

AGENDA ITEM NO: 9/2(a)

Parish:	Snettisham	
Proposal:	Outline application for residential development comprising up to 31 dwellings, with all matters reserved except access.	
Location:	Land Rear of 50 To 54 Common Road Snettisham Norfolk PE31 7PF	
Applicant:	Pigeon (Snettisham) Ltd	
Case No:	26/00366/OM (Outline Application - Major Development)	
Case Officer:	Mrs C Dorgan	Date for Determination: 4 June 2026 Extension of Time Expiry Date: 22 October 2026

Reason for Referral to Planning Committee – Called in by Cllr Dark.

Neighbourhood Plan: Yes

Case Summary

The application seeks outline planning consent with access only for the construction of up to 31 dwellings. Scale, appearance, layout and landscaping will be agreed as part of a reserved matters application.

The application site is located to the west of the village of Snettisham. It is enclosed by existing residential and commercial development off Common Road South, Beach Road to the south and the A149 to the east. Towards the south of the site is an existing Public Right of Way known as Snettisham Footpath 33, which goes from east to west.

The site is outside of the development boundary for Snettisham but is directly adjacent to it on two sides. It is also outside of the Norfolk Coast National Landscape and Snettisham Common County Wildlife Site, but is approximately 55m away at the closest point. Snettisham is categorised as a Key Rural Service Centre (Tier 4) in Policy LP01 of the Local Plan.

Key Issues

Principle of development
 Impact upon form and character of the locality, and Impact on the National Landscape
 Impact on residential amenity
 Highway safety / Public Right of Way
 Flood Risk / Drainage
 Other material considerations

Recommendation:

A. APPROVE - subject to completion of a s106 to secure Affordable Housing, Public Open Space, GIRAMS, Education and Library contributions. If the agreement is not completed within 4 months of the committee resolution, but reasonable progress has been made, delegated authority is granted to the Assistant Director/Planning Control Manager to continue negotiation and complete the agreement and issue the decision.

B. If in the opinion of the Assistant Director/Planning Control Manager no reasonable progress is made to complete the legal agreement within 4 months of the date of the committee resolution, the application is **REFUSED** on the failure to Affordable Housing, Public Open Space, GIRAMS, Education and Library contributions in line with Policy LP28 of the Local Plan.

THE APPLICATION

The application seeks outline planning consent with access only for the construction of up to 31 dwellings. Scale, appearance, layout and landscaping will be agreed as part of a reserved matters application.

The application site is located to the west of the village of Snettisham. It is enclosed by existing residential and commercial development off Common Road South, Beach Road to the south and the A149 to the east. Towards the south of the site is an existing Public Right of Way known as Snettisham Footpath 33, which goes from east to west.

The site is outside of the development boundary for Snettisham but is directly adjacent to it on two sides. It is also outside of the Norfolk Coast National Landscape and Snettisham Common County Wildlife Site, but is approximately 45m away at the closest point. Snettisham is categorised as a Key Rural Service Centre (Tier 4) in Policy LP01 of the Local Plan.

Originally the description of the application was for the construction of 31 dwellings. However, during the application process the Council negotiated with the applicant to amend the description to read 'up to 31 dwellings'. The indicative plans submitted were not acceptable and it was considered that the applicant had failed to demonstrate that 31 dwellings could be delivered on the site. The revised approach allows a greater flexibility at reserved matters.

APPLICANT/AGENT SUPPORTING CASE

Delivering New Homes for Snettisham

On 27 July Members will consider Pigeon's outline planning application for up to 31 new homes on land off Beach Road, Snettisham.

The proposals will deliver a sensitively designed, landscape and design-led sustainable scheme. The scheme has been carefully designed to respond to the site's landscape setting and local character, and will provide a positive addition to Snettisham.

The scheme includes affordable housing, public open space, biodiversity enhancements and pedestrian improvements, with no objections from key technical consultees, including Norfolk County Highways.

Key Benefits

Homes for Local People:

- Up to 31 new homes, making the most efficient use of the site and contributing to the Borough's housing land supply.
- 20% affordable housing (up to 6 homes).
- Mix of one, two, three and four-bedroom homes with smaller homes suitable for first-time buyers and younger residents wishing to remain in the village.

Landscape & Open Space:

- Publicly accessible open space including a Local Area for Play (LAP).
- Lower-density, landscape-led layout.
- Significant landscaped buffer along the western boundary.
- The proposals seek to reflect the character of the village edge through a sensitive and carefully considered approach to development.

Biodiversity & Environment:

- Retention and reinforcement of existing landscape features.
- Habitat creation and ecological enhancements.

Infrastructure & Connectivity:

- Safe connectivity via proposed 3m footway / cycleway to provide connectivity from the PROW to the A149 crossing point.
- Retention and enhancement of the public right of way.
- No objection from Norfolk County Highways.

Financial contributions secured through Section 106 for:

- Education.
- Libraries.
- School transport.
- Protected coastal habitat mitigation.

PLANNING HISTORY

2/95/0713/F: Application Refused: 01/08/95 - Construction of petrol filling station together with associated shop/control room canopy ancillary car parking landscaping and access (renewal) - Land Junc Beach Road/ A149 By-pass Snettisham

04/02044/F: Application Refused: 24/11/04 - Construction of warehouse with ancillary offices and open storage for use as builders merchants- construction of vehicular access and diversion of footpath - Land Adjacent Beach Road Snettisham. Appeal Dismissed 14/09/05;

25/01891/NT28: No Comments: 24/12/25 - The Electronic Communications Code (Conditions and restrictions) Regulations 2003 (as amended) - Regulation 5 Notice of

Intention to Install Fixed Line Broadband Apparatus. 1 x 11M - STREET RECORD
Snettisham Footpath 33 Snettisham

RESPONSE TO CONSULTATION

Parish Council: OBJECTION

Attention was drawn to the following guidance / policies –
NPPF – Annex 1 para 231, Paragraph 115-117, 129, 135
Local Plan – Policies LP01, LP02, LP03
Snettisham Neighbourhood Plan – NP01, NP02, NP09

Housing Requirement–

The Local Plan minimum housing requirement for Snettisham is 25 homes over the next 19 years. This is a 19-year plan, and not an immediate requirement for housing development. 69 homes are under construction on Poppyfields Drive, no new housing is required. New houses in Snettisham have been slow to sell. Snettisham has already far exceeded the housing requirement.

Local Plan Development Boundary - Outside of development boundary for Snettisham. No development was intended to take place in this location. Nor is it within the adopted Snettisham Neighbourhood Plan development boundary.

Local Plan requires developments in excess of 25 homes for Rural Services Centres, to be brought forward as allocations, in the Local Plan or the Neighbourhood plan - The development is in excess of 25 homes and is not in either. This would set a precedent.

The proposed development site was not considered appropriate in the HELAA. This technical study dismissed allocating this greenfield site for development within the Local Plan as it was deemed unsuitable due to NCC transport and road constraints.

Snettisham Neighbourhood Plan–

Contrary to the policies within the adopted Snettisham Neighbourhood Plan. NP01 - The housing requirement under the LDF (at the time of the NP), was for 34 dwellings in Snettisham.

The Neighbourhood Plan agreed an allocation on the Poppyfields site (The Spires development by Bennetts (ref 20/00226/OM) of 40 homes. That development is currently underway to build 69 homes.

With windfall development in Snettisham at the date of the neighbourhood plan, Snettisham was 150% above the LDF allocation at the time. Since then, there has been yet further development – Since 2015 approximately 87 units. Any further development risks losing Snettisham's character as a village.

Economy-

Site previously allocated for commercial use only – loss of viable employment land.

Drainage-

The village has and continues to be plagued by drainage and flooding issues in the village. Anglian Water have publicly stated that they would object to any further development within Snettisham, due to the old water and drainage infrastructure.

The applicant's submission acknowledges that access to foul drainage can only at this time realistically be achieved through access to Manhole 3201 off Coaly Lane, at Ingoldisthorpe, or by onsite Klargestor. Does the applicant really consider a foul drainage connection to the Ingoldisthorpe WRC is a commercially viable option.

Infrastructure-

The development cannot be supported by existing and future service and infrastructure provision. Local infrastructure and services, including roads, drainage, healthcare, and parking, are already under strain within our village due to the amount of recent development outlined above. It cannot accommodate any more new homes.

Traffic, Parking & Transport-

This village is facing significant parking and traffic issues within the village from existing residents and visitors. Parish Council has worked with Highways to look for solutions, but with no imminent solutions in sight. The additional traffic from new residents wanting to access the centre of the village for services will significantly exacerbate the issues. People will use their vehicles to visit the village centre. It will encourage car use.

