

Parish:	East Winch	
Proposal:	OUTLINE APPLICATION AND SELF BUILD: The construction of up to 4 new Custom and Self-Build homes	
Location:	Land East of Braemore Lynn Road East Winch Norfolk PE32 1NP	
Applicant:	Mr Jasbir Anota	
Case No:	26/00860/O (Outline Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 22 July 2026 Extension of Time Expiry Date: 10 September 2026

Reason for Referral to Planning Committee – Applicant is related to Cllr Anota

Neighbourhood Plan: No

Case Summary

The application seeks outline planning consent with all matters reserved. The access, layout, scale, appearance and landscaping would be determined as part of a reserved matters application.

The proposed development is for up to four custom and self-build dwellings. Access would be via a shared single access onto Station Road. The site is currently in the form of grassland.

The application site is approximately 0.34ha in size and lies to the north of the A47, in the village of East Winch. East Winch is categorised as a Rural Village in the adopted Local Plan. The site lies outside of the development boundary as designated on the Planning Policies Map.

Key Issues

Principle of Development
Highways / Access
Form and Character
Noise Impact
Neighbour Amenity
Flood Risk
Ecology
Other Material Considerations

Recommendation
REFUSE

THE APPLICATION:

Case Summary

The application seeks outline planning consent with all matters reserved. The proposed development is for up to four custom and self-build dwellings. Access would be via a shared single access onto Station Road. The site is currently in the form of grassland.

The application site is approximately 0.34ha in size and lies to the north of the A47, in the village of East Winch. East Winch is categorised as a Rural Village in the adopted Local Plan. The site lies outside of the development boundary as designated on the Planning Policies Map.

An indicative layout plan is submitted to illustrate four plots could be achieved within the site. The access, layout, scale, appearance and landscaping would be determined as part of a reserved matters application and are not for consideration at this stage.

Historically, a planning application was submitted in 2025 for broadly the same application site, reference 25/00590/O. The application was for outline planning consent for five dwellings with access proposed via the A47. This application was withdrawn following an objection received from National Highways.

SUPPORTING CASE:

Although it is in a rural setting, it has exceptional connections to the road network, public transport and pedestrian networks and is close to a range of village services and facilities.

The site is next to the A47 and benefits from excellent connections to King's Lynn, Norwich and other major settlements via the wider trunk road network. The site is also well served by public transport. Excel bus services operate along the A47, with eastbound services providing connections towards Norwich and onward to Great Yarmouth, and westbound services towards King's Lynn, Wisbech and Peterborough. These services operate frequently, mostly 30 minutes, providing a realistic alternative to travelling exclusively by car. There is a trod proposed (footway), linking both east and west excel stops close by. (20 and 115 metres from the trod exit point).

Secondary school bus services operate in the area; a new primary school has opened at nearby Gayton. This makes the location particularly suitable for families seeking a rural environment without being isolated from schools and public transport.

Importantly, the proposed widening of the entrance from Station Road provides far, far safer than the existing layout, providing a safer access for deliveries to Station Terrace and allow refuse collection vehicles to pull off the carriageway, safer for refuse collection staff and reducing obstruction; importantly providing an improved area for pedestrians approaching the A47 junction/ footway, there is no designated footway at this end of Station Road itself.

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This is a useful safety improvement and should be considered as part of the overall benefits of the proposal.

The site provides an opportunity for a small-scale development which would allow people to enjoy a rural setting while remaining close to existing infrastructure and services. No history of flooding, and within flood zone 1.

Village facilities are within reasonable walking distance, including the Post Office and store, village hall, public house and other local facilities. The nearby RSPCA depot and other established uses also contribute to the existing pattern of development in the area.

The proposal therefore does not represent development in an entirely isolated location. Instead, it would provide a limited number of homes in a location with established transport connections and access to local services.

Ecology access; The applicant is also willing to explore an arrangement whereby part of the wider area shown in blue on the submitted plan, including the large wildlife pond, could be shared with or made available to the future residents, subject to a suitable agreement. This would provide an additional recreational and ecological benefit and help residents to maintain a meaningful connection with the surrounding countryside and wildlife.

To Sum Up

This is a modest proposal for up to four homes in a location which has unusually strong transport connections for a rural site.

