

## AGENDA ITEM NO: 9/2(a)

<b>Parish:</b>	<b>King's Lynn</b>	
<b>Proposal:</b>	<b>Re-development of the Baker Lane Car Park in connection with the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub comprising cycle parking, storage, repair and changing facilities. Development to include the re-organisation of the existing car park to provide new external vehicle and cycle parking facilities alongside hard and soft landscaping.</b>	
<b>Location:</b>	<b>Car Park At Granary Court Baker Lane King's Lynn Norfolk PE30 1HY</b>	
<b>Applicant:</b>		
<b>Case No:</b>	<b>25/01782/F (Full Application)</b>	
<b>Case Officer:</b>	<b>Mrs Jade Calton</b>	<b>Date for Determination: 23 December 2025 Extension of Time Expiry Date: 9 March 2026</b>

**Reason for Referral to Planning Committee** – Borough Council Application.

**Neighbourhood Plan:** No

### **Case Summary**

The application site relates to the northern of the two Baker Lane car parks within King's Lynn Town Centre. The carpark currently provides 35 operational uncovered car parking spaces, three of which are disabled bays. The building accommodating public toilets to the southern side of the carpark, whilst outside of the red line, is connected to the proposed development.

Full planning permission is sought for the re-development / re-organisation of the Baker Lane Car Park in connection with the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub, comprising cycle parking, storage, repair and changing facilities, alongside hard and soft landscaping.

The proposed hub measures approx. 6.9m depth (max) x 17.5m length x 3.1m in height.

Proposed materials include a metal profiled flat roof, steel columns and a rust-coloured perforated metal elevation panels.

### **Key Issues**

Principle of Development  
Character and Appearance / Impact on Heritage Assets  
Highway Safety  
Neighbour Amenity  
Other Material Considerations

## **Recommendation**

**APPROVE**

### **THE APPLICATION**

The application site relates to the northern of the two Baker Lane car parks within King's Lynn Town Centre. The carpark currently provides 35 operational uncovered car parking spaces, three of which are disabled bays. The building accommodating public toilets to the southern side of the carpark, whilst outside of the red line, is connected to the application.

Full planning permission is sought for the re-development / re-organisation of the Baker Lane Car Park in connection with the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub, comprising cycle parking, storage, repair and changing facilities, alongside hard and soft landscaping.

The proposed cycle hub would include the following: -

- 48 space two tier cycle racks;
- 1 long bike hoop;
- 20 scooter rack spaces;
- A repair stand with tool station and pump;
- 50 lockers;
- An e-bike charging arm;
- 4 accessible cycle hoops; and
- 4-seater bench with integral lock rack.

The re-design of the car park within the red line boundary would include: -

- 4 street pods (8 space non-secure bike provision);
- 10 car parking spaces, including 3 disabled spaces; and
- Additional soft landscaping.

The toilet block building itself is not included within the red line on the submitted plans as the internal refurbishment does not require planning permission. There are no external changes to the building other than the proposed hub building to be attached to the rear.

The proposed hub measures approx. 6.9m depth (max) x 17.5m length x 3.1m in height. The scale of the hub reflects the width and eaves height of the existing toilet block.

Proposed materials include a metal profiled flat roof, steel columns and a rust-coloured perforated metal elevation panels.

This project is part of an ongoing initiative by the BCKLWN to promote active travel in and around King's Lynn. The proposed Active Travel Hub (ATH) at Baker Lane will work in conjunction with a much larger new ATH at the King's Lynn Enterprise Park (KLEP) to the south of the town centre. The KLEP application (ref: 25/01783/FM) has been submitted and will be presented to Planning Committee in due course, this includes a cycle-hub building, park and ride bus stops and new car-parking to facilitate and encourage an increase in active travel (cycling and walking) as a way of accessing the town centre.

The initiative aims to:

- Reduce car journeys and town centre congestion by promoting active travel and park-and-ride bus services.
- Reduce carbon emissions from travel in and around King's Lynn.
- Improve air quality in the town centre by promoting active travel.

## **APPLICANT/AGENT SUPPORTING CASE**

The following supporting case accompanies the application: -

This Statement has been written on behalf King's Lynn and West Norfolk Borough Council in support of the development of a Cycle Hub within the Baker Lane Car Park in King's Lynn. The scheme comprises the erection of a single storey extension to the existing toilet block alongside internal alterations to provide a Travel Hub that includes secure cycle parking, storage, repair and changing facilities. The proposal also offers the re-organization of the existing car park to provide a changed parking layout alongside associated hard and soft landscape.