The installation of a Toucan crossing will impact on the A149, during seasonal traffic it can be queued back to the Beach Road junction. This may displace traffic through neighbouring villages.

Flood Risk-

The site is near higher-risk areas and is within updated flood projections that take account of climate change. Its location and proximity to the coast, where there has been historic flooding and coastal erosion, raises concerns about long-term safety.

Environmental Impact-

Proximity to sensitive areas and landscapes. Snettisham Woods includes a rare lowland heath which is on the governments protected habitats inventory. The River Ingol chalk stream is also close by. Development risks harming local habitats and water systems.

Character of Snettisham-

Snettisham's charm and attractiveness are its size and proximity to other local villages, including Ingoldisthorpe. The risk is if approved, the whole character of the village will be changed, with a risk of further windfall schemes coming forward. The development does nothing to enhance the character of the settlement.

Consultation with Parishioners-

The Parish Council has consulted with villagers via an online vote. The vote has been conducted over a credible platform, and the form has been locked down after 1 submission from each IP address, to ensure voters do not submit multiple votes. Between the dates 2

March and the date of this submission 2 April 2026 and 83% of respondents in the village are opposed to the proposed application. 6% remained neutral and 11% were in favour.

Planning Policy: NO OBJECTION

The Planning Policy Team provided comments in relation to this site previously through a pre-application and the scheme remains broadly the same.

1. Snettisham is identified as identified as a Key Rural Service Centre in Policy LP01 where additional growth is supported in principle subject to other policies within the Plan.
2. In relation to Policy LP02, the proposal broadly meets this policy in relation its location which is considered adjacent to the existing development boundary for the village and its size of around 25 units, subject to other criteria and policy.
3. In cases where development is planned for more than 25 units, then it is likely to conflict with the policy, in particular part 3 of the policy, where it states that: 'residential developments in excess of the following dwelling thresholds (25 dwellings for Key Rural Service Centres) outside of, but adjoining, the development boundary must be brought forward as allocations through the Local Plan or Neighbourhood Plans'.

In such cases it is for the applicant/ development to demonstrate why a departure from the policy is necessary for exceeding the threshold. Development should focus on those material infrastructure and community benefits that could be delivered as part of a larger scheme, for example, additional affordable housing, highway improvements or public open space. The additional scale of dwellings should also be reasonable in relation to existing size of the settlement. If, when assessing these factors, there are identified material benefits to the community from a larger development, then a departure from the policy could be considered positively.

The site was proposed as part of a previous local plan (Site Allocations & Development Management Policies Plan) which has since been replaced by the current Local Plan. It was assessed through the Borough Council's Housing & Economic Land Availability Assessment (HELAA).

The HELAA is based on the available information at the time of assessment, and this may change over time. Given the above even if a site is classed as 'unsuitable' within the HELAA this doesn't mean that in the future based on further information that a planning application should not be considered.

For context it is important to note that the Borough Council's Local Plan was adopted in March 2025. In addition, the Borough Council is currently able to demonstrate a healthy 5-year housing land supply position with latest calculation showing 6.9 years' worth for plan making purposes and 6.2 years' worth for decision-making purposes. The latest Housing Delivery Test (HDT) is 87%, as confirmed by Government, and accordingly HDT Action Plan has been prepared and published.

Relevant policies within Snettisham Neighbourhood Plan (2018 – 2033), Made November 2018 should be considered alongside the Local Plan.

Highways Authority: NO OBJECTION subject to conditions

For the avoidance of doubt (for all parties) we would normally expect plans to be submitted in support of development proposal that shows the general principle of proposed highway mitigation works. These in turn can be referenced in conditions should an application be approved.

In this instance the additional works, extension of the footway / cycleway up to (and around the radius of) Poppyfields Drive and the upgrades to existing footways on Beach Road between the site and Snettisham Common Car Park, fall within the highway. The highway works can be described in condition rather than fully set out in drawings, and the highway authority would not raise an objection.

We would expect to see all the highway mitigation works implemented prior to first occupation.

Conditions should be attached to the planning consent to secure -

- detailed plans of the roads, footways, cycleways, street lighting, foul and surface water drainage.
- all works shall be carried out on roads/footways/cycleways/street lighting/foul and surface water sewers prior to the occupation of the final dwelling
- the roads/footways/cycleways shall be constructed to binder course surfacing level before dwelling is first occupied
- visibility splays
- on-site parking scheme for construction workers and wheel washing for the duration of the construction period
- off-site highway improvement works.

Detailed comments were provided regarding the indicative layout.

Public Rights of Way: NO OBJECTION subject to conditions

No objection to the application on the understanding that conditions will be used in order to protect Snettisham footpath 33.

The full Highway Boundary plan must be obtained for the full length of Snettisham Footpath 33. The full legal alignment and extent (width) must remain open and available for use.

Any proposed surface changes, including crossings of estate roads, to the legal alignment must be approved by the Highway Authority prior to any works being carried out.

The full legal alignment must remain open and available for use at all times.

Strategic Housing Officer: NO OBJECTION

The site area and number of dwellings proposed (at 31) triggers the thresholds of Policy LP28. A 20% provision is required on sites capable of accommodating 5 or more dwellings and/or 0.165ha in Snettisham. The affordable housing provision is split into 70% of the affordable homes being made available for rent and 30% low-cost home ownership, including Shared Ownership, First Homes or any other intermediate product that meets the intermediate definition within NPPF, meets an identified need in the Borough and is agreed by the Council.

In this instance 6 units would be required, 4 for rent and 2 for low-cost home ownership. The affordable housing mix i.e., unit types, layout etc. will need to be addressed in the reserved matters application. The applicant has indicatively proposed 2 x 1 bed dwellings, 2 x 2 bed dwellings and 2 x 3 bed dwellings as affordable housing, and this mix is acceptable in principle.

The affordable housing should be fully integrated with the general market housing in order to achieve mixed and sustainable communities in which the accommodation is tenure blind. On a development of 31 units, the affordable housing should be located in clusters ideally no more than 4. The indicative plan shows the affordable units grouped together in a cluster of 6, this should be addressed in the reserved matters application. An objection from us is likely if this is not met.

All S106 Affordable Housing units should meet the Nationally Described Space Standard (NDSS), and any that do not are likely to result in an objection from us.

A S.106 Agreement will be required to secure the affordable housing contribution.

Historic Environment Service: NO OBJECTION subject to conditions.

Crop-marks recorded from aerial photographs have mapped a system of rectilinear ditches within the application site. Although a geophysical survey 2018 failed to identify many anomalies of archaeological origin there is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development.

If planning permission is granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework, Ministry of Housing, Communities & Local Government (2024).

In this case the programme of archaeological mitigatory work will commence with informative trial trenching to determine the scope and extent of any further mitigatory work that may be required (e.g. an archaeological excavation or monitoring of groundworks during construction).

Environmental Health & Housing - Environmental Quality: NO OBJECTION subject to conditions.

Contamination - The applicant has submitted a Phase 1 Desk study and Preliminary risk assessment by Geosphere Environmental dated 18/02/2026. The report identifies potential risk from the former marshland and railway land use and recommends further investigation for contamination and ground gas.

We have reviewed our files, and the north of the site is on land not seen developed for the duration of our records, the southern section looks to have contained part of the railway and tracks associated with the former Snettisham station. The surrounding landscape is largely agricultural and residential. Section 6 of the Phase 1 Desk study comments on the need for further investigation so we recommend conditions are attached to secure this.

Air Quality – No objection to raise in terms of air quality for the reasons given below;

In relation to ensuring the minimum amount of pollution is emitted, the Building Regulations would control the building emissions and provision of electric vehicle charging points.

The transport assessment (Rappor, Feb 2026) proposes an off-site pedestrian (Toucan) crossing across the A149 following comments from NCC Highways. We would be supportive, as improved connectivity for active travel has the potential to minimise vehicle use and their emissions. However, it must be accepted that some of the essential local services including the bus stop are located some distance away, and this would not

encourage the more sustainable low emission active travel modes that are required under the NPPF paragraph 110. Cycle parking is proposed within garages.

In terms of minimising potential exposure to emissions, the development is located adjacent to a busy road (A149) with traffic flows over 10,000 vehicles per day. The concern in such instances, would be the potential for relevant exposure requiring further assessment if dwellings were located near to this pollution source. The indicative plans submitted show dwellings sufficiently set back and separated from the A149 by an internal access road and a 3m wide footway/cycle path. A mature hedge / tree line also runs alongside the A149 that would help to further minimise exposure.

