

Borough Council of
**King's Lynn &
West Norfolk**



Site Allocations and Development
Management Policies Pre-Submission
Document

Cabinet version for 4th November 2014

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A Introduction

Foreword

by Councillor Vivienne Spikings, Cabinet Member for Development.

Part 1 Introduction

What is the Site Allocations and Development Management Policies Plan?

A.0.1 The Site Allocations and Development Management Policies Plan gives effect to and complements the adopted Core Strategy. It allocates land to deliver the development requirements of the Core Strategy, such as housing, employment, recreation, green spaces, community and leisure uses. Additionally, it includes development management policies which apply across the Borough and these will be used when determining planning applications.

A.0.2 Once adopted the Site Allocations and Development Management Policies Plan will sit alongside the already adopted Core Strategy to form the Local Plan for the Borough. Its policies will guide development in the Borough for the period up to 2026. Formally the Site Allocations and Development Management Policies Plan will be a 'development plan document' under the Planning Acts and is in conformity with the strategic policies in the Core Strategy and consistent with the National Planning Policy Framework.

A.0.3 The Core Strategy sets out the scale of growth and broad distribution for the Borough. The Site Allocations and Development Management Policies Plan will help achieve this through the following main measures:

- Determining the most appropriate detailed distribution of housing between individual settlements and locations (within the overall structure specified in the Core Strategy);
- Allocation of specific sites for housing and other uses;
- Defining development boundaries for settlements where general development is likely to be acceptable;
- Development management policies for particular topics or locations to guide and set standards for planning applications and appeals;
- Minor adjustments and corrections to the Core Strategy.

Documents and Information

A.0.4 Documents are available to view on the Council's website at <http://www.west-norfolk.gov.uk/>. Paper copies of this plan are also available for inspection at the Borough Council's offices and at libraries across the Borough. Compact discs with all the documents are available. Please telephone 01553 616420 or 01553 616573 or email ldf@west-norfolk.gov.uk.

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The Role of the Site Allocations and Development Management Policies Plan

A.0.5 The Site Allocations and Development Management Policies Plan will, once adopted, form part of the Borough's Local Plan (formerly known as Local Development Framework), the major part of the development plan for the area. The development plan (which also includes any adopted neighbourhood plans) has a special status, in that it is the starting point for the determination of all planning applications and appeals. These must be decided in accordance with the development plan unless there are good planning reasons not to do so (e.g. other planning considerations, or changed circumstances including newer national policies).

A.0.6 The Local Plan for King's Lynn and West Norfolk currently consists of just the 2011 Core Strategy (plus a small number of policies left over from the 1998 Local Plan), but it was always intended that this would be elaborated by another plan providing site allocations and more detailed policies. (At the time preparation of the Core Strategy was undertaken, Government encouraged local planning authorities to produce these as separate, successive documents, but this is no longer the case.)

A.0.7 Core Strategy – The Core Strategy sets out the spatial planning framework for the development of the Borough up to 2026, and provides guidance on the scale and location of future development in the Borough. It contains strategic policies on a range of topics that include the environment, employment, infrastructure, and housing. The Core Strategy, which was adopted by the Council in 2011, can be viewed on the Borough Council's website.

A.0.8 Site Allocations and Development Management Policies Plan – The purpose of this plan is to complement and facilitate the implementation of the Core Strategy by providing detailed policies and guidance including

- Development Management Policies - detailed policies for particular issues and types of development to guide planning applications;
- Site Specific Policies and Allocations – identifying sites and areas where certain types of development are promoted or particular considerations will be applied;
- Development Boundaries – indicating the areas of settlements where the types of development appropriate to it may be located. Areas outside these boundaries will be treated as 'countryside' and protected from general development.

A.0.9 Remaining 1998 Local Plan Policies – There are a few policies retained from the 1998 Local Plan (see Appendix 2 for details). These will be superseded, and cease to have effect on adoption of the Site Allocations and Development Management Policies Plan.

National Planning Policy Framework and National Planning Practice Guidance

A.0.10 The National Planning Policy Framework (NPPF) is the national tier of planning policy. The recently published National Planning Practice Guidance (NPPG) sits alongside the NPPF. The Site Allocations and Development Management Policies Plan must be consistent with the NPPF and be prepared with regard to the NPPG.

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A.0.11 At the heart of the NPPF is a presumption in favour of sustainable development. This presumption guides local planning authorities when they are writing Local Plans and making decisions on planning applications. The Borough Council has reflected the presumption in favour of sustainable development in the Site Allocations and Development Management Policies Plan by ensuring that the objectively assessed needs of the Borough are met through the appropriate allocations and policies.

