

Parish:	Denver	
Proposal:	SELF-BUILD- Proposed Self Building Dwelling and Garage	
Location:	Land At E561752 N302002 North of 61 And 63 Ryston Road Denver Norfolk PE38 0DP	
Applicant:	Mr and Mrs Foster-Bentham	
Case No:	25/00836/F (Full Application)	
Case Officer:	Kirsten Jeavons	Date for Determination: 14 July 2025 Extension of Time Expiry Date: 10 September 2025

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

Neighbourhood Plan: No

Case Summary

Planning permission is sought for a proposed self-build dwelling and garage at land north of 61 and 63 Ryston Road, Denver.

Denver is classified as a Tier 5 Settlement (Rural Villages) under Policy LP01 of the Local Plan 2021-2040. The application site is located within the development boundary of Denver.

Key Issues

Principle of development
 Form, character and design
 Impact on neighbour amenity
 Highway Safety
 Flood Risk
 Ecology, Trees and Biodiversity Net Gain
 Climate Change
 Site Boundary
 Other matters requiring consideration prior to the determination of this application

Recommendation

APPROVE

THE APPLICATION

The application is for a proposed self-build dwelling and garage at land north of 61 and 63 Ryston Road, Denver.

The application site is located to the north of Ryston Road and currently consists of a detached, buff brick bungalow, a detached single storey buff brick garage, and a large area of garden land at the rear of the dwelling.

Ryston Road is characterised by a mix of detached and semi-detached two storey dwellings and detached bungalows, all of different sizes and styles.

Denver is classified as a Tier 5 Settlement (Rural Villages) under Policy LP01 of the Local Plan 2021-2040 and the application site is located within the development boundary of Denver.

SUPPORTING CASE

- The Applicants have lived in Denver for 18 plus years and have loved the location. Now that the Applicants are getting older, they have accepted that the property, in terms of garden size, is too much for them to manage.
- The Applicants have looked at several other properties in the Downham Market area to relocate but couldn't find anything within their price range to equal their existing home, leading to them exploring the option of creating a new dwelling within their own property, halving the amount of garden for the proposed and donor properties it.
- Pre-application advice was sought based upon an outline scheme and 'Possibility of Approval' advice was given, stating that the site sits within the development boundary of Denver and can easily accommodate the proposed dwelling with adequate space for parking, turning and residential amenity without being considered cramped development.
- The new property will provide a more energy efficient dwelling and will also be designed to exceed building regulations requirements in terms of accommodating for the Applicants becoming less able in the future, with wider doorways and corridors and readily accessible bathrooms and facilities.
- The Applicant also hopes that their son will be able to purchase the donor dwelling from them to have family nearby to provide care and assistance as and when required.
- The applicants had got on well with the previous neighbour and had spoken to them in the past regards removing a section of hedge towards the front of the property as it was becoming quite sparse in places and difficult to maintain. At the time the previous Neighbour advised that he enjoyed the hedge, and it was left in place. After the previous neighbour passed away, the Applicants sought permission from the neighbours' brother, to gain access to clean up after removing their hedge and installing the new fence on the boundary line. The Applicants were given approval and carried out the works between August and November 2024.
- In respect of the boundary lines around the site, these have never been moved and are in the same position as when the Applicants first purchased the property. The title

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register records the covenant 21 December 1971 that requires that a post and wire fence is erected on the boundary, this post and wire fence is still visible on site to all remaining boundaries. The mature Conifer hedge on site was planted inset to the perimeter of the plot and does not form the boundary line to the property. The Applicant has employed a surveying company to assess the on-site boundaries in comparison to the Title Deed plans and has received confirmation that the new fence has been positioned correctly and is within the curtilage of their title.

- The vehicle access to the site, along with brick pier and wall (to the west of the access) have also always been in the same position and have never been altered. This is demonstrated upon Google Streetview images which date back to 2009 and show the vehicle access in its current position.