CSNN: NO OBJECTION subject to conditions

We have considered the application with the description now being UP TO 31 dwellings. Given that this is outline with access only, the number of units and the site layout will be agreed at reserved matters, along with details of any specific noise mitigation to protect dwellings from an adverse impact.

It is likely at reserved matters stage that a revised noise impact assessment will be required in order to refine and agree mitigation required to protect the proposed dwellings from an adverse impact in relation to noise.

The noise impact assessment should take account of noise from surrounding roads, nearby commercial activity and also from the proposed pumping station. Any existing dwellings that may be impacted by noise from the proposed pumping station should also be considered and the design and layout should take account of this and propose suitable mitigation accordingly. There should also be some consideration given to odour arising from the operation and maintenance of onsite drainage systems and how this can be minimised at reserved matters.

BCKLWN Public Open Space: NO OBJECTION

This application seeks approval for access only, which we are not opposed to. However, the landscape plans submitted with the outline plan show little consideration for maintenance, so we would like to see significant improvements with updated landscaping plans submitted with the reserved matters application should this be approved.

Natural England: NO OBJECTION

DESIGNATED SITES [EUROPEAN] – NO OBJECTION SUBJECT TO SECURING APPROPRIATE MITIGATION

This advice relates to proposed developments that fall within the 'zone of influence' (ZOI) for one or more European designated sites, such as Norfolk GIRAMS. It is anticipated that new residential development within this ZOI is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment. Your authority has measures in place to manage these potential impacts in the form of a strategic solution Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development.

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

Ecology: NO OBJECTION subject to conditions.

The PEA did not identify any significant ecological limitations. Mitigation measures are outlined in Section 8 of the report to offset the minor impacts that may occur. We have no issues with the baseline submitted within the Statutory Metric.

The BNG report indicates that 10% in Hedgerow Units will be delivered onsite but 3.68 Area Units will need to be purchased from a Habitat Bank in addition to habitat being delivered onsite. We also highlight that following the publication of the LNRS the medium significance category was retired. There are several rows in the on-site habitat creation tab which use this input that need to be reviewed and reduced to low strategic significance. This would increase the Unit deficit to 3.88 area Units.

The Arboriculture Officers concerns are with the layout and impacts to T3. T3 is inputted as retained but if the design is not altered to avoid impacts this tree will be damaged or worse, lost in the long term. Certainly, the condition will fall from moderate to poor. This should be reflected in the Metric.

The Public Open Spaces Officer makes valid comments as to the maintenance of the habitat which will need to be considered before the final BNG proposals come in at the DISC stage of the application.

There are no impacts anticipated on Habitats Sites beyond recreation (when considered in combination). A GIRAMs SHRA has been submitted which is welcome. Once the Planning Officer has completed the remaining section of the form this can be saved as the LPA record of HRA.

We have no objection to the proposed development. If you are minded to grant consent please include conditions and an informative to secure the BNG and ecological enhancements.

Arboricultural Officer: NO OBJECTION subject to condition.

The applicant has not demonstrated that up to 31 dwellings can be satisfactorily accommodated on this site while retaining and protecting existing trees, including important off-site trees not under the control of the applicant.

The main arboricultural constraint remains the line of large mature poplars, including Lombardy poplars and aspens, located just beyond the northern boundary. Although there is an access drive between these trees and the site boundary, their above ground influence has not been adequately considered. The relationship between these trees and Plots 11, 12, 13, 24 and 25, as shown indicatively, is very poor and would create foreseeable future pressure for pruning or removal. The applicant's own arboricultural report identifies a high risk of overshadowing and branch encroachment, and acknowledges that development too close to retained trees may result in future pressure to prune or remove them. Furthermore, the indicative layout fails to avoid tree Root Protection Areas.

The constraints posed by retained trees, including Root Protection Areas, crown spread, shading, branch movement and future occupier pressure, should inform the design and layout.

The submitted information has not demonstrated that the maximum 31 dwellings can be achieved without harm to retained trees or unacceptable future pressure for tree works to important large off site trees. If outline permission is granted, the submitted indicative layout should not be approved or relied upon, and the officer report should make clear that a reduced number of dwellings respecting the above and below ground constraints of the trees is highly likely to be necessary at Reserved Matters stage.

Please add a condition advising that a revised Arb Impact assessment will be required to demonstrate layout will not result in RPA encroachment or result in unsustainable relationships with retained trees.

Internal Drainage Board: NO OBJECTION

The site is within the Internal Drainage District (IDD) of the King's Lynn Internal Drainage Board (IDB) and therefore the Board's Byelaws apply.

Byelaw 3 (Surface Water) - The applicant proposes to discharge surface water to a watercourse, this proposal will require consent under Byelaw 3.

Byelaw 3 (Treated Foul Water) - The applicant intends to dispose of foul water to the Anglian Water main sewer network.

Section 23, Land Drainage Act 1991 - The Board understands that there is a privately maintained (riparian) watercourse through the development site, running parallel to the northern side of the existing PROW. The proposed access road and private driveways to the southern plots cross this watercourse. The design must ensure water flows are not obstructed along this channel. Further information is required to confirm the applicant's proposals for the road crossings over this watercourse. Any alteration of this watercourse to facilitate these access crossings will require prior written consent from the Board in accordance with Section 23, Land Drainage Act 1991 and the Board's Byelaw 4.

The Board recommends that adequate space (3-5 metres) is left flat and free from obstruction adjacent to the riparian watercourse in order to enable maintenance by future riparian owners or a designated maintenance company/contractor.

Byelaw 10 - There are two outfall options for the surface water drainage system. Should the applicant opt to discharge to the watercourse located to the south of Beach Road, which is a Board arterial watercourse known as Wallaces (Drain ID DRN128P0104), prior written consent would be required under Byelaw 10.

Environment Agency: NO OBJECTION subject to conditions.

Groundwater and Contaminated Land - This site is located above Secondary (undifferentiated) and Principal Aquifers, and Water Framework Directive groundwater body. The site is considered to be of moderate environmental sensitivity and could present potential pollutant linkages to controlled waters.

Conditions should be attached to secure a remediation strategy to deal with the risks associated with contamination of the site.

Land Contamination - We have reviewed the Geosphere Environmental Phase 1 Desk Study and Preliminary Risk Assessment, dated 18 February 2026 and referenced 8562,SK,DESK,AW,PD,18-02-26,V2. We agree with the conclusion that prior to commencement of construction, intrusive ground investigation should be undertaken to determine the extent of any potential contamination.

Surface Water Drainage - We have reviewed the Rappor Flood Risk Assessment and Drainage Strategy, dated January 2026 and referenced 250777. Infiltration features have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground.

Assuming no infiltration features are constructed in contaminated ground (as evidenced by the intrusive ground investigation), we are satisfied that there is no unacceptable risk to groundwater from the proposed infiltration features. Sustainable Drainage Systems (SuDS) mitigation indices have sufficiently met or exceeded the pollution hazard indices for the proposed development.

Anglian Water: NO OBJECTION subject to conditions.

Assets Affected - There is a 300mm Rising Main Sewer and a 90mm Water Main Pipe which are crossing the development site and are affected by the proposed development. The applicant has indicated the approximate position of the existing Anglian Water 300mm Rising Main sewer with 6m easement, however the 90mm Water Main Pipe is not showing on this Plan.

Anglian Water does not permit these assets to be located within the curtilage of the proposed building and we do not permit permeable paving or suds features over our assets. These assets should be located in areas of public open space and/or adoptable highways to ensure on-going maintenance and access is possible. The indicative plans do not adhere to this currently. A condition should be attached to the consent.

Wastewater Treatment - When assessing Dry Weather Flow (DWF) headroom at the receiving Water Recycling Centre (WRC), we apply a three-year Q90 DWF average (2023–2025), together with the flows associated with sites that already benefit from planning consent. Our DWF dataset is reviewed and updated annually in consultation with the Environment Agency. This ensures that our planning assessments reflect the most up-to-date information regarding the WRC's compliance with its environmental permit and its ability to accommodate additional flows from new development without creating an unacceptable risk of breaching environmental legislation. This approach also ensures that there is no pollution or deterioration of the receiving watercourse.

Based on the above assessment, Heacham WRC is within the acceptance parameters and can accommodate the flows from the proposed growth

Used Water Network - As per above Heacham Water Recycling response, we can confirm that the proposed connection point is acceptable to Anglian Water. The sewerage network at present has available capacity for the anticipated foul flows.