A Introduction

Preparation of the Pre-Submission Site Allocations and Development Management Policies Plan

A.0.12 In preparing the Site Allocations and Development Management Policies Plan a wide range of considerations and complex procedures have been integrated. Some of the key ones are set out below, followed by an account of the process by which such integration has been approached. Before the Plan can be adopted the Council must satisfy an independent planning inspector that the Plan and its policies are

- a. **Legally compliant** (i.e. all legal requirements have been met);
- b. **'Sound'**, i.e.
 1. **Positively prepared** – “the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development”.
 2. **Justified** – “the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence”.
 3. **Effective** – “the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities”.
 4. **Consistent with national policy** – “the plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework”.

A.0.13 The following aspects of the plan preparation are outlined below:

- Public Involvement
- Sustainability Appraisal (Including Strategic Environmental Assessment)
- Habitats Assessment
- Strategic Cooperation ('Duty to Cooperate')

Public Involvement

A.0.14 The Borough Council has encouraged the involvement of local people and businesses in the development of its planning policies. The Council's adopted 'Statement of Community Involvement' set out how it will involve the public and interested persons in the preparation of its plans.

A.0.15 This Pre-Submission Site Allocations and Development Management Policies Plan has been developed in the light of consultation. The key public stages of the preparation of the Plan are as follows.

A.0.16 PAST

1. May / June 2009 - **Consultation on the scope of the Plan and a call for suggestions of development sites.** (Note that at that stage the plan was called the '*Site Specific Allocations*

Introduction A

and Policies Development Plan Document'.) Comments received helped the Council identify plan content and possible locations.)

2. September to December 2011 - **Consultation on emerging 'Issues and Options'**. The comments received helped refine the approach and identify the provisional choices for sites and policies. (Note that at that stage the plan was called the '*Site Specific Allocations and Policies Development Plan Document*'.)
3. 29th July to 4th October 2013 - **Consultation on 'Preferred Options' for the Detailed Policies and Sites Plan** (the Council's provisional choice of policies and sites). Comments received helped the Council decide whether to confirm or amend its provisional choice of sites and policies. (Note that at that stage the plan was called the '*Detailed Policies and Sites Plan*'.)

A.0.17 NEXT STAGE

4. (anticipated Winter 2014/15) **Publication of the Council's Site Allocations and Development Management Policies Plan for formal representations**. The comments received at this stage will be forwarded to the Inspector conducting the Examination – see next stage.
5. (anticipated spring/summer 2015) **Examination** of the 'soundness' and legal compliance of the Plan, undertaken by an independent planning inspector. The inspector will consider the comments received at Stage 4, and will usually hold a public hearing to enable detailed discussion of particular issues.

A.0.18 Following the Examination, the inspector will decide whether the Council may adopt the Plan, with or without any further changes, and explain his or her reasoning in an inspector's report which will be publicly available. In the event that significant changes are required there may be a need for a further round of consultation specifically about such proposed changes.

A.0.19 Assuming the inspector's report is favourable, the Council would anticipate adopting the finalised Site Allocations and Development Management Policies Plan around Autumn 2015.

Sustainability Appraisal (Incorporating Strategic Environmental Assessment)

A.0.20 Legislation requires plans to go through processes of both strategic environmental assessments (SEA) and sustainability appraisals (SA). These two requirements, although slightly different, overlap considerably and have been carried out together in the preparation of the Site Allocations and Development Management Policies Plan. These processes consider the likely social, economic and environmental effects of a plan's proposals, and show how these have informed the plan's contents. In principle these processes simply make explicit the careful consideration of a comprehensive range of factors which inform all good plan making, but in practice the resulting documentation can be rather forbidding. The importance of the processes, in addition to meeting statutory requirements, is in ensuring that the decisions that are made explicitly consider the principles of sustainable development and that any potential adverse impacts are minimised and beneficial impacts maximised.

A.0.21 The SA process (incorporating the SEA) has been fully integrated into the plan making process to date, informing the choices of sites and policies within this document. This is shown in the Sustainability Appraisal Report which is published as a separate document alongside the Site

A Introduction

Allocations and Development Management Policies Plan. The Technical Assessment document also assessed available sites and this fed into the Sustainability Appraisal work, and this is also published as a separate supporting document alongside the Plan.

Habitats Regulation Assessment

A.0.22 Legislation requires an assessment to ensure that the potential effects of a proposed plan will not have an adverse effect on certain types of designated sites of exceptional importance to nature conservation (including those outside the plan area). Such sites include Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. A Habitats Regulations Assessment is published as a separate document alongside the Site Allocations and Development Management Policies Plan.