PLANNING HISTORY

24/00191/PREAPP: Possibility of Approval: 27/01/25 - PREAPPLICATION ENQUIRY WITH CONSULTATIONS: Construction of single-storey dwelling and garage. - Land At E561752 N302002 North of 61 And 63 Ryston Road

07/00705/F: Application Permitted: 17/05/07 - Single storey rear extension - 63 Ryston Road

2/84/0169/F: Proposed garage and alterations to existing bungalow - 63 Ryston Road

RESPONSE TO CONSULTATION

Parish Council: OBJECT

The Parish Council feels this application needs further depth and consideration. The land is very soft and sandy and nearby residents have commented to the parish council about their concerns on the boundary.

Local Highway Authority: NO OBJECTION subject to highway conditions and informative.

On the basis that the initial section of the access is widened so that the first 10m is a minimum of 4.5m so that two vehicles can pass, we would then be satisfied that the application would accord with the adopted guidance.

IDB: NO OBJECTION subject to complying with the board's byelaws, applicants' attention should be drawn to the comment made by the Stoke Ferry Internal Drainage Board comment available on Public Access.

Environmental Quality: NO OBJECTION regarding contaminated land.

REPRESENTATIONS

Four OBJECTION comments received and the planning considerations are summarised as:

- The proposal would create impact from noise and odours to the near neighbours,
- Increase in traffic movement on the single track and increase use of the access would cause highway safety issues,

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- Tree removal would expose our garden and privacy to the new occupiers,
- Proposal is off the building line and would be backfill development,
- The hedge along the boundary of the site has been removed and concerns over boundary position,
- 3-bedroom bungalow could result in a lot of cars, including large vehicles moving past our property,
- Not in keeping with the existing properties along the road,
- Would have an impact on wildlife and the environment,
- Development would be too close to our boundary and may cause subsidence to our garage/workshop,
- Construction traffic would be hazardous to residents and the school,
- Property will overshadow and overlook our home, and
- Property is too large for the site.

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

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

LP02 - Residential Development on Windfall Sites (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

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

LP21 - Environment, Design and Amenity (Strategic Policy)

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

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

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of development
- Form, character and design
- Impact on neighbour amenity
- Highway safety
- Flood risk
- Ecology, Trees and Biodiversity Net Gain

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- Climate Change
- Site Boundary
- Any other matters requiring consideration prior to determination of the application

Principle of Development:

Denver is classified as a Tier 5 Settlement (Rural Villages) under Policy LP01 of the Local Plan 2021-2040. The application site is located within the development boundary, where residential development is supported and therefore in accordance with Policy LP02 of the New Local Plan, the principle of development is considered acceptable.

The application is also identified as 'self-build' replacement dwelling and para 73(b) of the NPPF 2024 seeks opportunities to support small sites to come forward for self-build and custom build housing. Local Plan Policy LP31 supports self-build housebuilding where it respects local character and complies with other relevant policies of the plan.

The Borough Council also has a legal duty to give suitable development permission to enough suitable serviced plots of land to meet the demand for self-build and custom 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 that we need to consider.

Form, Character and Design:

Policies LP01 and LP02 of the Local Plan states that development should maintain local character and a high-quality environment and that Tier 5 development within the development boundary will be supported, provided it complies with other relevant policies in the development plan and meet the criteria of 1 (a-f) of Policy LP02.

Policies LP18 and LP21 of the Local Plan states that development should respond to the context and character of places in West Norfolk by ensuring that the scale, density, layout, materials and access will enhance the quality of the environment and should respond sensitively and sympathetically to the local settings and pattern of adjacent streets.

The application site is currently garden land to the donor dwelling (63 Ryston Road) and the existing garage and shed would be removed as part of this application.

Ryston Road is characterised by a mix of detached and semi-detached two storey dwellings and detached bungalows, all of different sizes and styles. The application proposes a detached, single storey brick bungalow with a detached, single storey garage/ carport, and parking and turning area. Example of brick bungalows and detached garages can be found along Ryston Road and therefore it is considered that the proposal responds sensitively and sympathetically to the local setting and character of the surrounding area.

There is no defined character or form along Ryston Road and the area surrounding the application site consists of a cluster of dwellings and the proposed dwelling would adjoin this cluster. The proposed dwelling and garage would be single storey and the positioning of the buildings on the site would not appear cramped or be considered overdevelopment of the site and would provide adequate amenity space for a 3-bedroom property. The separation of the site would also leave the donor dwelling with adequate amenity and parking space, similar to the surrounding dwellings. Permitted development rights for extensions, alterations, roof additions and outbuildings would also be removed to ensure that the site is not overdeveloped and adequate amenity space for the proposed dwelling remains available

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and to protect the amenity of the donor and neighbouring dwellings. Overall, the proposal is considered to not be detrimental to the form and character of Ryston Road.