The principle of the development is considered to be acceptable, based on the ability for the scheme to work in tandem with the Active Travel Hub (ATH) in the King's Lynn Enterprise Park (KLEP), if approved, to mitigate impact on the local highway network and to promote opportunities for sustainable and active modes of transport including walking and cycling both in and around the town centre. The location of the Hub provides an end point for users of the site at the Enterprise Park to enable travel into the town centre without the use of private vehicles. It further supports the Council's need to make improvements to the Borough's cycle and pedestrian networks through improving active travel connections through the town and promoting a transition to the increased use of sustainable modes of transport, which in turn will help ease congestion in the town centre.

Importantly, the Hub will deliver significant public benefits by supporting the implementation of the Council's wider transport vision, including the objectives identified within the emerging Local Cycling and Walking Infrastructure Plan. Facilities such as secure cycle parking, showers, lockers and repair provision will actively encourage healthier and more sustainable travel habits. The proposal therefore represents sustainable development and aligns strongly with both national and local planning policy, which seek to promote active travel, reduce congestion and support modal shifts.

The Applicant has worked closely with Officers in the Planning Department alongside other key stakeholders throughout the evolution of the proposals. The Applicant has proactively engaged with consultees during the application process and responses have been provided to address any comments raised, with no concerns outstanding. It has subsequently been demonstrated that design, layout and landscape approach for the development responds to key site constraints and mitigates any impact arising from the development in terms of highways, ecology, and drainage in particular. The submission is supported by a suite of technical reports that support the application and demonstrate that it will not give rise to any significant environmental or other negative impact.

The proposal represents sustainable development and aligns strongly with both national and local planning policy, which seek to promote active travel, reduce congestion and support modal shifts. The Travel Hub will deliver significant public benefits by supporting the implementation of the Council's wider transport vision which should be read positively in the context of the scheme. In turn, it has been demonstrated that the proposed development is

in accordance with the relevant policies of the development plan, and planning permission should therefore be granted subject to necessary conditions’.

## PLANNING HISTORY

22/00156/PREAPP: INFORMAL - approve with amendment: 10/02/23 - PRE-APPLICATION ENQUIRY WITH CONSULTATIONS: Full: Re-development of Baker Lane Car Park comprising the refurbishment of the single storey toilet block and the erection of a new single storey building to form a Travel Hub including re-organising of the existing car park and hard and soft landscaping. - Car Park At Granary Court

## RESPONSE TO CONSULTATION

**Parish Council:** N/A – King’s Lynn is unparished

**Highways Authority:** **NO OBJECTION** subject to a condition relating to laying out the carpark and cycle parking in accordance with approved plans.

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

**Arboriculture Officer:** **NO OBJECTION** subject to conditions relating the tree protection and Method Statement.

**Norfolk Constabulary:** Standard Secure By Design Advice – sent to the relevant department for their consideration as the issues raised relate to operational matters and Building Regulations.

**Historic Environment Service:** **NO OBJECTION** subject to conditions relating to the submission of an Archaeological Written Scheme of Investigation.

## Environmental Quality: **NO OBJECTION**

**Regeneration Team:** The Regeneration Team fully supports the Baker Lane Travel Hub application, citing its strategic alignment with initiatives like the Towns Fund, King’s Lynn Town Investment Plan (2021), and the Local Cycling and Walking Infrastructure Plan (LCWIP). The project is seen as supporting active travel, improving connectivity, addressing public priorities for better cycling facilities, and contributing to environmental, health, and economic goals outlined in documents such as the King’s Lynn Transport Strategy and the "Pride in Place" 10-Year Vision.

**King’s Lynn Civic Society:** **SUPPORT** active travel infrastructure in principle – However, the concept is flawed for the following reasons: -

- More important to create a safe, integrated network of cycle paths first.
- Prioritise cyclist and pedestrian access over general traffic.
- Questions the notion that people will park at NORA and cycle to Baker Lane for access to the town.
- The proposition of a shuttle bus from NORA to town undermines the viability of the cycling option.
- Is Baker Lane the right place?
- Not very easy to cycle to.
- A facility at the Boal Quay or Devil’s Alley might have made more sense.
- Covered cycle facilities at St James car park which is significantly underutilised.

- Welcome the investment in refurbishing the public toilet facilities in principle.
- Hope that the flat roof will drain properly.
- The planting areas will enhance the setting.
- Note the comments raised by BUG regarding viability and technical concerns.

**King's Lynn Are Consultative Committee (KLACC):** **SUPPORT THE PRINCIPLE** but raise the following questions -

- Cost of parking – will there be an incentive to pay to park at NORA rather than in town?
- Security, lighting, feeling safe using site at night (NORA)
- Security and maintenance of cycle hub / showers – how will they operate and be managed? Pay for shower / can anyone use at any time?
- Would the hub operate on a booking system?
- Other incentives such as electric bike hire at both destinations.
- Increased bus service to encourage use of hub?