The combination of:

- Excellent access to the A47 and the wider road network;
- Frequent the best rural bus services towards King's Lynn, Norwich and other major settlements;
- Pedestrian connection to the A47 footway and bus stops;
- Proximity to local village facilities;
- Access to school transport and the nearby primary school at Gayton;
- Highway improvements associated with the widened entrance; and
- Potential for residents to benefit from the wildlife pond and surrounding land.

means that the site has considerable locational advantages. The fact that the site is rural should not outweigh these specific characteristics. The proposal is small in scale and would provide additional housing while making use of a site which is well connected to existing infrastructure and services.

Application 26/00860/O deserves favourable consideration. It is unique and in reality, it is within East Winch.

PLANNING HISTORY

25/00590/O: Application Withdrawn: 26.02.2026 - Outline application with some matters reserved for the construction of 5 new self/custom build sustainable homes within a site off the A47 at East Winch

23/00666/O: Application Withdrawn: 25/07/23 - Outline application for five two storey energy efficient homes - Braemore, Lynn Road, East Winch, King's Lynn PE32 1NP

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16/01102/F: Application Permitted (Planning Committee determination): 04/08/16 - Change of use from business premises into residential annexe (retrospective) - Braemore, Lynn Road, East Winch, King's Lynn PE32 1NP

2/93/0380/F: Application Permitted (Delegated determination): 18/05/93 - Extension and alterations to dwelling - Braemore, Lynn Road, East Winch, King's Lynn PE32 1NP

RESPONSE TO CONSULTATION:

Parish Council: SUPPORT

The Parish Council voted to support this application by a slim majority. The comments we raised previously appear to have been covered regarding highways access, grey and surface water and flooding. A recent application was approved which was also outside the development area.

Local Highway Authority: NO OBJECTION subject to condition.

In terms of highway considerations, at this all matters reserved stage, we have no objection to the principle of the development. The attached red line alteration should enable an appropriate vehicle access for the development to be formed within the land indicated.

However, the applicant would need to provide an appropriate design at a reserved matters stage to address the following points below in accordance with the adopted standards and those indicated to them during the informal advise:

- i) Access visibility splays (across blue and red edged land).
- ii) Access separation from the existing to define the two access points for drivers
- iii) Parking provision in accordance with adopted standard.
- iv) Turning
- v) Pedestrian access linking development to Bus Stop

National Highways: NO OBJECTION

The current application has addressed concerns to a previous application through a revised access arrangement. Vehicular access is now proposed via Station Road, utilising and enlarging an existing access point that currently serves seven residential properties. This access is located approximately 50 metres to the north of its junction with the A47 at a crossroads. In addition, the proposal includes provision of a pedestrian footpath linking the development to the existing footway along the northbound carriageway of the A47. National Highways considers the revised access strategy and its location to be acceptable.

Having regard to the scale and nature of the proposed development, comprising four dwellings, National Highways considers that the development would not be likely to result in a material impact on the operation or safety of the adjoining Strategic Road Network (SRN), including the nearby A47 junction. As such, no further detailed assessment of traffic impact on the SRN is considered necessary. Furthermore, given the limited scale of the development, it is not anticipated that construction activities associated with the proposal would give rise to any significant temporary impacts on the SRN.

On the basis of the information submitted, National Highways raises no objection to the application.

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Internal Drainage Board: NO OBJECTION

No objection subject to IDB byelaws.

Environmental Health & Housing - Environmental Quality: NO OBJECTION

The applicant has provided a screening assessment indicating no known contamination and states the site is a domestic garden and grassland. We have reviewed our files and the site is not seen developed other than some small outbuildings on the north of site seen first in aerial photography dated 1999. The surrounding landscape is largely residential and agricultural. East Winch Common SSSI is located south of the site across the A47.

No potential sources of contamination are identified in our records, or in the information provided by the applicant. We have no objection regarding contaminated land.

Ecologist: NO OBJECTION subject to conditions.

The applicant has claimed an exemption from Biodiversity Net Gain (BNG) under the Self build and custom build exemption. This exemption should be secured via a legal agreement.