Surface Water Disposal - The proposed method of surface water management is to discharge to the existing ditch located towards the west of the site and does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.

Drainage Engineers (Flood & Civil): NO OBJECTION subject to conditions.

We have reviewed the correspondence from IDB, EA and Anglian Water alongside the Flood Risk Assessment and Drainage Strategy by Rappor from January 2026.

We would not raise an objection in principle but have comments that should be addressed through the reserved matters, and a condition should be attached to the planning consent.

In terms of foul water, the proposed connection is to an Anglian Water sewer and Anglian Water have provided their own consultation response. We have nothing further to add.

Emergency Planning: NO OBJECTION

The site is not in flood zone 2 or 3 and we have no comments to make at this stage.

NCC Minerals and Waste: NO OBJECTION

While the application site is underlain by Mineral Safeguarding Areas for (Sand and Gravel) and (Silica Sand), it is considered that as a result of the site area it would be exempt from the requirements of Policy MP11 Mineral Safeguarding Area and Mineral Consultation Areas of the adopted Norfolk Minerals and Waste Local Plan (NM&WLP). A full list of exemptions is contained in Appendix 4 of the adopted NM&WLP.

Norfolk Constabulary: NO OBJECTION

Detailed Secure by Design comments provided.

NCC Public Health: NO COMMENTS

At present, NCC Public Health has no comments to provide, as the proposal does not meet our threshold for consultation.

East of England Ambulance Service: NO OBJECTION

Impact of the Development on Ambulance Services - The proposed 31 dwelling development is expected to generate an additional 69 residents, with a forecast to generate 16 additional emergency calls per year.

This additional demand would increase pressure on King's Lynn Ambulance Hub, the EEAST's Emergency Operations Centres, and demand for frontline vehicles, vehicle preparation capacity, equipment, welfare facilities and the supporting estate infrastructure required to maintain operational safety and national Category 1–4 response standards.

The King's Lynn Ambulance Hub operates from a significantly constrained estate and the scheme would add demand to an already capacity-constrained facility.

The cost per unit would equate to £340, and for 31 units this would be £10,540 in total for the development. The calculated sum reflects only the proportional, development-specific capital impact.

Purpose and Use of the Contribution - The requested £10,540 will support the relocation, expansion or reconfiguration and installation of EV charging infrastructure at King's Lynn Ambulance Hub, vehicle accommodation, welfare facilities and operational support areas and infrastructure required to safely accommodate increased demand. This is capital infrastructure mitigation, not revenue funding.

NORFOLK AND WAVENEY NHS INTEGRATED CARE BOARD: NO COMMENTS

As this fell below the 'Planning in health' protocol threshold of 50 dwellings, the ICB did not respond.

NCC Planning Obligations: NO OBJECTION

Based on 31 dwellings as shown on the indicative plans.

* Education - NCC forecast that approximately 12 primary/ secondary school pupils would be generated on the estate. There is currently spare capacity within all education sectors. NCC would seek contributions for one Sixth Form place at £32,584.00 to contribute to the expansion and/or improvements to educational facilities at Springwood High School. The total education contribution = £32,584.00.

- Total Home to School Transport Costs - £21,318.00
- Norfolk Fire & Rescue Service request that one fire hydrant is provided, and this can be secured by planning condition.
- Library Provision - A development of this scale would require a total contribution of £5,735.00 (i.e., £185 per dwelling) to be spent on increasing the capacity of the library serving the development.
- County Council Monitoring Fee - £500 per trigger

REPRESENTATIONS

Summary of Third Party consultation responses:

98 OBJECTIONS received.

- Concerns raised regarding drainage in the village.
- Will drainage be different to existing properties on Common Road?
- Historic flooding issues in village – water table is very high
- Heacham treatment works already at capacity
- Doctors surgery is already over capacity.
- Doctors / Dentists/ Hospital/ Schools cannot accommodate new development.
- Insufficient food stores
- No bank, ATM, PO
- Pharmacy cannot cope
- Concern at capacity of electricity network to cope with more growth
- Would internet capacity be able to cope with new houses?
- Junction at Beach Road already very difficult to exit.
- Will add further congestion to local roads/ junctions.
- Congestion/ parking along Station Rd will be made worse.
- A149 very busy over summer – leaving Beach Rd junction is dangerous
- History of accidents at Beach Rd junction.
- Is a 20 min walk to the village centre – this is too long for most.
- Poor amenity for residents given proximity to A149 – noise and air pollution
- Will destroy view of countryside.
- Detract from rural form and character.
- Save green spaces / countryside.
- Impact on the character of the edge of the village.
- Overdevelopment
- Scale of development is too much for Snettisham
- Snettisham has enough dwellings, village will resemble a town.

- Cumulative impact of all new development has not been considered.
- Poppyfields development only completing and not all sold. Currently 67 homes for sale in village.
- Houses unaffordable. Should be low cost / for local people.
- Too many second homes stood empty
- Contrary to Neighbourhood Plan which stated no new development until after 2035.
- Outside of development boundary – compromises its purpose and sets a precedent.
- The Local Plan 2021-2040 takes account of recent/planned development of 115 homes but includes a windfall requirement of 25 houses for Snettisham. This is for the whole Plan period up to 2040 and could be met by other smaller, piecemeal developments during that period.
- Impact on ecology, and in particular protected sites.
- Detrimental impact on local wildlife
- Summer visitors exacerbate all the problems with traffic/ congestion, drainage, infrastructure, waste.
- No local jobs for people.
- Who could afford the new dwellings?
- The proposal is larger family homes, and does not reflect needs of the village - First-time buyers, downsizers and older residents - smaller households, affordable and entry-level homes.
- The land was earmarked for commercial development.

2 NEUTRAL responses.

- Road safety concerns - need to address the A149, the speed limit often exceeded beyond 50. Junction of Beach road and the A149 is dangerous, and difficult for both vehicles pulling out, and pedestrians crossing, due to volume of traffic and speed of the vehicles. Extra housing will increase numbers of vehicles and pedestrians.
- Pedestrian crossings should be carefully considered from the site.

3 SUPPORTS received.

- Housing is needed in the village.
- Will tidy up area.
- Can a crossing be included?

Comments received from Cllr Dark:

Given the decision by the Parish Council to oppose with widespread community support, I wish to call this decision in to full 'planning committee' so that something of this level of local concern gets a proper, public airing.

Attention is drawn to comments made by the Parish Council (included above).

Please could consideration be given to the following points:

1. Residential development in the Snettisham flood plain and impacts of the EH considering managed retreat in the locality in the near future. This previously allowed for commercial properties at less risk of loss of life from flooding.

2. Residential development the wrong side of the A149 in Snettisham.
3. Development in the AONB
4. The aquifer at this location is linked closely to the rare chalk river Ingol and the SSSI at Dersingham Bog and in the AONB.
5. Vehicle demand on A149 – Aware of recent cases where part of the justification for stopping new business premises operating adjacent to the A149 nearby was the extra vehicle journeys and impact on junction use. A residential development would seem to have more impact and this undermines these earlier determinations.

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)

LP03 - Neighbourhood Plans (Strategic Policy)

LP05 - Implementation (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP11 - Strategic Road and Major Road Network (Strategic Policy)

LP13 - Transportation (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)

LP22 - Provision of Recreational Open Space for Residential Developments (Strategic Policy)

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

LP28 - Affordable Housing Policy (Strategic Policy)

LP30 - Adaptable & Accessible Homes (Strategic Policy)

NEIGHBOURHOOD PLAN POLICIES

Policy NP02 - Windfall Residential Dev

Policy NP03 - Housing Mix

Policy NP04 – Permanent Homes Modified Supporting Text, Policy and associated Community Aim

Policy NP05 – Materials and Design

Policy NP06 – Housing Density

Policy NP07 – Residential Car Parking

Policy NP09 – Natural Environment

Policy NP10 - Transport

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

- Principle of development
- Impact upon the form and character of the locality, and on the National Landscape
- Impact on residential amenity
- Highway safety / Public Right of Way
- Flood Risk / Drainage
- Other material considerations

Principle of development:

The National Planning Policy Framework (NPPF) in Chapter 5, seeks to support the Government's objective of significantly boosting the supply of homes. Paragraph 83, states that 'to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services.' Paragraph 48 states that 'planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.'