**Public Open Space: NO OBJECTION** to the proposed design of the Active Travel Hub to be located to the rear of Baker Lane Toilets. Operational matters with regards to the showers/toilets which are outside the red line plan (suggested changes within the block to contain showers) will be dealt with between departments.

## REPRESENTATIONS

**ONE** Third Party **OBJECTION** received, raising the following concerns: -

- Moved a popular cycle facility to a secluded area.
- Cycle access to and from is forbidden.
- Dangerous
- No usage instructions
- Vandalism
- Not an advert for safe parking.
- Where are the usage figures to justify the cost of this facility?
- Money could be better spent on other active travel projects.

**ONE** Third Party **NEUTRAL** representation received, raising the following points: -

- Welcome the facility as will be useful for people living in the town centre.
- However, it will be of limited use to shoppers and other visitors who need more casual parking in the town centre.
- If this is a chargeable facility it is unlikely to be used.
- Should include the removal of unused containers on Purfleet.
- Should provide replacement high standard (covered) cycle parking.
- One way systems mean a lengthy detour.
- The 'no cycling' sign on the Purfleet bridge should be removed to allow access in both directions through the town.

The Norfolk and Fens Cycling Campaign (KLWNBUG) raises the following **OBJECTIONS**: -

- fundamental design flaws that they argue make the development unsafe and non-compliant with national policy.
- Dangerous Cycle Parking:

- The proposed two-tier racks lack the necessary clearance (approx. two bike lengths) for safe operation.
- creates a risk of injury and bike damage.
- Highway Safety Risks: -
  - An emergency exit opens directly onto a carriageway at a blind corner;
  - posing a high risk of collisions with drivers searching for parking spaces.
- Poor Accessibility & Priority: -
  - The design fails to give priority to pedestrians and cyclists as required by the NPPF.
  - Access to nearby primary cycle routes involves significant, unattractive detours (up to 1.1km).
- Failure to Meet Standards: -
  - The proposal ignores Local Transport Note 1/20 standards, which favour small clusters of parking near shops rather than a single, inconvenient "hub" for short-stay visitors.
- Inaccuracies & Transparency: -
  - The group questions the accuracy of the application regarding land ownership, staff presence, and opening hours.
  - They also note that previous consultation feedback was ignored.
  - Usage data for existing hubs has been withheld.
  - Recommends permission is refused or require a total redesign of the internal layout and access routes to ensure safety and inclusivity.

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

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

**LP05** - Implementation (Strategic Policy)

**LP06** - Climate Change (Strategic Policy)

**LP13** - Transportation (Strategic Policy)

**LP14** - Parking Provision in New Development

**LP18** - Design & Sustainable Development (Strategic Policy)

**LP20** - Environmental Assets- Historic Environment (Strategic Policy)

**LP21** - Environment, Design and Amenity (Strategic Policy)

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

**LP38** - Community and Culture (Strategic Policy)

**LP40** - King's Lynn (Strategic Policy)

## **Policy E1.1 – King’s Lynn Town Centre**

### **NATIONAL GUIDANCE**

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

### **PLANNING CONSIDERATIONS**

The key considerations in the determination of this application are as follows: -

- Principle of Development
- Character and Appearance / Heritage Assets
- Neighbour Amenity
- Highway Safety
- Other Material Considerations

#### **Principle of Development:**

The application site lies within King’s Lynn Town Centre where the principle of development is acceptable in accordance with the Development Plan.

The proposed development has been designed to meet the strategic objectives of the Borough’s Local Plan and overarching NPPF.

Locally, the scheme complies with Policy LP13 (Transportation) which prioritises sustainable forms of transport in the order of walking, cycling, and public transport over the private car. The Travel Hub directly implements this by providing 48 two-tier cycle racks, 20 scooter racks, and e-bike charging points.

Policy LP40 relates to ‘King’s Lynn Growth & Regeneration’ and is relevant to the Travel Hub as it supports urban regeneration by improving the “arrival experience” in the town centre and improving links within the town for walking and cycling in line with King’s Lynn Transport Strategy in promoting active travel and connectivity, which is one of the core principles of this policy. Additionally, the associated refurbishment the existing Baker Lane toilet block makes efficient use of brownfield assets.

It is considered that the proposed scheme would improve the Town Centre’s Vitality in accordance with Local Plan Policy E1.1. By way of providing modern amenities (showers and lockers) for commuters and shoppers, it would enhance the town centre's appeal as a "prime hub" for services and retail, and most importantly it would improve the access to the town centre in terms of public transport, walking and cycling as set out in the Policy.

Nationally, chapter 9 of the NPPF promotes Sustainable Transport. The proposed development directly supports the NPPF’s overarching aims and provisions to provide high quality public transport facilities and encourage cycling and walking. By repurposing central space for a multi-modal hub, it facilitates "active travel" and reduces reliance on private vehicles, a core requirement of the NPPF.