Irrespective of an exemption from BNG every development has a duty under the NPPF to deliver measurable net gain. The proposal will require the loss of part of a pond as well as some grassland. No mitigation or compensation for the loss is proposed and so a net loss is expected which is not acceptable under the NPPF. An updated PEA has been submitted and the applicant has confirmed that a management strategy to enhance the remaining sections of the pond would be agreeable, and would address the delivery of measurable net gain.

The applicant has paid the required GIRAMS tariff of £1,262.32 (£315.58 x 4) and the Habitats Regulation Assessment is valid.

If you are minded to grant consent please attach conditions.

Natural England: NO OBJECTION

This advice relates to proposed developments that falls 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).

Arboricultural Officer: OBJECTION

This outline application includes a plan of the tree constraints with an indicative layout. Plot 4 appears to have been moved south in an effort to avoid the root protection area (RPA) of a group of ash trees indicated as G2, and west to avoid the RPA of T1 a Poplar tree.

This would be likely to create a potential future issue with the garden of plot 4 as indicated. The garden area is likely to be dominated by T1 and by the southern boundary vegetation.

Access to the same plot is likely to require development within the Minimum RPA of the group of ash trees G2. Without more detailed information it is difficult to see how Plot 4 may be constructed without harm to existing trees, and if it were shown that these trees could be protected during construction work, it would lead to a future unsustainable relationship with on and off site trees that will lead to undesirable living conditions for future residents, and pressure for premature harsh pruning or felling.

The long-term retention and management of the southern hedgerow/tree buffer between the site and the A47 is uncertain. While this is outline only, it is something that is likely to have a significant impact on the success or otherwise of any residential development in this location, and new residents are likely to require a stronger form of boundary and potential loss of the hedge.

Community Safety and Neighbour Nuisance: NO OBJECTION subject to conditions.

No objections, however further information will be required at later stages in the planning process. The applicant already seems to be aware of this because the Design and Access Statement mentions the need for noise surveys at the reserved matters stage. Conditions and informatives should be attached re Air Source Heat Pumps, Road Traffic Noise, Construction working/ delivery hours, Noise and disturbance.

Norfolk Constabulary:

Detailed comments provided related to Secured by Design for the proposed scheme.

REPRESENTATIONS: TWO OBJECTIONS received (summarised as) -

- Lies outside the designated settlement boundary for East Winch.
- Parish Council has concerns regarding the clearance of black, grey and surface water from this site. Currently insufficient existing sewage treatment capacity to accommodate outflow from additional properties and old mains drainage may be unable to cope. Station Road has previously been subject to flooding at the entrance to the proposed site due to the restricted culverts under the road which become easily blocked.
- East Winch is categorised as a tier 5 settlement - a 'Rural Village' Under Policy LP01 of the Local Plan, the dwellings allocation for East Winch is 0 (zero). The housing stock of East Winch has increased by EIGHTEEN dwellings since 2020 (i.e construction completed or under construction). Policy LP02 - The housing needs of rural settlements within Tiers 5 and 6 of the Settlement Hierarchy will largely be provided for by existing planning permissions and sites allocated in this Plan or a Neighbourhood Plan. Windfall development can also take place in Tiers 5 and 6. However, this should normally be confined to sites located within development boundaries. This restriction is needed to protect smaller villages from over-development....." There is no Neighbourhood Plan for East Winch. Appendix I of the Local

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Plan lists a windfall requirement of only 2 dwellings for East Winch for the plan period. The proposed number of units (4) in the outline application is clearly well in excess of that windfall requirement.

- The established pattern of development in the village of East Winch is that of linear/ribbon development, fronting onto the highways. While the development as proposed seeks to position three dwellings backing onto the A47 Lynn Road, the fourth dwelling is proposed to the back of these: this represents backland development and is contrary to the established form and character of the locality.

- The Case Document prepared by BCKLWN Planning for the previous application on this site stated that the development would be in direct conflict with Policy LP02.

- The water body closest to the site is designated as a place of outstanding natural beauty as deemed by Natural England under the Countryside and Rights of Way Act 2000 (CROW ACT). It protects the land to conserve and enhance it's natural beauty. I am not aware that this has lapsed in anyway. There is numerous wildlife visible - Hedgehogs, Toads, Kingfishers, Owls and Pipistrel Bats who fly a route along the said area. Noise pollution will disturb wildlife. These are self-build with no time limit for completion.