The proposed dwelling would be approximately 16.8m wide, 5.2m high and 13.3m deep and would be finished with facing brickwork, a hipped roof with blue/grey concrete tiles, UPVC windows and doors. The proposed garage/ carport would be approximately 7.5m wide, 7.5m deep and 5m high and would be finished with facing brickwork, a pitched roof with blue/grey concrete tiles and a garage door. Full details of the finished materials would be conditioned.

The proposed dwelling and garage/ carport have been designed in a way which respects and reflects the surrounding area. The proposed materials would be in keeping with the donor dwelling and surrounding dwellings and with the dwelling and garage being situated approximately 46m back from Ryston Road, well screened by the donor dwelling and neighbouring dwellings, the proposal would not cause detrimental harm to the visual amenity of the street scene.

Overall, the form, character and design of the proposed dwelling and garage/carport is considered to be acceptable and in keeping with the design and appearance of the surrounding area. Furthermore, the proposal has been designed sympathetically to the local setting and would not cause detrimental harm to the character and form of Ryston Road. The proposal would therefore be in accordance with Policies LP18, LP21 and LP35 of the Local Plan 2021-2040.

Impact on Neighbour Amenity:

There are neighbouring dwellings to the south, southeast, west and northwest of the application site.

South neighbouring dwelling (61 Ryston Road) and South donor dwelling (63 Ryston Road)

To the south, the proposed dwelling would be approximately 3.8m to the closest neighbouring boundary, 22.2m to the rear of 61 Ryston Road, approximately 7.2m to the boundary of the donor dwelling and 27.2m to the rear of the donor dwelling. The proposed dwelling would be single storey and set at a significant distance from both 61 and 63 Ryston Road and therefore would not be considered overbearing and due to the orientation of the bungalow, the dwelling would not cause detrimental impact from overshadowing to No.61 and would only cause a small degree of overshadowing to No.63 during the late hours of the day during the summer months, however this would not be detrimental to the occupier's amenity. 2 windows (serving a bedroom and bathroom) and 1 door (serving a hallway) have been proposed on the south elevation of the bungalow, the door and bathroom window would serve non-habitable rooms and would not directly face No.61 and No.63, creating no impact from overlooking and the bedroom window would partially face No.63, however this window would be at ground floor level and be well screened by the proposed 1.8m closed board fencing, mitigating any overlooking impacts to an acceptable level.

The proposed garage would be approximately 1.5m to No.63's boundary and 20.4m to the rear of 63 Ryston Road and 11.4m to No.61's boundary and 28.3m to the rear of 61 Ryston Road. The garage would be situated at significant separation distance from No.61 and therefore would not cause detrimental impact from overlooking, overshadowing and overbearing to No.61. Whilst the garage would be within close proximity to No.63's boundary, the garage would be single storey and set at significant distance from the donor dwelling and therefore would not be considered overbearing and would not cause detrimental impact from overshadowing or overlooking.

The existing access off Ryston Road and the existing driveway running between the donor dwelling and the neighbouring dwelling (61 Ryston Road) would be used to access the application site. Whilst the new dwelling would increase the number of vehicles moving past the donor and neighbouring dwelling, with the proposal being for one bungalow, the increase in traffic movement would be minimal and would not be significantly detrimental to the amenity of the current and future occupiers of 61 and 63 Ryston Road or cause highway safety concerns.

Southeast neighbouring dwelling (65 Ryston Road)

To the southeast, the proposed dwelling would be approximately 12.3m to the neighbouring boundary and 30.3m to 65 Ryston Road. The dwelling would be single storey and set at a significant distance from No.65, with the donor dwelling providing a buffer and therefore would not be considered overbearing. 3 windows (serving a bedroom and the kitchen) have been proposed on the east elevation of the bungalow, the kitchen windows would be partly screened by the proposed garage and all 3 windows would be well screened by the existing hedgerow (or any future boundary treatment), mitigating any overlooking impacts. The proposed garage would be approximately 0.9m to No.65's neighbouring boundary and 18.5m to 65 Ryston Road. Whilst the proposed garage would be within close proximity of the neighbouring boundary, the single storey nature, pitched roof and significant distance from No.65 itself, the garage would not be considered to be detrimentally overbearing and due to the nature of the garage, it would not cause overlooking impacts.