Strategic Cooperation ('Duty to Cooperate')

A.0.23 It is essential that the Policies pay appropriate regard to the plans, programmes and issues of the wider area within which the Borough sits – including the plans of neighbouring authorities, the wider programmes for transport infrastructure, health, education provision, etc. covering a wider area and the issues which have effects and crossing planning authority boundaries. This was formerly achieved primarily through the now abolished regional spatial strategy, the East of England Plan (and prior to this the Norfolk Structure Plan). The Government has replaced these formal strategic plans with a looser, but perhaps more challenging, 'duty to cooperate' placed on local planning authorities and a host of other statutory organisations and agencies. The Borough Council has worked closely with the relevant planning authorities in Norfolk, Suffolk, Cambridgeshire and Lincolnshire, and undertaken detailed consultation with a relevant range of statutory bodies such as the Environment Agency, water companies, health trusts, etc. Examples of this can be seen in the justification for the inclusion, exclusion or particular details of individual policies, and the Council will publish a statement of its activities under the 'duty to cooperate' when submitting its Plan for Examination.

Consultation

A.0.24 Consultation with the public and relevant organisations is both a statutory requirement in plan-making and something the Borough Council is keen to do. This is carried out in accordance with its adopted Statement of Community Involvement (available on the Council's website). Details of past, current and future consultation on the Site Allocations and Development Management Policies Plan are set out earlier in this section.

Minor Amendments to Core Strategy B

B Minor Amendments to Core Strategy

Part 2 Minor Amendments to Core Strategy

B.0.1 The Core Strategy was adopted in July 2011 and has formed part of the Development Plan for the area since then, informing planning decisions. The role of this Site Allocations and Development Management Policies Plan is to implement the broad policies in the Core Strategy and not to rewrite or review it. However in the course of using the Core Strategy it has become apparent that the small amendments detailed below would aid its ease of use, and clarify the original intentions.

Core Strategy Policy CS02 – Settlement Hierarchy

B.0.2 This adopted policy establishes a hierarchy of settlements, based to a large extent on the existing pattern of growth and the availability of services and facilities, in order to ensure new growth is appropriately distributed and the best opportunities of supporting existing and new businesses and community facilities is realised. There are aspects of Core Strategy Policy CS02 the Council considers require adjustment.

- a. The settlement of Emneth was identified (with Walsoken) by the Core Strategy as a 'settlement adjacent to (the town of) Wisbech'. At that time it was envisaged that the major housing allocation(s) for the Wisbech Fringe could well be, at least in part, within the Parish of Emneth. If that happened, it was considered, it would not be appropriate for the parish to receive further development on top of this. However, the work done subsequently has concluded that the Wisbech fringe allocation should be wholly outside Emneth Parish (see Wisbech Fringe section F.3 below). It is therefore considered more appropriate to categorise the village of Emneth as a 'Key Rural Service Centre' based on its continuing separation from Wisbech and its size and range of services and facilities.
- b. There is a typographical error under 'Key Rural Service Centres, which prematurely ends and then restarts as a new sentence. A correction would clarify the text.
- c. The settlement of Blackborough End was inadvertently omitted from the original hierarchy. It is proposed to rectify this by designation of Blackborough End as one of the 'Smaller Villages and Hamlets', this being commensurate with the size of the settlement and its modest facilities.

B.0.3 The relevant text of the existing policy and the intended changes are shown below in italic script. Omitted but unchanged text from the original Core Strategy Policy is shown as ellipses; proposed changes in **bold**; added text underlined; and deleted text ~~struck through~~.

CS02 The Settlement Hierarchy

. . . .

Settlements adjacent to King's Lynn and the main towns

- ~~Emneth (adjacent Wisbech)~~
- North Wootton
- South Wootton

Minor Amendments to Core Strategy B

- Walsoken (adjacent Wisbech)
- West Winch

...

Key Rural Service Centres

- Brancaster with Brancaster Staithe / Burnham Deepdale
- Burnham Market
- Castle Acre
- Dersingham
- Docking
- East Rudham
- Feltwell and Hockwold cum Wilton
- **Emneth**
- Great Massingham
- Gayton, Grimston and Pott Row
- Heacham
- Marham
- Methwold with Northwold
- Snettisham
- Stoke Ferry
- Terrington St. Clement
- Terrington St. John with St. John's Highway / Tingley St. Lawrence
- Upwell / Outwell
- Watlington
- West Walton / Walton Highway

Limited growth of a scale and nature appropriate to secure the sustainability of each settlement, will be supported within the Development Limits of the Key Rural Service Centres, in accordance with Policy CS06 Development in rural areas.