## **Character and Appearance / Heritage Assets:**

As explained, the proposed travel hub would utilise an existing public car park and toilet building. The refurbishment of the toilet building itself does not require planning permission but the new internal amenities will be directly linked to the travel hub facility.

There are no external changes to the toilet building other than the proposed linked element to its northern elevation comprising a flat roof building, measuring approx. 99 sqm and providing the cycle hub facilities, including secure cycle parking, scooter parking, lockers and bike maintenance stand. The new showers and changing facilities will be located within the existing toilet building and once again, do not require planning permission.

The new cycle hub is contemporary in design, with a simple lightweight metal profiled roof supported on slender steel columns and a rust-coloured perforated metal panels on its elevations.

Low level planters are proposed along the northern elevation to soften its appearance and to link with the landscaping at Purfleet. Additional incidental planting will be provided to the site's frontage and adjacent to the turning head to the rear of the cycle hub.

The application site is located within King's Lynn's Conservation Area and as such a Heritage Statement supports the application. The toilet building is not listed and there are no listed buildings directly adjacent to the site.

The external materials have been carefully considered due to the location of the site within the Conservation Area and in linking different parts of the town together. The rust coloured metal panels relate well to the red / orange brickwork of the existing toilet block building as well as complementing the local historic building materials as well as reflecting the traditional functions of the town's maritime and industrial built environment. This modern material allows for new extensions / structures to blend with the town's existing aesthetic while introducing a contemporary vibrancy.

Third Party concerns have been raised regarding design and safety considerations. The design of the scheme has been informed by comprehensive analysis through the various design stages in the lead up to submission. This includes matters relating to highways and the design of the hub building, which has been informed by pre-application conversations with the Secure by Design Officer, the LPA and the Conservation Officer.

As such, it is considered that the proposed development would cause no harm to the significance of this part of the Conservation Area, and if there were any impact, this would be outweighed by the public benefit of delivering sustainable communities through active travel, in accordance with Local Plan Policy LP20 and Chapter 16 of the NPPF. The LA's Conservation Officer supports the proposed development.

## **Neighbour Amenity:**

The closest residential properties to the application site are located directly to the west at 'The Granaries' which comprises a block of 61 apartments.

The proposed development would utilise an existing public car park and toilet facility within the town centre where the occupiers of The Granaries would already experience a level of noise and disturbance associated with a town centre location.

The inclusion of the travel hub building and associated works would not materially increase any impact on neighbour amenity over and above that which already exists.

A construction management scheme will be conditioned to ensure that works are carried out appropriately so not to affect neighbouring occupiers.

It is considered that the proposed development accords with Local Plan Policy LP21 and the provisions of the NPPF, in particular paragraph 135.

### **Highway Safety:**

In the main, the existing car park layout will remain the same. Whilst there will be a loss of 16 car parking spaces as a result of the proposed development, these will be replaced with 48 cycle spaces and 20 scooter spaces, whilst providing 19 car parking spaces, including 3 disabled spaces.

Local Plan Policy LP13 (Transportation) focuses on delivering a sustainable transport network and reinforcing the town as a regional transport node. The proposed travel hub development accords with this policy by contributing towards creating a sustainable network in line with the aims of improving connectivity within the borough, encouraging walking, cycling, and bus use. It also facilitates and supports regeneration, development and economic growth of the town centre through delivering part of the Active and Clean Connectivity Project which is a core part of the and the Town Deal regeneration programme.

King's Lynn Civic Society and Third Parties raise concerns around the need to creating a safe, integrated cycle network first before investing in such infrastructure as that proposed. However, as stated this proposal forms part of a wider King's Lynn Transport Strategy, which aims to further improve pedestrian and cycle links throughout the town.

The proposal aims to reduce congestion, by providing alternatives to car usage, supporting the strategy to improve safety and travel efficiency. This prioritises sustainable modes which would also improve air quality.

While LP13 recognises the importance of the use of the private car in rural areas, the proposed hub supports the modal shift to more sustainable ways to travel in more urban locations such as in and around the town centre.

Similarly, the proposal is considered to comply with the provisions of Chapter 9 of the NPPF by way of promoting sustainable transport through active travel infrastructure. The proposed facility supports the requirement to provide high-quality, secure cycle parking and charging infrastructure as set out in para. 111. It would improve the capacity and availability of existing infrastructure in promoting sustainable travel modes in line with para. 129. Further, the proposed facility addresses the needs of people with disabilities and reduced mobility in relation to all modes of transport as outlined in para. 117.

The proposal includes CCTV, secure lockers, repair facilities, in line with the NPPF requirement to create safe, secure, and attractive places that encourage multi-modal transport use. It acts as a key element of a wider strategy to improve connectivity.