- Would support an eco survey by Natural England.

- If the pond on the proposed site is reduced where is the wildlife to go? You have stated that the pond on the proposed site will be designated as a wildlife amenity area while reducing its size. Who is going to be responsible for policing this area and protect what is on the pond and in it? What is to prevent anyone accessing our area of land via the Private Right of Way as stated on our deeds and is for our use only. Will a tall fence be erected around the perimeter as we want protection as that area would become a safety issue for our land.

- The majority of the trees along the perimeter are on our land, why are they marked on the plan?

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

LP02 - Residential Development on Windfall Sites (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP13 - Transportation (Strategic Policy)

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)

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

NEIGHBOURHOOD PLAN POLICIES

Neighbourhood Plan: Not Applicable

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

F8: Sustainable drainage systems and watercourses

S5: Principle of Development outside Settlements

HO7: Meeting the need for Homes

TR4: Street Design, access and parking

DP3: Key Principles for Well-Designed Places

P3: Living conditions and pollution

N2: Improving the natural environment

NATIONAL GUIDANCE

Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS:

The main considerations are:

- Principle of Development
- Highways / Access
- Form and Character
- Noise Impact
- Neighbour Amenity
- Flood Risk
- Ecology
- Other Material Considerations

Principle of Development:

The application site lies towards the east of the village, on the edge of the built extent of East Winch. Access would be via Station Road. The site currently consists of an area of rough grazing with some trees and hedging around the site boundaries particularly along the southern boundary. There is an established pond to the north. To the west of the site is a detached dwelling, to the south is the A47 (Lynn Road) with an area of woodland opposite the site. To the east of the site is also a wooded area.

East Winch is categorised as a tier 5 settlement in the Local Plan as a 'Rural Village'. However, the site is outside of the settlement boundary for East Winch as shown on the Local Plan Policies Map, although does directly adjoin it. Policy LP02 of the Local Plan states:

'5. In tiers 5 and 6 of the settlement hierarchy, residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. That is except at Tier 5 settlements that have a housing requirement identified in Appendix 1 to Policy LP03 – Neighbourhood Plans, for which there are no

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opportunities within the development boundaries and which the relevant Neighbourhood Plan does not address through allocations. In such circumstances, small scale development of up to 5 dwellings will be supported here this is necessary to meet that housing requirement, and subject to the criteria under Parts 1 and 2 of this policy.'

There is no Neighbourhood Plan for East Winch. Appendix I of the Local Plan lists a windfall figure of only 2 dwellings for the plan period. The proposed number of units is likely to be above that referred to in policy LP02 above.

In the NPPF, Policy S5 'Principle of development outside settlements' states that:

'Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:...
e. Limited infilling within groups of houses;...'

'4. Development proposals which do not fall within one of the categories set out in this policy should only be approved in exceptional circumstances, where the benefits of the proposal would substantially outweigh the adverse effects, including to the character of the countryside and in relation to promoting sustainable patterns of movement.'

The proposed development would not be considered infilling due to the edge of settlement location and as such, fails to meet the criteria within Policy S5.

The dwelling proposed is identified as a 'self-build' unit and Local Plan Policy LP31 supports self-build housebuilding and reads:

'1. Proposals for self-build and custom housebuilding will be supported where they respect local character and comply with other relevant policies in the plan.
2. On multi-plot sites, proposals will be encouraged to make a proportion of serviced dwelling plots available to self and custom housebuilders, for which consideration should be given to the sizes of plots identified as required on the Self Build Register.
3. The delivery of plots for custom and self-build housing will be secured by a planning condition or S106 agreement.'

Policy HO7 of the new NPPF states that 'substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence.'

The Borough Council has a legal duty to give suitable development permission to provide enough serviced plots of land to meet the demand for custom and self-build housebuilding in its area. At the current time the Council is experiencing some difficulty in demonstrating that it has met the need for Custom and Self-Build due to a change in legislation, however this does not mean that planning permission should automatically be granted - it is just one of a range of material considerations in assessing a planning application.