The proposed dwelling and garage would cause a small degree of overshadowing during the later hours of the day to 65 Ryston Road, however this is considered to not be detrimental to the amenity of the neighbouring occupiers and notwithstanding, a 4m high dual pitched roof outbuildings (2m from the boundary) could currently be erected on the application site under Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015, which would generate the same degree of overshadowing, therefore on balance the overshadowing impact would be considered acceptable.

West neighbouring dwelling (2a Nightingale Lane) and Northwest neighbouring dwelling (1a Nightingale Lane)

To the west, the proposed dwelling would be approximately 10.8m to the neighbouring boundary, 12m to the neighbouring outbuilding and 22.5m to 2a Nightingale Lane and approximately 6.5m to the northwest neighbouring boundary, 8.8m to the neighbouring outbuilding and 22.3m to 1a Nightingale Lane. The proposed dwelling would be situated at a significant distance from the 1a and 2a Nightingale Lane and therefore would not cause detrimental impact from being overbearing. Windows and doors have been proposed on the north and west elevation of the bungalow, these windows and doors would be at ground floor level and would be well screened by the neighbouring outbuildings and existing hedgerows, shrubs and trees surrounding the site (or any future boundary treatments), mitigating any overlooking impacts. The proposed garage would be approximately 31.7m to No.2a's neighbouring boundary and 43.4m to 2a Nightingale Lane and approximately 12.1m to No.1a's neighbouring boundary and 45.8m to 1a Nightingale Lane. With the garage being single storey and situated at a significant distance from 1a and 2a Nightingale Lane, the garage would not cause detrimental impact from being overbearing to these neighbouring dwellings.

The proposed dwelling and garage would cause a small degree of overshadowing to 1a and 2a Nightingale Lane during the early hours of the morning and to the rear amenity space of 1a Nightingale Lane during the later hours of the day, however this is considered to not be

detrimental to the amenity of the neighbouring occupiers and notwithstanding, a 4m high dual pitched roof outbuildings (2m from the boundary) could currently be erected on the application site under Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015, which would generate the same degree of overshadowing, therefore on balance the overshadowing impact would be considered acceptable.

Overall, the proposed dwelling and garage would not cause detrimental impact from overbearing and overlooking to the surrounding neighboring dwellings. Whilst the proposal would cause a small degree of overshadowing, the overshadowing would occur during the early and late hours of the day and is considered to not be detrimental to the amenity of the neighbours. Furthermore, under Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 an outbuilding with a max height of 4m could currently be erected on the site without express planning permission and would cause a similar degree of overshadowing to these neighbouring dwellings and site, and therefore on balance the impact is considered acceptable. The impact on neighbours is therefore considered acceptable and would be in accordance with Policy LP21 of the Local Plan 2021-2040.

Highway Safety:

The site would be accessed via the existing access from Ryston Road and would share the same access as the donor dwelling (63 Ryston Road). The existing driveway runs between the donor dwelling and the neighbouring dwelling (61 Ryston Road). The existing garage would be removed and the driveway would be extended and a new parking and turning area would be provided to the front of the proposed dwelling and garage. The existing parking and turning area for the donor dwelling would not be altered and would remain available for that purpose.

No objections or concerns have been raised from the Local Highway Authority and highways conditions relating to the parking layout and widening the access have been recommended. The widening of the access in accordance with the condition recommended by the highway officer would be achievable within the red line of the application.

The proposed dwelling is a 3-bedroom dwelling and Norfolk Parking Standards and Policy LP14 requires 3-bedroom dwellings to provide 2 parking spaces. The site plan proposes a garage which would meet the internal space standards to provide 2 parking spaces and adequate turning and parking space would also be provided on site. Adequate parking and turning space would also remain available for the donor dwelling.