Third Party concerns have been raised regarding the conflict of safety between pedestrians, cyclists and motorists due to the site and surrounding layout. The car park is a slow speed environment operated as a one way system, and therefore any vehicles approaching the facility should not pose an unacceptable risk to other users. The Planning Agent has stated that it is possible to provide hatching outside of the door to highlight this area to drivers. The emergency exit door is partially screened by planters to avoid a direct interface with vehicles in the car park.

Concerns relating to cycle access within the car park are noted, however, there will be a direct access from the highway to the hub building, meaning cyclists will not have to enter the car park. An existing raised table crossing to the east of the building provides pedestrians and cyclists a direct link to cross over.

Notwithstanding this, the Local Highway Authority raises no objection to the proposed development on highway safety grounds, in accordance with LP13, LP18, LP21 and LP40 and the NPPF.

In regard to engagement with Active Travel England, they are not a statutory consultee in this instance as the scheme does not meet the threshold required. In addition, whilst Local Transport Note 1/20 (LTN 1/20) (Cycle Infrastructure Design) is referenced in the Local Cycling and Walking Infrastructure Plan (LCWIP), it is not a requirement set through the Local Plan or at a national level in the NPPF.

Notwithstanding that, the scheme has taken the guidance into account, using the key requirements of the guidance as follows: -

- Strategic role of the cycle hub – the LTN 1/20 positions cycling as an everyday mode of transport. The proposal aligns strongly with this objective where it acts as a node (as with the King's Lynn Enterprise Park (KLEP)) in a wider cycling network (LCWIP approach), supports a modal shift for commuting, education, shopping and leisure trips to the town centre, and integrates cycling with public transport interchanges. The key intention of the cycle hub is to support the operation of the Active Travel Hub in the King's Lynn Enterprise Park. In doing so, the hub provides cycle facilities that will enable users to travel from the out of town location to the town centre by bicycle, and offer the relevant facilities needed for users on either side. The guidance is also clear that infrastructure should be planned as part of a connected network. As per the above, the proposal demonstrates how the hub connects coherently to surrounding cycle routes and connections, and its location has been chosen to support this alongside the ATH proposed on the outside of town.

- Core design principles – with reference to the requirements of the guidance, the hub will be easy to find, legible and usable. Accesses / entrances and parking areas are clearly identifiable, and the layout ensures that the hub will feel like an integral part of the wider network. The layout is safe, in that there is a clear separation between vehicles and cyclists, and good surveillance over the site. This has been demonstrated through the transport statement alongside engagement with the Norfolk Constabulary. In addition, the scheme incorporates space for two way movement and non-standard cycles and has utilised high quality finishes that will enable it to sit comfortably in the surrounding public realm. The design of the proposal has been informed by pre and post-application discussions with both the Council and Conservation Officer to help the site achieve this.

- Accessibility and inclusive design – the LTN 1/20 places cycling at the heart of design. Similarly to the KLEP site, the hub has been designed to accommodate adapted cycles, cargo bikes and non-standard equipment. The internal and external layout and levels have been designed to ensure safe and ease of accessibility. Again, there is a clear desire for this hub to connect directly to the out of town hub, to promote the use of active travel modes into the town centre.

- Cycle parking guidance – the LTN 1/20 states that hubs will be supported where they provide significant high quality parking. A mixture of parking options have been provided and the design of the cycle parking infrastructure in particular is easily accessible, safe and secure, with facilities to support cyclists on a day to day basis.

- The hub further offers integration with other modes and development, connecting into the wider bus and road network between the centre of King's Lynn and the KLEP site, to ensure that users are able to get to and from the location with ease.
- The maintenance and management of the cycle hub will ensure smooth operation. A condition requesting an operational management plan will ensure this.

In summary, the hub will be part of a connected cycle network, completing one element of the intention to deliver enhanced connections from outside of the town centre. It also meets inclusive design standards and provides high quality, secure and convenient parking that has been designed to meet current and future levels of demand, in accordance with best practice.

Overall, it is considered that the proposed development accords Local Plan Policies LP13, LP14, LP18, LP21 and LP40 and the provisions of the NPPF, in particular Chapter 9.

### **Other Material Considerations:**

**Flood Risk and Drainage** - A Flood Risk Assessment supports the application. The FRA demonstrates that the site is within both Flood Zones 1 and 2. The area in Flood Zone 2 includes the northern boundary of the site, within the vicinity of the River Great Ouse to the west and Purfleet to the north. The majority of the site however is within Flood Zone 1. Taking into account the form of development, it is defined by the NPPF as being 'Less Vulnerable' to flood risk.

Other sources of flooding at the site include; groundwater flood risk and reservoir and artificial flooding is classified as low to very low.