The self-build nature does carry some positive weight, and the location of the application site is adjacent to the development boundary. However, the scheme should also meet the NPPF which is clear in stating that development outside of the development boundary should be resisted. The application site is not surrounded by development and would not be considered as infilling. As such, the development proposed does not meet the exception criteria in Policy S5.

In summary, whilst custom and self-build development may be acceptable in principle, there are other in principle matters outlined above which outweigh this need for custom and self-build housing. Specifically, in terms of the principle of development, the proposal conflicts with Local Plan Policy LP02, and NPPF Policy S5.

Highways/ Access:

Policy LP13 of the adopted Local Plan addresses transport issues in new development. NPPF Policy TR4 (Street design, access and parking) requires that transport considerations are integral to the design of development.

The site lies outside of the development boundary for East Winch and is not a Local Plan allocation. While access is not included within this outline application, the red line demonstrates that access to the site is proposed via an existing shared access with the donor dwelling Braemore and the existing neighbouring plot 1A, and is also positioned alongside the access serving Station Terrace. During the application process the submitted plans were amended to demonstrate that sufficient land is available to enable a suitable access to be provided within the application site.

The Local Highway Authority has no objection to the principle of the development. However, the applicant would need to provide an appropriate scheme at a reserved matters stage to secure the visibility splays, the separate access points, parking and turning facilities and pedestrian access linking development to the bus stop. Given that no vehicular access is proposed from the A47, National Highways has no objection to the proposed development.

While access and layout are not included as part of the application, the applicant has demonstrated that an appropriate access could be provided within the application site for up to four dwellings, and as such the application is broadly in accordance with the Local Plan Policies LP13 and LP21, and NPPF policy TR4 and DP3.

Form and Character:

Local Plan Policy LP18 requires 'all new development in the borough must be of high-quality design.' Policy LP21 states that 'the scale, height, massing, materials and layout of a development should respond sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials.'

The NPPF in Policy DP3 states '*Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets.*'

The development proposes up to four detached dwellings, accessed off Station Road. Three of the dwellings would front onto the A47, with the fourth dwelling positioned to the rear of Braemore. The applicant describes this site as an 'infill' form of development, however there is only built form to the west of the application site with woodland to the east and therefore it is not considered an 'infill' site.

In terms of land levels the site falls away from the front to the rear and also east to west. On the southern boundary of the site the land level is 12.9mAOD which then falls away to

12.3mAOD to the rear of the site. The land level on the southern boundary at the farthest point east is at 14.2mAOD which falls to 12.2mAOD to the rear.

The form and character of the built environment in East Winch varies. To the west is a large detached two storey dwelling and associated buildings (Braemore House), with recently constructed two storey detached dwellings to the northwest fronting onto Station Road. The pattern of development in East Winch is predominantly that of ribbon development (as raised by third party comments). This is clearly an edge of village site with areas of woodland to the east and to the south of the site reinforcing this rural character. As such, consideration should be given to this rural location, and any scheme should seek to protect the existing landscaping within the site and provide quality landscaping throughout. The proposed dwellings should relate to this locality in terms of the scale and appearance as well as the site layout. An indicative site layout has been proposed which is generally frontage development. However, plot 1 is set to the rear which is somewhat contrived, and consideration should be given at reserved matters whether four units are achievable on site and would adequately reflect the form and character of the locality. The extension of built form to the east, along the frontage of Lynn Road, would not be contrary to the established pattern of ribbon development. Given the positioning of the site, the established built form and the street scene, it is considered that an appropriate scheme could come forward for residential development and that this would not result in harm to the locality.

There are existing landscaping/trees on site which are shown on the submitted plans and make a valuable contribution to the streetscape. The impact of the development in the street scene would be reduced if set behind these existing trees and hedging. The existing hedging along the southern boundary should be retained and reinforced with additional planting. This would soften the appearance of any acoustic fencing required for the dwellings.

The Arboricultural Officer has raised concerns regarding the potential relationship between a group of ash trees and a poplar tree within the garden of plot 4 on the indicative plan. In their view the trees would likely dominate and overshadow the garden area, and the access is likely to fall within the root protection area. As such it would be challenging to develop plot 4 without harm to the existing trees. As a result, during the application process the description of the application was changed to read 'up to four dwellings'. This enables a greater degree of flexibility at a reserved matters stage to ensure an appropriate design can be achieved without causing harm.