The proposal accords with Policies LP02 and LP14 of the Local Plan.

Flood Risk:

The application site is located within Flood zone 1 and therefore is at a low risk of flooding.

Ecology, Trees and Biodiversity Net Gain:

In terms of biodiversity, the applicant has claimed an exemption for BNG on grounds that the development would be custom and self-build.

All development has a duty to provide a measurable net gain in biodiversity even where exempt from mandatory Biodiversity Net Gain. No ecological enhancements have been proposed on site and therefore a condition would be applied requiring the applicant to

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provide one bat box and one swift box is required, and a landscape and ecology management plan would also be conditioned to demonstrate how the development will fulfil this duty.

An Arboricultural method statement and a tree works plan was provided with the application. Some trees and shrubs would be removed from the site to accommodate the proposed dwelling, garage and parking area. The trees are not protected and therefore the applicant does not require permission to remove these trees, however the trees on site do contribute towards the landscaping and provide screening and therefore it is important that the remaining trees are protected during construction. The tree work plan proposes protection measures and these will be conditioned.

Subject to conditions, the proposal would comply with LP19 of the Local Plan 2021-2040.

Climate Change:

LP06 of the Local Plan 2021-2040 requires development to recognise and contribute to the importance of, and future proofing against climate change and to support the Government target of becoming a net zero economy by 2050. The proposed dwelling would be built with sustainable materials and the site is in a sustainable location with public transport links and footpaths to the wider area and neighbouring town. The proposal would therefore comply with Policy LP06 of the Local Plan.

Site Boundary:

A boundary dispute has been raised, following the removal of the boundary hedge and erection of new fencing. Whilst this is a civil matter and not a planning consideration, further information regarding the site boundaries and land ownership deeds were requested.

The applicants engaged PDC engineering to survey the site and their professional opinion was that the new fencing has been positioned correctly and within the curtilage of 63 Ryston Road. A Title Plan from H.M Land Registry, dated December 1994 was also provided showing the boundary of the site and the title register records that in December 1971 a post and wire fence was required to be erected on the boundaries of the sites and this fencing remains visible on site today (behind the existing hedgerow). The front brick piers and wall also demonstrate the boundary points of the site.

Based on all of the information provided by PDC engineering and the land register documents, the LPA are satisfied that the red line shown on the site plan (drawing 2655-O1C) is correct and the LPA have no reason to question the information provided or the surveyor's professional opinion.

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

- Drainage - The applicants have stated that the foul drainage from the new dwelling would connect to the exiting mains drainage system via the donor dwelling. The IDB have raised no objections to the proposal, subject to complying with the board's byelaws.
- The comments received from the Parish Council and the third-party representative have been taken into consideration as part of this application. The land is currently used for residential purposes, and the noise generated by the proposed dwelling would not exceed the noise levels typically associated with the existing use. It is acknowledged that there would be some impact from noise and disturbance to the

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neighbours during the construction of the proposal, however this would be temporary and would not be significantly detrimental to the amenity of the neighbours.

No highway safety concerns have been raised by our local highways authority officer and one dwelling would generate a low level of traffic movement. Construction traffic would be minimal and would not cause safety concerns to the local residents and school.

The proposal is for one brick bungalow and garage, which has been designed to respect and reflect the form, character and visual amenity of the area and the scale would not be considered overdevelopment of the site. The boundary dispute and neighbour impacts have been assessed and addressed within the relevant sections of the report.

The trees on site are not protected and therefore the applicant does not need permission from the council to remove them. The trees do add to the landscaping of the site and majority of the trees are to remain on site and a tree protection plan has been provided and will be conditioned to the protect these trees during the construction of the proposal and a condition for ecological enhancements on site would also be applied.

CONCLUSION:

Overall, it is considered that the proposed self-build dwelling and garage would be in keeping with the character and visual amenity of the surrounding area. The proposal would not cause detrimental impact to the surrounding neighbours or highway safety concerns and the dwelling would contribute towards the LPA's legal requirement to provide self / custom build dwellings.

The proposal is therefore considered to be acceptable and in accordance with LP01, LP02, LP06, LP14, LP18, LP19, LP21, LP25, LP27 and LP31 of the Local Plan 2021-2040 and the NPPF 2024.