Within the Local Plan the Settlement Hierarchy (LP01) classifies Snettisham as a joint Key Rural Service Centre, and Policy LP02 of the Plan addresses 'Residential Development on Windfall Sites'. The policy sets out that in such settlements:-

'..proposals for new residential development outside of, but adjoining development boundaries, as defined on the Policies Map, will be supported, provided they comply with other relevant policies of the development plan, and meet the criteria set out under Part 1 of this Policy, as well as the following criteria:

- a) It respects or enhances the character of the adjoining settlement and countryside, and can be readily assimilated into the existing fabric of the adjoining built up area; and
- b) It can be supported by existing and future service and infrastructure provision, or adverse effects can be mitigated through financial contributions towards improving provision; and
- c) It is not located within the boundary of the Norfolk Coast National Landscape, and would not adversely affect its setting; and

- d) It preserves or enhances the significance of nearby heritage assets and their settings, and protects and enhances the appearance and character of designated and valued landscapes; and
- e) It would maintain the physical separation between existing settlements and protect their identity.'

Part 1 of the policy requires that:-

'Residential development will be supported, provided it complies with other relevant policies in the development plan, and meets the following criteria:

- a) It results in a sustainable design of development which respects and enhances local character, contributes to place making and the reinforcement of local distinctiveness, and can be readily assimilated into the settlement in accordance with policies LP18, LP21, LP22; and
- b) It has regard to the size, type, tenure and range of housing that supports the needs of communities in accordance with policies LP28, LP29, LP30; and
- c) It will not cause significant adverse impacts on services and infrastructure, or adverse effects can be mitigated through financial contributions towards improving provision in accordance with Policy LP05; and
- d) Its context makes a positive contribution to the local environment and landscape setting in accordance with policies LP06, LP15, LP16, LP19, LP23, LP26; and
- e) It does not result in an unacceptable impact on highway safety, or residual, cumulative impacts on the road network which would be severe in accordance with Policy LP13; and
- f) The development maximises opportunities to reduce the need to travel and encourages sustainable and active travel modes of transport in accordance with Policy LP13.'

Part 3 of this policy goes on to state that 'Residential developments in excess of the following dwelling thresholds outside of, but adjoining, the development boundary must be brought forward as allocations through the Local Plan or Neighbourhood Plans... - Key Rural Service Centres: 25 dwellings.'

Under this policy, development of up to 31 dwellings as proposed would broadly be considered acceptable, as the site is directly adjoining the development boundary. However, this would be subject to the proposal meeting the policy criteria.

The criteria outlined above would be met as follows –

It is considered that subject to an appropriate layout, appearance, scale and landscaping, which would be considered as part of a reserved matters application, a scheme could be delivered which would respect and enhance the local character of Snettisham and could be assimilated into the existing built form of the village.

With regards to the size, type, tenure, a range of housing could be accommodated on the proposed site and Strategic Housing have provided advice with regards to the affordable housing provision. The Snettisham Neighbourhood Plan also includes information to guide appropriate residential development.

The consultation responses, outlined above, have demonstrated that subject to a Section 106 agreement and appropriate conditions the proposed development would not have significant adverse impacts on services and infrastructure.

The development is not within the Norfolk Coast National Landscape, although is within proximity to this. The development as proposed could be designed to minimise any adverse impacts on the setting and landscape, and by including public open space, enhancing the PROW, providing landscaping throughout the site and meeting the BNG requirements; the proposal would contribute to the local environment. The site, while currently greenfield is not of a high ecological quality. The development would not have an adverse impact on heritage assets.

The Local Highway Authority does not object to the development, subject to conditions to secure the access and offsite improvement works. As such it does not result in an unacceptable impact on highway safety, or residual, cumulative impacts on the road network.

The provision of a pedestrian crossing across the A149 would provide safe opportunities for active travel modes into the village centre.

Finally, the development proposed would maintain the physical separation between Snettisham and the neighbouring settlements, maintaining its identity.

In terms of part 3 of the policy, if the number of dwellings proposed does exceed 25, it is necessary to consider if a departure from the policy can be justified. Consideration should be given to the community benefits and the infrastructure improvements that could be delivered as part of a larger scheme. In this case this includes the affordable housing provision, contributions to library services and education, public open space provision and also the improved public right of way and the new pedestrian crossing across the A149. Furthermore, consideration should be given to how the units above the threshold of 25 relate to the scale of the site and the settlement. The Planning Policy Officer clarifies that when assessing these factors, if there are identified material benefits to the community from a larger development, then a departure from the policy could be considered positively.

In terms of the principle of development, residential development on this site is broadly in accordance with Local Plan policies LP01 and LP02, and Neighbourhood Plan Policy NP02. However, the maximum number of units at 31 exceeds the threshold within the development plan. This should be weighed against the Government's objective of significantly boosting the supply of homes, and the application would also deliver a number of community benefits as part of this scheme. On that basis it is suggested that these are sufficient material considerations to outweigh this policy stance, in this specific case, given the scale of development and site characteristics.

Impact upon the form and character of the locality, and on the National Landscape:

Paragraph 135 of the NPPF states 'Planning ... decisions should ensure that developments:...b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);...'

Local Plan Policy LP18 promotes high-quality design in all developments. The policy requires new development to-

- a) 'a. conserve and enhance the historic and natural environment and reduce environmental risks;
- b) b. enrich the attraction of the borough as an exceptional place to live, work and visit;

- c) c. 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;
- d) d. where possible, enhance the special qualities and local distinctiveness of the area (including its historical, biodiversity and cultural character), gaps between settlements, landscape setting, distinctive settlement character, landscape features and ecological networks;
- e) e. optimise site potential, making the best use of land including the use of brownfield land;
- f) f. enhance community wellbeing by being accessible, inclusive, locally distinctive, safe and by promoting healthy lifestyles (see Policy LP38 Community & Culture);
- g) g. achieve high standards of sustainable design.'

The site is located on the edge of the built-up area of Snettisham, with existing residential development to the north and west of the site, and then to the east beyond the A149. The site itself is rough grazing with some existing vegetation/ hedging along the site boundaries.

Views of the wider site are clear when travelling along the A149, as well as from the village to the west. While there is existing vegetation/ hedgerows these are not of the scale which screen the site, it is clearly undeveloped. While any new development would be viewed in the context of the surrounding existing development, it is in a prominent location and the visual appearance of the site and landscaping would have a notable impact on the locality. The immediately adjacent residential development is varied in design/ appearance and materials and is predominantly detached single storey and chalet style development.

The information submitted with the application is indicative only and it is likely that the number of units proposed may need be reduced below that of 31 dwellings given the site constraints. However, this is an outline application with all matters reserved except access and as such the detail would be considered as part of a reserved matters application. That said the layout and density of the development, the scale, appearance and landscaping scheme should be in keeping with the local form and character, reflecting the edge of settlement site. A quality landscaping scheme is required with particular focus on the site boundaries along Beach Road and the A149.

In terms of the application under consideration, it is recommended that an appropriate residential scheme in terms of the impact on the form and character of the locality, could be delivered on this site which would meet the requirements of the NPPF and Local Plan Policies LP18 and LP21, as well as Neighbourhood Plan policies NP04 to NP07.

National Landscape

Paragraph 189 of the NPPF states '189. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection in relation to these issues.'

Local Plan Policy LP16 addresses the Norfolk Coast National Landscape and states – 'Permission for major developments in the Norfolk Coast National Landscape will be refused unless exceptional circumstances prevail as defined in the National Planning Policy Framework. Planning permission for any proposal within the National Landscape or affecting the setting of the National Landscape, will only be granted when it:

- a) conserves and enhances the Norfolk Coast National Landscape's special qualities, distinctive character, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the National Landscape designation; and avoids adverse impacts from individual proposals (including their cumulative effects), unless these can be satisfactorily mitigated; and

b) is appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment.'

Snettisham Neighbourhood Plan includes a policy (NP09) to protect the National Landscape - 'The enhancement of the public rights of way network, including access to it, will be supported. All development within the Norfolk Coast AONB should protect and enhance the AONB.'

The application site is detached from the National Landscape by a belt of existing residential development. While it is open in appearance, the site is read alongside the existing built form, and by the A149 and Beach Road. The development proposed would have an impact on locality, however in terms of the impact upon the setting of the National Landscape, this is considered to be minimal.

A priority of The Norfolk Coast Partnership is to protect and enhance dark skies through careful management and reduction of light pollution, to minimise harmful impacts on both wildlife and people. It would not be possible to prevent all outdoor security lighting for residential dwellings. However, the dwellings should be designed with regard to minimising light spill from glazing for example. Furthermore, if any external communal lighting was to be proposed this should be controlled at reserved matters.

It is considered that the proposal would not cause harm to the National Landscape (formerly referred to as the AONB), and as such the development is in accordance with the NPPF, Local Plan Policy LP16 and Neighbourhood Plan Policy 9.

