is considered, subject to compliance with the submitted management plan and proposed plans that the visual impacts of the development on the Conservation Area would be considered acceptable.

Conditions are recommended to ensure details of wildflower planting come forward prior to their planting on site – this should ensure a planting mix of appropriate character and nature and avoid clear seasonality which would limit the screening provided outside of the summer season for example.

Overall, it is considered that the proposal would comply with the NPPF and Local Plan, in particular Policies LP07, LP18, LP20 and LP21 in regard to adverse impacts on the Countryside and the setting of heritage assets.

Impact on Neighbours, including Fire Safety:

There is potential for some noise and disturbance impacts to occur as a result of vehicle movements to/from site – including from people using the site, entering exiting their vehicles etc. It should however be noted that planning permission would be granted for the site to be utilised as parking area only, and not for typical ‘pub garden’ space or other uses where people are more likely to congregate. Given the existing site conditions and the use of the existing car park in close proximity to residential uses either side, any dis-amenity caused by the use of the land of the car park is likely to be limited and would not warrant refusal of this application on those grounds. The applicants should be aware that there are separate controls and legislation in place to control nuisance in relation to the use of the site, outside of the realm of planning.

Concern has previously been raised as to the use of the land and surrounding fields for other uses, for example for ball games. This does not form part of this application. If planning permission were to be required for such a use, it would be considered on its own merits.

The majority of concern raised to the Enforcement Team during the period of temporary consent related to overnight parking and use of the overflow car park whilst spaces are available in the existing car park within the site. These issues were previously restricted by the Management Plan however are not enforceable measures. The Management Plan has been updated as part of this application and covers Fire Risk (fire extinguishers, site inspections, no smoking signs, 2m soil strips, grass being kept below 50mm), and Monitoring (via CCTV).

Whilst the comments from neighbouring residents are noted, the Local Planning Authority must consider whether conditions are reasonable, and whether they meet the other tests set out in Para 57 of the NPPF. This is an application for an extension to an existing car park at a Public House. It is likely that vehicles arriving throughout the course of the day will park within the overflow car park when required and it would not be reasonable to expect the operators of the pub to advise these patrons to move their cars partway through their visit if a space in the 'main' car park becomes available.

Furthermore, it is not unusual for overnight parking to occur within the car park of a public house where patrons of the pub choose to collect their car the following day; especially where the pub also provides overnight accommodation. As per the Planning Practice Guidance and Paragraph 57 of the NPPF, all conditions must be reasonable, necessary and enforceable - it is not considered that these important tests would be met by such a condition being applied to this consent. Members should consider whether the lack of opportunity to restrict overnight parking on the site, given the site's positioning in close proximity to existing built development, would lead to such significant impacts on the amenity of residents, or on the character of the conservation area so as to warrant refusal of the application on those grounds.

It is not considered that impacts of vehicle movements and headlights would lead to such detrimental impacts on neighbours as to warrant refusal of this application. The land immediately east of the car park, separated from the site by mature hedgerows is set out with a polytunnel and planting beds and provides screening and separation between the proposed use and this neighbouring dwelling.

By nature, the proposed use will not lead to overbearing or overshadowing impacts and no extensive physical works are proposed. Whilst the car park may be visible from rear gardens and this has been noted by neighbouring residents within consultations, the appearance of the site would not lead to detrimental impacts on neighbour amenity.

Fire Safety

Paragraph 96 of the NPPF (2024) states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible. Paragraph 102 goes on to state that public safety should be promoted as part of planning decisions, including through appropriate and proportionate steps to improve public safety, decrease vulnerability and increase resilience.

The impact of the site on fire safety was a key concern of Members during the discussion of the previous application. Neighbour objections have been received which relate to fire safety and the potential risk involved with the use of the site during dry weather. The Building Regulations process, where applicable, sets out various measures to ensure access and facilities for the fire service are appropriate.

The proposed plans indicate the creation of a 2m wide 'fallow strip' of mud/soil to form a fire break between the car park and the adjoining agricultural land. A wildflower boundary would

be planted on the outside of the fire break to define the extent of the site. The Norfolk County Council Fire Safety Inspector has provided advice on the application; and it should be noted that it is likely that other regulations and legislation in relation to fire safety will apply to the site separately from planning.

The Fire Safety Inspector provided advice in regards to ongoing management of the fallow strip, stating that the 2m buffer should be kept free of any vegetation in order to prevent fire spread, that the grass on site is kept cut short (below 50mm), that the site should be routinely inspected and litter removed, that access and egress are maintained in good condition to allow fire appliance access, and that fire extinguishers are maintained and staff are trained on their use. A revised management plan has been received which sets out that these measures can be complied with.

Subject to compliance with the agreed plan and maintenance plan, which can be controlled via condition, the proposal would comply with Paragraphs 96, 102 and 135 of the NPPF in regard to public safety and neighbour amenity, and Policies LP18 and LP21 of the Local Plan.

Highway Safety

Paragraph 117 of the NPPF (2024) states that applications for development should create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards.

The application form states the car park would provide around 30 spaces for customers. Given the Conservation Area concerns discussed above, it is possible that a lack of demarcation of individual spaces will limit the maximum number in use, however opportunities for clear demarcation of each space without detriment to the rural character of the area are limited, and it is not considered necessary in this instance to require a specific number of car parking spaces are provided and retained.

Neighbour objections have previously referred to the use of the adjoining PROW by vehicles gaining access to the site. The red line area was altered as part of the previous application to ensure the car park is set back away from the PROW to the north of the site, which will help to prevent any vehicle movements in this direction.