In summary, while the details of the site layout, appearance, scale and landscaping are yet to be determined, in principle the site could come forward for a modest form of residential development that could reflect the form and character of the locality. The development, if appropriately designed could be assimilated into the settlement given the established landscaping. As such, the development is broadly in accordance with Local Plan Policies LP18 and LP21 and NPPF Policy DP3.

Noise Impact:

Local Plan Policy LP21 requires that the amenity of any future occupiers of the proposed development will be assessed against a number of factors including... noise.

NPPF Policy P3 states that 'development proposals should:

a. Provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and the quality of life. Where

necessary suitable mitigation measures should be incorporated to secure acceptable living conditions;...'

The proposed dwellings are within close proximity of the A47 (Lynn Road), and careful consideration should be given to noise and disturbance generated by this highway. The CSNN officer has stated that they have no objections to the proposal, however further information is required at the reserved matters stage and could be secured by condition prior to the commencement of development.

Previously, an environmental noise assessment was produced for a proposed residential scheme on the application site which was based on a specific proposed layout. This assessment proposed mitigation measures such as a minimum distances from the A47 carriageway, acoustic fencing, siting of garages, window details/ ventilation etc. A revised Noise Impact Assessment and/or Acoustic report, would be required by CSNN to inform the design/build noise control measures necessary to protect the residential amenity of all future occupiers of the dwellings where possible.

Based upon the information submitted, and subject to the proposed conditions, the scheme could be designed in accordance with Local Plan Policies LP18 and LP21, the NPPF Policy P3, National Design Guide, and the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010).

Neighbour Amenity:

The site layout, scale of development and access proposed would be unlikely to result in a detrimental impact on existing neighbouring residents. The design of the proposed dwellings are to be determined at reserved matters, at which time the relationship between the proposed dwellings and those existing should be considered with regard to window placements, internal layouts, boundary treatments and landscaping. The site is of a sufficient size that the site layout and scale of development could be appropriately designed.

The Community Safety and Neighbour Nuisance Officer has stated that should the development be permitted a condition should be attached to control construction site hours. However, it is not considered this is reasonable given the location of the site alongside the A47. It is also recommended that an external lighting condition would be required for the site.

In principle and subject to detailed design matters, the development proposed would, in regard to impacting neighbour amenity issues, be in accordance with Local Plan Policies LP18 and LP21, and NPPF Policy P3.

Flood Risk:

The application site lies within Flood Zone 1 and is at the lowest risk of flooding. The application form states that the development would be connected to the main sewer. This is likely to drain to the East Winch sewerage treatment works, within which there is sufficient capacity at this time.

NPPF Policy F8 requires that 'Development proposals which could affect drainage on or around the development site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, in ways which are proportionate to the nature and scale of the proposal.'

The Parish Council and Third Parties have raised concerns regarding the clearance of grey and surface water, and to whether the old main drainage would be able to cope. If not the

site would have to resort to soakaways and tanks. The Parish Council state that Station Road is subject to flooding due to the restricted culverts under the road, which become easily blocked.

A drainage scheme has not been submitted as part of the planning application, however it would be possible to secure foul and surface water drainage details via a condition attached to the consent. The proposed development cannot be responsible for resolving an ongoing, existing drainage issue within the locality. However, any new proposal would have to include a drainage scheme to address the development proposed, without generating/ exacerbating issues within the locality and as a result there is likely to be a degree of betterment.

Subject to the implementation of a suitable drainage strategy (controlled via condition) the proposed development would be in accordance with Local Plan Policies LP18 and LP21 and NPPF Policy F8.

Ecology:

The site is comprised of modified grassland with some trees and native hedging and there is an existing pond to the north of the application site. Third party objections to the scheme raise concerns regarding the impact of the development on local biodiversity. The applicant has submitted an updated Preliminary Ecological Appraisal which identifies that the proposed development would not have a significant impact on species or habitats beyond site level. No further survey work is required. The Appraisal includes necessary enhancement and mitigation measures which should be conditioned were the development to gain consent. These include; management of the grassland, restricted lighting, installation of one bat box per dwelling, installation of a swift box, installation of two sparrow terraces, hedgehog holes, sensitive habitat clearance outside of nesting bird season and installation of minimum two bee bricks for each property.