Impact on residential amenity:

Policy LP21 of the Local Plan requires that 'proposals will be assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupants of the proposed development'. It also states that 'development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused.'

The development is unlikely to give rise to neighbour amenity issues for residents of existing dwellings to the west and north of the site as the site is of a sufficient size that separation distances between could be achieved. Within the site itself, the scheme would need to secure adequate amenity space for each dwelling and ensure that there is not unacceptable overlooking/ overshadowing between dwellings.

The applicant has submitted a Noise Assessment which identified any key surrounding noise sources within the vicinity of the site which have the potential to produce noise impacts upon the development. A series of noise surveys have been completed on site in order to measure off-site noise sources. The Assessment has shown that any noise impact on residents of the scheme can be adequately controlled through appropriate noise mitigation measures, to meet acceptable noise levels in both internal and external amenity areas which will accord with the 'No Observed Adverse Effect Level' as detailed in the PPG.

CSNN has stated that it is likely at reserved matters stage that a revised noise impact assessment would be required in order to refine and agree mitigation required to protect the proposed dwellings from an adverse impact in relation to noise. This should take account of noise from surrounding roads, nearby commercial activity and also from the proposed pumping station. Any existing dwellings that may be impacted by noise from the proposed pumping station should also be considered and the design and layout should take account of this and propose suitable mitigation accordingly. There should also be some consideration given to odour arising from the operation and maintenance of onsite drainage systems and how this can be minimised at reserved matters.

It is also necessary that a construction management scheme is submitted that is specific to noise, dust, odour, and smoke control for the site. It would need to include a schedule of works and hours of work and deliveries. It may also need to include specific details around piling type and timing. Details regarding external lighting and ASHPs should be submitted at the reserved matters stage.

The development would not have a detrimental impact on neighbour amenity or residential amenity for future residents of the development, subject to conditions attached to the consent. The scheme is in accordance with the NPPF and Policies LP18 and LP21, in so far as this is an outline application only with layout, scale, appearance and landscaping yet to be determined.

Highway safety / Public Right of Way:

Local Plan Policy LP13 states that 'Development proposals should demonstrate that they have been designed to:

- a. reduce the need to travel.
- b. promote sustainable forms of transport appropriate to their particular location and related to the uses and users of the development. In order of preference this should consider:
 - I. walking;
 - II. cycling;
 - III. public transport;
 - IV. private car;
- c. provide for safe and convenient access for all modes.'

Policy LP14 sets out required parking standards for new development.

Policy LP21 states 'development proposals should demonstrate that safe access can be provided, and adequate parking facilities are available.'

The site is to the west of the A149 with the village services located to the east of this highway. Currently there are insufficient suitable facilities in place (the existing footways are limited and narrow, and the existing crossing of A149 is not appropriate to accommodate the development) to link the two. Towards the south of the site is an existing Public Right of Way known as Snettisham Footpath 33, which goes from east to west.

The Parish Council and Third Party objections to the proposal raise concerns as they point out significant parking and traffic issues within the village from existing residents and visitors. The Parish Council state that they have attempted to work with Highways to look for solutions, but with no imminent solutions in sight. The additional traffic from new residents wanting to access the centre of the village for services will significantly exacerbate the issues as it is thought that people will use their vehicles to visit the village centre, encouraging car use. They are also concerned regarding the installation of a Toucan crossing and how this would impact the A149, as they state that during seasonal traffic it can already be queued back to the Beach Road junction. This may displace traffic through neighbouring villages. Concerns are also raised regarding the safety of the junction of Beach Road and the A149, which would obviously experience a notable increase in use.

The proposed development includes a single vehicular access off Beach Road. The Public Right of Way (PROW) known as Snettisham Footpath 33 would be enhanced as part of the

scheme, and a footpath would be provided running north/ south alongside the A149 (albeit set back from the highway) between the PROW and the pedestrian crossing. The development would deliver this toucan crossing across the A149. Improvements would also be made to the footway at Beach Road.

As such the development is able to provide appropriate walking, wheeling and cycling provision to safely accommodate movements between the site and local services.

In response to the objections raised, the Local Highway Authority (LHA) has confirmed that it has no objections to the development. They are satisfied that an appropriate vehicular access could be delivered, and that the scheme would not give rise to highways safety concerns as a result. Furthermore, the LHA are satisfied that the off-site highways improvements works, including the crossing, could be achieved. Conditions are requested to secure details of the off-site works prior to the commencement of development. A condition is also recommended to secure parking arrangements of vehicles during the construction period.

In terms of the Public Right of Way (PROW), the PROW officer has no objection to the application subject to a condition to protect Snettisham footpath 33. The full legal alignment and extent (width) must remain open and available for use, and any proposed surface changes must be approved by the Highway Authority prior to any works being carried out.

The on-site highways, footways (including the PROW) and garages/ parking would come forward as part of the reserved matters application. These would be required to meet Local Highway Authority standards and policy requirements.

The development as proposed is considered acceptable and in accordance with Local Plan Policies LP11, LP13 and LP21 and Neighbourhood Plan Policies and NP09.

Flood Risk / Drainage:

The application site lies within Flood Zone 1 of the Council's SFRA, which is the lowest risk of flooding, although the site is subject to some surface water flooding.

The Parish Council and Third Party comments refer to historic drainage issues within the village, due to the old water and drainage infrastructure. Their view is that the village infrastructure would be unable to cope with any additional residential development. They query the proposed drainage information submitted, as to whether the proposal would be commercially viable. Concerns are also raised about climate change and long term flood risk for the proposed residents.

The Environment Agency have stated that the site is above Secondary (undifferentiated) and Principal Aquifers, and Water Framework Directive groundwater body. The site is considered to be of moderate environmental sensitivity and could present potential pollutant linkages to controlled waters. As such conditions should be attached to secure a remediation strategy to deal with the risks associated with contamination of the site. In terms of Surface Water drainage they have reviewed the evidence submitted by the applicant and infiltration features have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground. Assuming no infiltration features are constructed in contaminated ground (as evidenced by the intrusive ground investigation), the EA are satisfied that there is no unacceptable risk to groundwater from the proposed infiltration features.

Anglian Water have confirmed that there are assets owned by Anglian Water (or those subject to an adoption agreement) within the site that will affect the layout, and these will need to be taken into account at reserved matters stage. Anglian Water provide clear guidance as to their requirements. In terms of wastewater treatment, based on their

assessment, Heacham WRC is within the acceptance parameters and can accommodate the flows from the proposed growth. Furthermore, they confirm that the proposed connection point for used water is acceptable to Anglian Water. The sewerage network at present has available capacity for the anticipated foul flows.

The IDB has stated that the proposals would include works which would require land drainage consent from the Board, and the Board strongly recommends that this is sought prior to determination of any future planning application.

Flood and Civil drainage engineers (on behalf of the LPA) have reviewed the correspondence from the IDB, EA and Anglian Water alongside the Flood Risk Assessment and Drainage Strategy by Rappor from January 2026. They do not raise an objection in principle but have comments that should be addressed through the reserved matters, and a condition should be attached to the planning consent to secure a detailed final surface water drainage scheme. In terms of foul water, the proposed connection is to an Anglian Water sewer and Anglian Water have provided their own consultation response, and they have nothing further to add.

While the concerns raised by the PC and local residents are acknowledged, based on the information submitted and the consultation responses received, it is considered that suitable drainage arrangements could be delivered on the site, subject to conditions. On this basis the proposal is in accordance with Policies LP18 and LP21 of the Local Plan.

Other material considerations:

Agents of Change – The NPPF in paragraph 200 states ‘Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities... Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.’

There is an existing commercial use to the north of the application site, Kim Cairns, which is a car servicing and repairs centre alongside car sales. The relationship between the proposed residential development and this existing commercial use should be considered in the proposed layout of the site, to ensure that these uses can co-exist harmoniously. The development would be required to provide sufficient mitigation measures so as to ensure acceptable residential amenity.

Ecology – The Preliminary Ecological Appraisal (submitted by the applicant) did not identify any significant ecological limitations. Mitigation measures are outlined in Section 8 of the report to offset the minor impacts that may occur. The baseline submitted within the Statutory Metric is accepted.

The Biodiversity Net Gain (BNG) report indicates that for the indicative layout proposed, 10% in Hedgerow Units would be delivered onsite, but that Area Units would need to be purchased from a Habitat Bank in addition to habitat being delivered onsite. While the hierarchy sets out a preference for on-site provision, followed by off-site provision and then the purchase of units as a last resort, this solution is considered acceptable in this case. If at reserved matters stage there is any additional loss/ impact upon trees/ vegetation then these changes must be reflected in the Metric.