Surface water flood risk is low with the potential to increase to medium with climate change. A Surface Water Management Strategy has been submitted and this follows the SuDS hierarchy. The geology of the ground on and around the site means that it is unsuitable for infiltration. It is therefore proposed to discharge surface water and any additional runoff into the Purfleet via the AW surface water manhole situated close to the site access.

Given that the surface water discharge from the site is not going to be greater than the existing arrangement serving the car park hardstanding, as there is no proposed increase in impermeable area, the IDB raises no objection to the proposed strategy, subject to any relevant Byelaw consents if required.

There is no requirement to discharge foul water, and no changes are proposed to the existing foul water drainage system.

The FRA report recommends that a dynamic flood warning evacuation plan should be developed to manage flood risk in the long term, and the owner of the site is advised to sign up to the EA's flood warning and flood alerts.

It is considered therefore that the proposed development would not result in any increased level of flood risk either on, or in close proximity to the site, in accordance with Local Plan Policies LP18 and LP25 and the provisions of the NPPF.

**Contamination** - A Phase 1 Desk Study supports the application. The report identifies that it is unlikely that contamination is present on the site in a circumstance which could lead to unacceptable risks to identified receptors. The report recommends a watching brief during groundworks and construction. The LA's Environmental Quality Team has raised no objection to the proposal given that the site is seen developed with malthouses or

warehouses until its redevelopment as a car park. The surrounding landscape is largely commercial or industrial. The proposed end use is not particularly sensitive to contamination. The information submitted does not indicate the presence of significant land contamination. However, the former site use means that it is possible that some unexpected contamination could be present. Therefore it is recommended that a condition is imposed accordingly, in line with Local Plan Policy LP18 and the provisions of the NPPF.

**Trees** - The application is supported by an Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement prepared by Wild Frontier Ecology. The site contains two large mature London plane trees and one smaller rowan, all of which make a valuable contribution to the character and amenity of the area. The proposal includes revised parking layout and increased soft landscaping, which is welcomed in principle.

The submitted Arboricultural Method Statement (Part 8, Wild Frontier Ecology) and Tree Protection Plan provide suitable measures for protection of retained trees during construction, which the LA's Arboricultural Officer is satisfied that trunk protection and general site controls are appropriately addressed.

However, the proposals include the removal of existing hard surfacing in close proximity to retained trees in order to create enlarged planting beds. While the report recognises the presence of existing surfacing within the root protection areas, it does not provide sufficient detail on how the removal of this surfacing will be undertaken to avoid root damage. The breaking out and excavation of hardstanding adjacent to mature trees presents a significant risk of root severance, compaction and long-term decline if not carefully managed.

An additional pre-commencement condition will therefore be recommended for a method statement for the removal of hard surfacing adjacent to retained trees, and to ensure that all tree protection measures are implemented prior to works commencing.

Subject to the conditions the LA's Arboricultural Officer raises no objection to the proposed development in accordance with Local Plan Policy LP19 and the provisions of the NPPF.

**Ecology and BNG** - An Ecological Appraisal accompanies the application which considers any potential impacts of the proposed development on protected species and habitats. The Appraisal identifies that the existing toilet block building has a 'low' potential to support roosting bats. The development will retain the flowerbeds and trees and therefore impacts to other protected species are considered to be very unlikely. To limit the small chance of harm or disturbance to species during construction, the report recommends that best practice measures will be adhered to.

With regards to enhancements, the site plans show small areas of new planting around the cycle hub. The bed to the east of the building will have the benefit of providing additional space for root growth for the existing rowan tree and also providing additional habitat features. To maximise ecological benefit, it was recommended that the bed be planted with native shrub or flower species, or those which have a pollen or nectar resource for pollinators. Additionally, one bird box will be installed on a mature tree.

With regard to BNG, the proposed development would be located on an area of existing hard surface and therefore falls within the de minimis exemption meaning that no net gain of biodiversity is required.

The proposed development therefore complies with Local Plan Policy LP19 and the provisions of the NPPF, namely Chapter 15.

**Archaeology** - An Archaeological Desk Based Assessment supports the application. The report and previous archaeological investigations on parts of the proposed development site in 1968-9 and later in 1997 recorded extensive and significant medieval remains, including the remains of wooden and masonry buildings, which will almost certainly extend into the rest of the proposed development area. Archaeological monitoring of groundworks a short distance to the west in 2014 recorded more medieval walls at a very shallow depth below modern ground level. Consequently, there is potential that heritage assets with archaeological interest (buried archaeological remains) may be present at the site and that their significance will be affected by the proposed development.

As such, whilst the Norfolk Historic Environment Service supports the application, it is recommended that conditions are imposed requesting a programme of archaeological mitigatory work in accordance with Local Plan Policy LP20 and the provisions of the NPPF.