The provision of additional parking could alleviate some existing on-street parking issues which occur on and around the green to the front of the public house, however with no parking restrictions on the green, the provision of a larger car park may not be of any significant benefit to neighbouring residents. Customers could continue to choose to avoid the restricted width entrance way - being better located for the main portion of the pub's facilities which are to the front of the site. However, additional car parking space to the rear would prevent additional trips through the access point for those vehicles who previously would be unable to park due to a lack of parking space availability.

The known highways benefits of the proposal are therefore limited; however, no highway safety objection has been raised by the Local Highway Authority and it is considered, on balance, that the highways implications of the development are acceptable and comply with the NPPF (2024) and Policy LP13 of the Local Plan.

Crime and Disorder

There are no specific known crime and disorder impacts. Neighbour objections have referred to an increase in crime in the area following the beginning of the unauthorised and

temporary consented use, however the LPA has no evidence to suggest that this has any association with the use of the land proposed under this application.

Comments regarding anti-social behaviour and the lack of CCTV or monitoring of the site are noted. The proposed plan shows the position of CCTV which can be used to monitor the site. Comments from the Secured By Design Officer have been forwarded to the Agent and largely relate to issues outside of the scope of this application. Comments on the use of specific plant species being used can be incorporated into the proposed landscaping details condition.

Specific comments and issues:

Policy LP06 – the addition of wildflower planting would accord with the general aims of Policy LP06 in regard to green infrastructure. Given the scale and nature of this application, this is considered sufficient to comply with the requirements of LP06 in regard to climate change mitigation.

Ecology and BNG - As a retrospective application, the application is exempt from Biodiversity Net Gain. The continued use of land for car parking is considered unlikely to lead to any adverse impacts on protected species given the nature and scale of the application. No external lighting is proposed, and conditions can be used to restrict lighting within the car parking area.

Response to Neighbour Representations

The majority of neighbour consultation responses have been addressed throughout this report. Remaining issues are discussed as follows.

Third party comments raised concern over the use of the land for other purposes. The conditions recommended as part of this consent allow the use of the land as overflow car parking only and for no other purpose. Any other use of the land may require planning permission in its own right.

Whilst the management plan and proposed details seek to prevent access by pedestrians to the wider field, the use of the wider field for other purposes would be a separate issue for consideration and not something relevant to the determination of this application. Various other points of access to that field are available from elsewhere.

Neighbour comments and comments from Cllr Beales suggested the use of fencing and a suitable hedge for screening, and the Parish Council also recommended a suitable fire-resistant hedge. These comments have been provided to the Agent. Whilst the requests are noted, it is for the Applicant and Agent to determine how to set out their proposal and it is evident that they do not wish to propose fencing or formal hedgerows and the application must be determined as put forward. Notwithstanding this, a hedge and fence is likely to have a more intrusive, formal impact on the landscape and would not be supported by the Conservation Officer.

Conclusion:

All applications must be determined in accordance with the development plan unless material considerations allow otherwise.

The application seeks consent for the retention of a car parking area adjacent to the Conservation Area and outside of the Development Boundary for Great Massingham as

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defined in the Local Plan. Whilst the use is retrospective, the landscaping arrangements put forward as part of this application have not yet been implemented. Existing demarcation currently on site would be removed, followed by the construction of a wildflower boundary, a 2m wide fire strip and 300mm timber posts and infill boards. The height of the timber boards is such that they would be largely screened from view by the proposed planting once established. This results, when the car park is not in use, in very limited visible car park related paraphernalia and therefore, a lesser impact on the Conservation Area and countryside.

The agent has advised that the intention is for the car park to be only used as overflow car parking and the submitted management plan sets out measures to control the use of the site, including measures to minimise fire risk.

The additional car parking proposed could have some wider benefit to Great Massingham by removing cars from the adjacent highway and may also provide some minor economic benefits to the business itself. It is however of note that the existing access is of limited width, and there are no current plans to restrict parking on the green itself.

The temporary consent has now expired, and it is considered inappropriate to continue to grant temporary consents.

On balance, and subject to conditions controlling full detailing of the proposed soft landscaping details as well as compliance with the management plan, it is considered that the proposal complies with Paragraphs 88, 96, 102, 135, 187 and 203 of the NPPF (2024) and Policies LP07, LP18, LP20 and LP21 of the Local Plan.

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:
 - 22183 102 Rev C
- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition: Notwithstanding the detail submitted with this application, within one month of the date of this decision, a detailed scheme of the landscaping details shown on dwg No. 22183 101 Rev C shall be submitted to the Local Planning Authority for approval in writing. The details shall include:
 - Full planting details of the proposed 'Wildflower Planting' boundary, including species, planting plans, details of the timing of works including a yearly planting schedule where appropriate and ongoing maintenance works etc.
 - Details of the proposed mounting arrangement for the CCTV camera
 - The proposed timings for each element of the landscaping plan to be implemented
 - The approved landscaping, including the agreed planting, fire break and timber board boundary shall be completed as agreed and retained and maintained on site as approved for the lifetime of the development.
- 2 Reason: In the interests of safety and the amenities of the locality and Conservation Area, In line with Paras 96, 102, 187 and 203 of the NPPF (2024) and Policies LP18, LP20 and LP21 of the Local Plan.

- 3 Condition: The land outlined in red on dwg No. 22183 102 Rev C shall only be used as an overflow car park in connection with the existing business known as The Dabbling Duck, shown in blue on the approved plan. The car park shall operate in full accordance with the Management Plan submitted via email received 17th June 2025.
- 3 Reason: For the avoidance of doubt and in order to control potential impacts of the scheme on the locality, in accordance with the NPPF (2024) and Policies LP07. LP18, LP20 and LP21 of the Local Plan.