There are no impacts anticipated on Habitats Sites beyond recreation (when considered in combination). A GIRAMs SHRA has been submitted and forms the authority's record of HRA. The financial contribution would be secured via legal agreement.

The Ecologist requests conditions are attached to the consent and an informative added to secure the BNG and ecological enhancements.

Trees/ Landscaping – There are existing trees and hedgerows on and adjacent to the application site. In the indicative layout submitted, the applicant has failed to demonstrate that 31 dwellings could be satisfactorily accommodated while retaining and protecting existing trees, including important off-site trees not under the control of the applicant.

The main arboricultural constraint remains the line of large mature poplars located just beyond the northern boundary, and under the indicative layout these would cause overshadowing and branch encroachment to the proposed dwellings, which is likely to lead to harm with heavy pruning or removal as a result. Furthermore, the indicative layout fails to avoid tree Root Protection Areas.

If outline permission is granted, the Arboricultural Officer requests that the constraints posed by retained trees, including Root Protection Areas, crown spread, shading, branch movement and future occupier pressure, should inform the design and layout submitted under reserved matters. The indicative layout is not considered acceptable, and it is likely the number of proposed dwellings would need to be reduced below 31. As a result, a condition is attached to secure a revised Arboricultural Impact Assessment to demonstrate the revised layout would not result in RPA encroachment or result in unsustainable relationships with retained trees.

Landscaping across the site will come forward at reserved matters and is not for consideration as part of this outline planning application.

Affordable Housing – In accordance with Local Plan Policy LP28, 20% provision is required on sites capable of accommodating 5 or more dwellings and/or 0.165ha in Snettisham. In this instance, based on 31 dwellings, 6 units are required (4 for rent and 2 for low-cost home ownership). The affordable housing mix would need to be addressed in the reserved matters application. The affordable housing should be fully integrated with the general market housing in which the accommodation is tenure blind, with clusters of no more than 4 units. A S.106 agreement would be attached to the consent to secure the affordable housing contribution.

Archaeology – There is potential for previously unidentified heritage assets with archaeological interest (buried archaeological remains) to be present within the current application site and that their significance would be affected by the proposed development. Consequently, the site would need to be subject to a programme of archaeological mitigatory work and conditions are attached to secure this.

Planning obligations – Based on 31 dwellings as shown on the indicative plans.

- Public Open Space – The proposed scheme has sufficient land to achieve the public open space required by Policy LP22. This requirement would be secured via legal agreement.
- Education - There is currently spare capacity within all education sectors. NCC would seek contributions for one Sixth Form place at £32,584.00 (for Springwood High School). The total education contribution is £32,584.00, plus Home to School Transport Costs of £21,318.00. This would be secured via legal agreement.
- Library Provision - A total contribution of £5,735.00 (i.e., £185 per dwelling) is required. This would be secured via legal agreement.

- Norfolk Fire & Rescue Service require that one fire hydrant is provided, and this can be secured by planning condition.
- East of England Ambulance Service seek a financial contribution of £10,540 (£340 per unit). This would support the relocation, expansion or reconfiguration and installation of EV charging infrastructure at King's Lynn Ambulance Hub, vehicle accommodation, welfare facilities and operational support areas and infrastructure required to safely accommodate increased demand. This sum would need to be secured through the CIL process.

Contaminated Land / Air Quality – In terms of land contamination, the applicant has submitted a Phase 1 desk study and Preliminary Risk Assessment which identifies potential risk from the former marshland and railway land use. This recommends further investigation for contamination and ground gas, and as such conditions are recommended to secure this further work.

No objection is raised in terms of air quality, as Building Regulations would control the building emissions and provision of electric vehicle charging points. Cycle parking is proposed within garages.

The submitted Transport Assessment proposes a pedestrian (Toucan) crossing across the A149 and this would improve connectivity for active travel. However, it is also accepted that some of the essential local services are located some distance away, and this would not necessarily encourage more sustainable low emission active travel modes for all residents.

In terms of minimising potential exposure to emissions, the development is located adjacent to a busy road (A149) with traffic flows over 10,000 vehicles per day. However, based on the indicative plans the dwellings are sufficiently set back and separated from the A149 by an internal access road and footway/cycle path. The mature hedge / tree line would also help to further minimise exposure.

Climate Change – Policy LP06 requires that new development should minimise and reduce carbon emissions. The applicant has (in accordance with the policy requirements) submitted a Sustainability and Climate Change Statement.

This outlines how the development could reduce CO2 emissions from the development in the form of high quality design, energy efficient buildings and sustainable construction practices. Sustainable Drainage systems would be used to address flood risk/ extreme weather events. Biodiversity enhancements would be included, alongside landscaping and area of public open space. GIRAMS payments would be made commensurate to the additional population.

Connections between the site and the centre of Snettisham (to the east), and Snettisham Common (to the west) would be improved, improving accessibility for pedestrians and cyclists. While some car use is inevitable, EV charging points would be provided.

Snettisham already has access to a bus service, and new development may lead to an increase in use providing support for public transport services going forward.

The applicant states that given the low level ecological importance of the site, it may be possible by careful landscaping to improve the ecological standing of the site.

At the reserved matters stage, all up-to-date legislation and guidance would be considered in the layout and design of the buildings including features such as EV chargers, bike stores, rainwater harvesting.

The applicant states that the development would benefit the local economy.

The statement submitted demonstrates that the development has the ability to minimise and reduce carbon emissions, and as such is in accordance with Local Plan Policy LP06.

Ownership/ Right of Access - a neighbouring landowner has queried the site boundaries and ownership of the site. The applicant has provided title deeds to demonstrate that the site is within the full ownership of the applicant.

Minerals/ Waste Planning - The application site is underlain by Mineral Safeguarding Areas for (Sand and Gravel) and (Silica Sand). However, Norfolk County Council (as the Minerals and Waste planning authority) considers that as a result of the site area it would be exempt from the requirements of Policy MP11 Mineral Safeguarding Area and Mineral Consultation Areas of the adopted Norfolk Minerals and Waste Local Plan (NM&WLP).

CONCLUSION:

The application seeks outline planning consent with access only. The layout, scale, appearance and landscaping would be determined as part of a reserved matters application. The proposed development is for up to 31 dwellings. The development proposed includes a vehicular access onto Beach Road. The site lies outside of but adjacent to the development boundary for Snettisham and is not a Local Plan allocation.

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

In terms of the principle of development, residential development on this site is broadly in accordance with Local Plan policies LP01 and LP02. However, the maximum number of units at 31 exceeds the threshold within the development plan. This should be weighed against the Government's objective of significantly boosting the supply of homes, and the application would also deliver a number of community benefits as part of this scheme. On that basis it is suggested that these are sufficient material considerations to outweigh this policy stance, in this specific case, given the scale of development and site characteristics.

It is recommended that an appropriate residential scheme could be delivered on this site which would respect the form and character of the locality and meet the requirements of the development plan. The application site is located within proximity to the National Landscape, however the proposal would not cause harm to the National Landscape.

Consideration has been given as to whether the development would have a detrimental impact on neighbour amenity, or on residential amenity for future residents of the development. Subject to conditions attached to the consent, the scheme is considered to be policy compliant.

Similarly, subject to conditions, the development would be capable of delivering safe vehicular and pedestrian/ cycle access to the site. The Local Highway Authority has no objections to the development.

Matters such as flood risk/ drainage, the impact on neighbouring commercial uses, ecological impacts, the protection of archaeological interests and ensuring safe management of contamination have all been considered in the report above and can be adequately addressed and secured via condition. Planning obligations including affordable housing, public open space, GIRAMS, education and library contributions would all be secured via legal agreement.

As such the development is recommended for approval as is in accordance with the NPPF, Local Plan Policies LP01, LP02, LP03, LP06, LP11, LP13, LP14, LP16, LP18, LP19, LP21, LP22, LP27, LP28 and Neighbourhood Plan Policies NP02, NP04 to NP07, NP09, NP10.