**Crime and Disorder** - Section 17 of the Crime and Disorder Act 1998 requires Local Authorities to consider the implications for crime and disorder in the carrying out of their duties.

Third Party concerns have been raised regarding the safety of people and parking bikes / cars at the site which is considered by some to be in a secluded part of town. Issues of anti-social behaviour have been highlighted. The public facilities, such as the toilet block and car parking already exists at the site and the former already benefits from the presence of an attendant. As such, the inclusion of a cycle hub at the site is not considered to materially increase the risk of crime and disorder that would warrant refusal of the application.

Given that this is an operational matter, it is not known at this stage if the travel hub facility will include a registered user key or digital access code or remain open to the general public. As stated above, the existing toilet facilities are permanently staffed by a dedicated cleaner/attendant seven days a week, typically between 7:30 am and 6pm.

The proposed facility is expected to integrate with the additional security requirements for the cycle storage and shower areas, though specific staffing levels for the expanded facility are subject to the final management plan separate from the planning application.

The LA's Public Open Space Team has raised no objection to the proposed development. Final operational elements will be discussed separately as they do not form part of the application.

Furthermore, a CCTV system linked to the wider town CCTV network will be installed in the new cycle-hub, with sufficient external lighting on each elevation.

In conclusion, the application before the Committee will not have a material impact upon crime and disorder, in accordance with the abovementioned Act, Local Plan Policies LP18 and LP38; and the provisions of the NPPF.

**Third Party Concerns** – The majority of Third Party concerns raised have been addressed in the relevant sections of the report above. Any outstanding issues relate to operational matters which do not form part of and are not material considerations at the planning application stage.

Notwithstanding that, a condition will be imposed requesting details of an 'Operational Management Plan' for the Hub element only.

In relation to the extension of the orange primary cycle route (proposed active travel corridor that connects the Town Centre to Clenchwarton), this does not form part of this application; however, the works on the site would not prevent this from taking place in the future.

Concerns have been raised by Third Parties in relation to the risk of damage and injury from the setting out of equipment and facilities in the hub. Further information has been provided in relation to this and the Planning Agent has confirmed that this risk was considered in the design of the layout of the hub, and the setting out of the two-tier racks has been considered against the manufacturing literature from various providers. A plan has been provided which highlights that the minimum dimensional requirements of all of the providers can be achieved. It is worth highlighting that the internal layout is indicative and the installation of the equipment does not require planning permission. Therefore, any risks arising during installation of the equipment can be managed in later design stages.

Additionally, details have been provided suggesting that 'The Easylift Premium' cycle racks will be used which is a highly convenient gas assist two-level bicycle parking system. The lifting system ensures that a bicycle can be parked on the top level effortlessly and is therefore user friendly.

**Climate Change** - It is considered that the proposal accords with the aims of the Climate Change Policy LP06 as the hub facilitates introduces a modal shift to reduce carbon emissions and tackle air quality issues in the King's Lynn Air Quality Management Area. Furthermore, the Travel Hub scheme involves the refurbishing of an existing structure (the toilet block) and modification of existing car park facilities rather than an entirely new construction, which aligns with principles regarding the efficient use of land and "brownfield first" initiatives.

## **CONCLUSION:**

This application should be determined in accordance with the Development Plan, as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, unless material considerations indicate otherwise.

It is considered that the proposed Travel Hub represents a sustainable, well designed development that aligns with the strategic aims of both the Local Plan and the NPPF. The scheme supports active travel, enhances connectivity, and contributes positively to town centre regeneration while making effective use of existing brownfield land, in line with the Towns Fund, King's Lynn Town Investment Plan (2021), and the Local Cycling and Walking Infrastructure Plan (LCWIP) and the King's Lynn Transport Strategy.

The design has been sensitively developed to respect the character and appearance of the Conservation Area, with no identified harm to heritage significance. Impacts on neighbour amenity, highway safety, drainage, ecology, trees, archaeology, and crime and disorder have all been appropriately assessed, with conditions recommended where necessary to ensure any impacts are limited.

The development provides public benefits, including improved cycling facilities, modern commuter amenities, and stronger integration with sustainable transport modes. As such, the proposal is considered acceptable in planning terms and compliant with relevant local and national policy, namely Local Plan Policies LP01, LP05, LP06, LP07, LP13, LP14, LP18, LP19, LP20, LP21, LP25, LP38, LP40 and E1.1.

It is therefore recommended that Members approve the application in accordance with the Development Plan, subject to the following conditions.