RECOMMENDATION:

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

- 1 Condition: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason: To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans, Drawing numbers:
 - 2655-01C - EXISTING AND PROPOSED SITE AND LOCATION PLANS (Received 21/05/25)
 - 2655-02B - PROPOSED PLANS AND ELEVATIONS (Received 21/05/25)
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Condition: The development hereby permitted shall not be occupied until enhancement measures of one bird box and one swift box has been installed upon the dwelling hereby permitted and a landscape and ecology management plan, demonstrating how the development will fulfil the duty to provide measurable biodiversity net gain through ecological enhancements. These enhancement measures shall be retained in that condition thereafter.
- 3 Reason: In order to ensure the development does not result in the loss of habitat for protected species and to enhance biodiversity on the site in accordance with Paragraph 179 of the NPPF and LP19 of King's Lynn and West Norfolk Local Plan 2021-2040.
- 4 Condition: Prior to commencement of the development hereby approved, all Tree Protection Measures shall be implemented in strict accordance with the approved Tree Works Plan (drawing number 2655-03, received 21/05/25). All protective measures shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. If any protection measures are damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored or placed in any protected area in accordance with this condition and the ground levels within those areas shall not be altered, other than in accordance with the approved plans.
- 4 Reason: To ensure that the existing trees and hedgerows are properly protected throughout construction of this development, in accordance with the NPPF and Policy LP19 of the Local Plan 2021-2040. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.
- 5 Condition: No development shall take place on any external surface of the development hereby permitted until full details of the materials to be used for the dwelling and garage have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 5 Reason: To ensure a satisfactory external appearance and grouping of materials in accordance with Policies LP18 and LP21 of the Local Plan 2021 and 2040 and the principles of the NPPF.
- 6 Condition: Prior to the first occupation of the development hereby approved, the en-suite window on the north elevation and the bathroom window on the south elevation of the new dwelling shall be obscurely glazed. The windows shall be permanently retained in that condition thereafter.
- 6 Reason: In the interests of neighbour amenity, in accordance with Policy LP21 of the Local Plan 2021-2040; and the provisions of the NPPF.
- 7 Condition: Self build and custom build
- (i) The dwelling hereby permitted shall be constructed as a self-build dwelling within the definition of a self-build and custom build housing in the Self-build and Custom Housebuilding Act 2015
- (ii) The first occupation of the dwelling hereby permitted shall be by a person or persons who had a primary input into the design and layout of the dwelling and who will live in the [unit/dwelling] for at least 3 years
- (iii) Prior to the first occupation of the dwelling the Council shall be notified of the person(s) who will take up first occupation of the dwelling.

- 7 Reason: To ensure the development meets the criteria for self-build and custom build application Biodiversity Net Gain exemption in accordance with Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990.
- 8 Condition: Notwithstanding the provisions of Classes A and B of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the enlargement, improvement or other alteration to the dwelling, including addition or alteration to its roof shall not be allowed without the granting of specific planning permission.
- 8 Reason: In order that the Local Planning Authority may retain control of development which might be detrimental to the amenities of the locality if otherwise allowed by the above mentioned Order, in accordance with Policies LP18 and LP21 of the Local Plan 2021-2040.
- 9 Condition: Notwithstanding the provisions of Class E of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no building or enclosure, swimming or other pool shall be allowed within the curtilage of the dwelling house without the granting of specific planning permission.
- 9 Reason: In order that the Local Planning Authority may retain control of development which might be detrimental to the amenities of the locality if otherwise allowed by the above mentioned Order, in accordance with Policies LP18 and LP21 of the Local Plan 2021-2040.
- 10 Condition: Prior to the commencement of the use hereby permitted the vehicular access shall be upgraded (widened) to a minimum width of 4.5 metres in accordance with the Norfolk County Council residential access construction specification for the first 10 metres as measured back from the near channel edge of the adjacent carriageway. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
- 10 Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety and traffic movement, in accordance with Policies LP18 and LP21 of the Local Plan 2021-2040.
- 11 Condition: Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking / turning area shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 11 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety, in accordance with Policies LP14, LP18 and LP21 of the Local Plan 2021-2040.