RECOMMENDATION:

A. APPROVE - subject to completion of a s106 to secure Affordable Housing, Public Open Space, GIRAMS, Education and Library contributions. If the agreement is not completed within 4 months of the committee resolution, but reasonable progress has been made, delegated authority is granted to the Assistant Director/Planning Control Manager to continue negotiation and complete the agreement and issue the decision and subject to the imposition of the following condition(s):

- 1 Condition Approval of the details of the means of layout, scale, appearance and landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority before any development is commenced.
- 1 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted to the Local Planning Authority in writing and shall be carried out as approved.
- 2 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 3 Condition Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- 3 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 4 Condition The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the latest such matter to be approved.
- 4 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 5 Condition The development hereby permitted shall be carried out in accordance with the following approved plans -

7057-CF-ZZ-XX-DR-A-0502 P6 INDICATIVE SITE PLAN WITH BOUNDARY
 MARKED (received 9 June 26) in so far as site boundary and access only.
7057-CF-ZZ-XX-DR-A-0500 P2 SITE LOCATION PLAN (received 2 March 26)
- 5 Reason For the avoidance of doubt and in the interests of proper planning.
- 6 Condition No works shall commence on the site until such time as detailed plans of the roads, footways, cycleways, street lighting, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. All construction works shall be carried out in accordance with the approved plans.

- 6 Reason To ensure that the highway works are designed to an appropriate standard in the interest of highway safety in accordance with the NPPF and Local Plan Policy LP13. This needs to be a pre-commencement condition to ensure fundamental elements of the development that cannot be retrospectively designed and built are planned for at the earliest possible stage in the development and therefore will not lead to expensive remedial action and adversely impact on the viability of the development.
- 7 Condition Prior to the occupation of the final dwelling all works shall be carried out on roads/footways/cycleways/street lighting/foul and surface water sewers in accordance with the approved specification to the satisfaction of the Local Planning Authority.
- 7 Reason To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway in accordance with the NPPF and Local Plan Policy LP13.
- 8 Condition Before any dwelling is first occupied the road(s)/footway(s)/cycleway(s) shall be constructed to binder course surfacing level from the dwelling to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority.
- 8 Reason To ensure satisfactory development of the site in accordance with the NPPF and Local Plan Policy LP13.
- 9 Condition Prior to the first occupation of the development hereby permitted visibility splays measuring 2.4 metres x 90 metres shall be provided to each side of the access where it meets the near edge of the adjacent highway carriageway. The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- 9 Reason In the interests of highway safety in accordance with the principles of the NPPF and Local Plan Policy LP13.
- 10 Condition Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvement works have been submitted to and approved in writing by the Local Planning Authority that include:
- 3m footway / cycleway from the site up to (and around the radius of) the junction with Poppyfields Drive, including a toucan crossing on the A149
 - Footway improvements along Beach Road between the site and Snettisham Common Car Park
 - Provision of footway west of the site access demonstrating how FP33 will be upgraded where it joins Beach Road, including pram crossings on either side of Beach Road.
- 10 Reason To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with the NPPF and Local Plan Policy LP13.
- 11 Condition Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in condition 10 shall be completed to the written satisfaction of the Local Planning Authority.

- 11 Reason To ensure that the highway network is adequate to cater for the development proposed.
- 12 Condition The public right of way (Snettisham Footpath FP33) crossing the site shall be retained on its existing alignment and maintained free from obstruction.
- 12 Reason To protect the public right of way which crosses the site until such time as it has, if necessary, been formally diverted, in accordance with the NPPF.
- 13 Condition No demolition/development shall take place until an archaeological written scheme of investigation (WSI) 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 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation and 7) any further project designs as addenda to the approved WSI covering subsequent phases of mitigation as required.
- 13 Reason To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 14 Condition No demolition/development shall take place other than in accordance with the written scheme of investigation approved under condition 13 and any addenda to that WSI covering subsequent phases of mitigation.
- 14 Reason To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 15 Condition The development shall not be occupied or put into first use 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 13 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 15 Reason To safeguard archaeological interests in accordance with the principles of the NPPF.
- 16 Condition Prior to the commencement of groundworks, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
- (i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with the Environment Agency's Land Contamination Risk Management (LCRM).

- 16 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. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.
- 17 Condition Prior to the commencement of groundworks, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- 17 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. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.
- 18 Condition The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of groundworks, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

- 18 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.

- 19 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 the requirements of condition 16, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 17, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 18.

- 19 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.
- 20 Condition No development above foundation level shall take place on site until a scheme to protect the dwellings from all sources of noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved before the development is brought into use.
- 20 Reason In the interests of the amenities of the occupiers in accordance with the principles of the NPPF and Policy LP21.
- 21 Condition No development or other operations shall take place on site until a detailed construction management statement 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 on-site parking for construction and other vehicles and wheel washing for the duration of the construction period ;
 - 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.

- 21 Reason In order that the Local Planning Authority may retain control over the construction activities in the interests of the amenities of the locality in accordance with the NPPF.

This also needs to be a pre-commencement condition as this issue relates to the construction phase of the development.

- 22 Condition Notwithstanding the details hereby approved, no development shall commence until full details of the foul and surface water drainage arrangements for the site have been submitted to and approved in writing by the Local Planning Authority.

The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.

- 22 Reason To ensure that there is a satisfactory means of drainage in accordance with the NPPF.

This needs to be a pre-commencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.

- 23 Condition The Biodiversity Gain Plan shall be prepared in accordance with the Statutory Metric version 3 dated 20.01.2026 and prepared by Polly Godfrey at Philip Parker Associates Ltd.

- 23 Reason To ensure the development delivers a Biodiversity Net Gain on site in accordance with Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 and policy LP19 of the Kings Lynn and West Norfolk Borough Council Local Plan.

- 24 Condition The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan has been submitted to, and approved in writing by, the local planning authority and including:

- a) a non-technical summary;
- b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP and thereafter retained in the conditions specified to serve the intended purpose. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

Notice in writing shall be given to the Council when the:

- (a) HMMP has been implemented; and
- (b) habitat creation and enhancement works as set out in the HMMP have been completed.

- 24 Reason To ensure the development delivers a Biodiversity Net Gain on site in accordance with Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 and policy LP19 of the Kings Lynn and West Norfolk Borough Council Local Plan.

- 25 Condition The development hereby approved shall be carried out in strict accordance with the Mitigation Strategy Section 8 of the Preliminary Ecological Appraisal. Locations of these enhancement measures must be mapped in relation to the proposed development and submitted to the LPA alongside photographic evidence of

installation prior to occupation of the dwelling. Measures shall be implemented in full and the habitats maintained thereafter.

- 25 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 174 of the NPPF and local planning policy.
- 26 Condition Prior to the commencement of development a site layout plan detailing the location of existing water and drainage assets, and any proposed asset diversion or build over agreement, should be submitted to and approved by the local planning authority, in consultation with Anglian Water. In order to ensure on-going maintenance is possible all existing water and drainage assets should be located in areas of public open space and/or adoptable highways.
- 26 Reason To ensure Anglian Water assets are protected throughout the construction period, and that the necessary site layout and easements are provided, in accordance with the NPPF. This needs to be a precommencement condition to ensure that these are located and sufficiently protected prior to construction works.
- 27 Condition The Reserved Matters application shall be accompanied by an updated Arboricultural Impact Assessment, Tree Constraints Plan, Tree Protection Plan and Arboricultural Method Statement, prepared in accordance with BS5837. The submitted details shall include all trees on and adjacent to the site that may be affected by the development and shall demonstrate how retained trees, including off-site trees, will be protected during construction.

The Reserved Matters layout shall take account of the above and below-ground constraints of retained trees, including Root Protection Areas, crown spread, shading, branch movement and future relationship with occupiers. No development shall take place within the Root Protection Area of any retained tree unless this has been fully justified and appropriate arboricultural mitigation has first been approved in writing by the Local Planning Authority.

Development shall thereafter be carried out in accordance with the approved arboricultural details.

- 27 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.
- 28 Condition The development shall not be brought into use until a scheme for the provision of one fire hydrant has been implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.
- 28 Reason In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF.
- 29 Condition 40% of the dwellings hereby approved shall be built to meet requirement M4(2) of Part M of the Building Regulations: Category 2 for accessible and adaptable dwellings (or the equivalent legislation thereof). In addition, a minimum of 5% of the affordable housing contribution must accord with Category M4(3) (wheelchair adaptability). Details of the dwellings to be constructed to these standards shall be submitted as part of the reserved matters application.

- 29 Reason To ensure the development includes the provision of accessible and adaptable dwellings in accordance with the NPPF and Local Plan Policy LP30.
- B.** If in the opinion of the Assistant Director/Planning Control Manager no reasonable progress is made to complete the legal agreement within 4 months of the date of the committee resolution, the application is **REFUSED** on the failure to Affordable Housing, Public Open Space, GIRAMS, Education and Library contributions in line with Policy LP28 of the Local Plan.