## **RECOMMENDATION:**

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

- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition The development hereby permitted shall be carried out using only the following approved plans:
  - 9825-FM-XX-XX-D-A-150: Site Location and Block Plan.
  - 9825-FM-XX-00-D-A-151: Proposed Site Layout.
  - 25020-GUA-BL-XX-D-L-1001-P02: Outline Softworks Site Plan.
  - 9825-FM-XX-00-D-A-550: Proposed Floor Plan.
  - 9825-FM-XX-RF-D-A-551: Proposed Roof Plan.
  - 9825-FM-XX-ZZ-D-A-750 (P01.03): Proposed Elevation.
  - 9825-FM-XX-ZZ-D-A-650 P01.01: Proposed Section.
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition Notwithstanding the details that accompanied the application, no development shall take place on any external surface of the extension hereby permitted until samples of the materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 3 Reason In the interests of the character and appearance of the Conservation Area, in accordance with Local Plan Policies LP20 and LP21 and the provisions of the NPPF.
- 4 Condition Prior to the first use of the development hereby permitted the proposed on-site car and cycle parking areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 4 Reason To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety, in accordance with Local Plan Policies LP13 and LP14 and the provisions of the NPPF.
- 5 Condition No development shall take place until an archaeological written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

- 5 Reason To safeguard archaeological interests in accordance with Local Plan Policy LP20 and the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 6 Condition No development shall take place other than in accordance with the written scheme of investigation approved under condition 5.
- 6 Reason To safeguard archaeological interests in accordance with Local Plan Policy LP20 and the principles of the NPPF.
- 7 Condition The development shall not be put into operation until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 5 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 7 Reason To safeguard archaeological interests in accordance with Local Plan Policy LP20 and the principles of the NPPF.
- 8 Condition In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with current best practice, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.
- 8 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Local Plan Policies LP18 and LP21 and the provisions of the NPPF.
- 9 Condition The development hereby approved shall be carried out and operated in accordance with the flood risk mitigation measures set out within the supporting 'Site Specific Flood Risk Assessment', prepared by Richard Jackson Engineering Consultations, dated July 2025.
- 9 Reason In the interests of safeguarding life and property in the event of a flood, in accordance with Local Plan Policy LP25 and the provisions of the NPPF.
- 10 Condition No development or other operations shall take place on site until a detailed Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include:
  - a) the methods to be used and the measures to be undertaken to control the emission of dust, noise, and vibration from the operation of plant and machinery to be used;
  - b) the location of any temporary buildings and compound areas;
  - c) the location of parking areas for construction and other vehicles;
  - d) the measures to be used to prevent the deposit of mud and other deleterious material on the public highway; and,

e) a scheme for the management and signage of all construction traffic.

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

- 10 Reason In the interests of maintaining highway efficiency and safety and in order to protect neighbour amenity, in accordance with Local Plan Policy LP21 and the provisions of the NPPF.

This also needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.

- 11 Condition Construction or development work on site, along with collections and deliveries of waste products, material and equipment, shall only be carried out between the hours of 0800 and 1800 weekdays, and 0900 and 1300 on Saturdays, with no work allowed on Sundays and Bank/Public Holidays.

- 11 Reason In order to safeguard the amenities of the locality in accordance with Local Plan Policy LP21 and the provisions of the NPPF.

- 12 Condition Prior to the first use of the development hereby approved, details of an Operational Management Plan (for The Cycle Hub only – within the red line) shall be submitted to and approved in writing by the Local Planning Authority. The operations of the facility shall be managed in full accordance with the approved details in perpetuity.

- 12 Reason To ensure the Cycle Hub is operated in a safe, secure, and efficient in the interests of the amenities of the locality, in accordance with Local Plan Policy LP18 and LP21 and the provisions of the NPPF.

- 13 Condition No development shall commence on site until the existing trees to be retained have been protected in full accordance with the approved Tree Protection Plan and Arboricultural Method Statement (Part 8) prepared by Wild Frontier Ecology.

The approved tree protection measures shall be installed prior to the commencement of any works, including demolition, site clearance or material storage, and shall be retained in position for the duration of the construction period. No materials, plant, soil, spoil or equipment shall be stored within the protected areas.

- 13 Reason In order to protect the existing trees on the site in the interests of the amenities of the locality, in accordance with Local Plan Policy LP19 and the provisions of the NPPF.

- 14 Condition Notwithstanding the submitted details, no development shall commence until a detailed Arboricultural Method Statement for the removal of existing hard surfacing within or adjacent to the root protection areas of retained trees has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include:

- A plan identifying areas of surfacing to be removed within or adjacent to root protection areas;
- The proposed methodology for breaking out and lifting existing hardstanding;
- Measures to avoid root severance and soil compaction;
- Details of arboricultural supervision during the works;
- Procedures to be followed in the event that significant roots are encountered;
- Details of any hand-digging or air spade work

The works shall thereafter be carried out in strict accordance with the approved method statement.

- 14 Reason In order to protect the existing trees on the site in the interests of the amenities of the locality, in accordance with Local Plan Policy LP19 and the provisions of the NPPF.