The application site falls within the Impact Risk Zone for European Protected Sites, and as such the applicant is required to submit the GIRAMS HRA and the mitigation sum of £315.58 per dwelling (£1,262.32) in total). The applicant has submitted the HRA and the applicant has paid the GIRAMS fee in full.

The General Biodiversity Net Gain (BNG) condition would not apply to this development as based on the information provided it would be exempt under the Self Build and Custom Build exemption. It is appropriate that should consent be granted a legal agreement tying the applicant to the self build exemption would be attached to the planning permission.

The proposed development is in accordance with Local Plan Policies LP18, LP21 and LP27 and NPPF Policy N2.

Other Material Considerations:

Contaminated Land - No potential sources of contamination are identified in the Council's records, nor in the information provided by the applicant.

Affordable Housing – Given the site area is under 0.5ha and 4 units are proposed there are no affordable housing requirements for this scheme in accordance with LP28 (Affordable Housing) of the Local Plan 2021-2040.

Climate Change – NPPF Policy CC2 and Policy LP06 of the Local Plan require development to recognise and contribute to the importance of, and future proofing against climate change and to support the Government target of becoming a net zero economy by 2050. The

location of the site within close proximity of the bus stop, as an ability to use an alternative mode of transport. The dwellings would be developed in accordance with building control standards of energy efficiency. No additional information has been submitted.

CONCLUSION:

The application seeks outline planning consent with all matters reserved. The access, layout, scale, appearance and landscaping would be determined as part of a reserved matters application.

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

The proposed development is for up to four custom and self-build dwellings on Station Road / Lynn Road (A47) in East Winch, a tier 5 settlement. The application site lies immediately outside the development boundary of the village on land designated as countryside.

Local Plan Policy LP02 states that residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. There is no Neighbourhood Plan for East Winch, and Appendix I of the Local Plan lists a windfall figure of only 2 dwellings for the plan period. The proposed number of units is therefore likely to be above that referred to in policy LP02. Policy S5 of the NPPF is clear in that development outside of the development boundary should be resisted unless in line with policy criteria. This scheme fails to meet the policy criteria.

Whilst custom and self-build development may be acceptable in principle, and does carry some positive weight, there are other in principle matters which outweigh this need for custom and self-build housing. Specifically, in terms of the principle of development, the proposal conflicts with Local Plan Policy LP02 and NPPF Policy S5.

In terms of the impact of the development on the form and character of the locality, a scheme could come forward which would reflect the pattern of development in the locality, albeit this may be for less than four units.

Subject to the submission of additional information with regard to noise impact and drainage, it is considered that residential development could come forward on the application site with an appropriate standard of residential amenity.

Concerns have been raised regarding the capacity of the site to accommodate four dwellings (as demonstrated on the indicative site plan), without causing harm to the existing trees and hedgerows. Accordingly the description of this application has been amended to refer to 'up to four' dwellings to allow for flexibility on the site as the reserved matters scheme comes forward.

Notwithstanding these points, the need for custom and self-build units does not outweigh the 'in principle' reason for the refusal of the proposed development. As such, the application is recommended for refusal for the reason given above. The development is contrary to Local Plan Policy LP02 and NPPF Policy S5.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The proposed development is for up to four custom and self-build dwellings on land outside the development boundary for East Winch, on land designated as countryside. Local Plan Policy LP02 states that residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. There is no Neighbourhood Plan for East Winch, and Appendix I of the Local Plan lists a windfall figure of only 2 dwellings for the plan period. The proposed number of units is above that referred to in policy LP02. Policy S5 of the NPPF is clear in that development outside of the development boundary should be resisted unless in line with policy criteria. This scheme fails to meet the policy criteria.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Whilst the need for custom and self-build development does carry some positive weight, this fails to outweigh the in principle matters referred to above. Specifically, in terms of the principle of development, the proposal conflicts with Local Plan Policy LP02 and NPPF Policy S5.