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Smaller Villages and Hamlets

- Anmer
- Bagthorpe with Barmer
- Barroway Drove
- Barton Bendish
- Barwick
- Bawsey
- Bircham Newton
- **Blackborough End**
- Boughton

B Minor Amendments to Core Strategy

- *Brookville*
- *Burnham Norton*
- *Burnham Overy Town*
- *Burnham Thorpe*
- *Choseley*
- *Congham*
- *Crimplesham*
- *East Walton*
- *Fordham*
- *Fring*
- *Gayton Thorpe*
- *Hay Green*
- *Holme next the Sea*
- *Lakesend*
- *Leziate*
- *Little Massingham*
- *Methwold Hythe*
- *New Houghton*
- *Nordelph*
- *North Creake*
- *North Runcton*
- *Pentney*
- *Ringstead*
- *Roydon*
- *Ryston*
- *Saddlebow*
- *Salters Lode*
- *Setchey*
- *Sherborne*
- *Shouldham Thorpe*
- *South Creake*
- *Stanhoe*
- *Stow Bardolph*
- *Stow Bridge*
- *Tilney cum Islington*
- *Titchwell*
- *Tottenhill*
- *Tottenhill Row*
- *West Acre*
- *West Bilney*
- *West Dereham*
- *West Rudham*
- *Whittington*

Minor Amendments to Core Strategy B

- *Wiggenhall St Mary the Virgin*
- *Wolferton*
- *Wretton*

. . . .

B Minor Amendments to Core Strategy

CS 06 Amendment

Rural Areas - Policy CS06

B.0.4 The Council will continue to encourage a strong hierarchy of rural settlements by developing competitive, diverse and thriving rural enterprise that supports a range of jobs. Rural settlements provide essential services and facilities to serve visitors to the Borough as well as the local communities. This includes the retention of rural employment opportunities.

B.0.5 The fourth paragraph of the adopted policy has the word 'not' omitted in error. It is considered that the Policy intention is not in doubt, but the wording should be clearer to avoid confusion and aid effectiveness, and this should be changed as indicated below. The sense is retained but it clarifies that evidence should be provided as to why a potential mixed use could not be instigated to continue to offer local employment.

B.0.6 The relevant text of the existing policy and the intended changes are shown below. Omitted text is shown as ellipses ; proposed changes in **bold**; with added text underlined; and deleted text ~~struck through~~.

Core Strategy Policy CS06 - Development in Rural Areas

. . . .

Within all centres and villages, priority will be given to retaining local business sites unless it can be clearly demonstrated that continued use for employment (including tourism or leisure) of the site is economically unviable, or cannot overcome an overriding environmental objection, or a mixed use ~~can~~ **could not** continue to provide local employment opportunities and also meet other local needs.

. . . .

Development Management Policies C

C Development Management Policies

C.0.1 The following policies are intended to give effect to and help implement the Core Strategy through the development management process. They provide detailed criteria and approaches for use in the consideration of planning applications and appeals. The policies are grouped into themes, the first policy specifically addresses sustainable development, then they move onto community-related issues such as housing, the economy and finally include policies relating to the conservation and enhancement of the built and natural environment.

C.0.2 The policies are listed in full below:

The Community (including Housing)

- DM1 - Presumption in favour of sustainable development.
- DM2 - Development Boundaries
- DM3 - Infill development in the Smaller Villages and Hamlets
- DM4 - Houses in Multiple Occupation
- DM5 - Enlargement or Replacement of Dwellings in the Countryside
- DM6 - Housing needs of rural workers
- DM7 - Residential Annexes
- DM8 - Delivering Affordable Housing on Phased Development
- DM9 - Community Facilities

The Economy

- DM10 - Retail Development Outside Town Centres
- DM11 - Touring and Permanent Holiday Sites
- DM12 - Strategic Road Network
- DM13 - Disused Railway Trackways
- DM14 - Development associated with CITB Bircham Newton and RAF Marham

The Environment

- DM15 - Environment, Design and Amenity
- DM16 - Provision of Recreational Open Space for Residential Developments
- DM17 - Parking Provision in New Development
- DM18 - Coastal Flood Risk Hazard Zone (South Hunstanton to Dersingham)
- DM19 - Green Infrastructure
- DM20 - Renewable Energy
- DM21 - Sites in Areas of Flood Risk
- DM22 - Protection of Local Space

Development Management Policies C

C.1 DM1 - Presumption in Favour of Sustainable Development

Context

C.1.1 The National Planning Policy Framework (NPPF) was published by the Government in March 2012. The Planning Inspectorate has produced a model condition, based on the wording of one part of the NPPF, and all local planning authorities are now expected to incorporate this into their local plans.

Relevant Local and National Policies

- National Planning Policy Framework: Achieving Sustainable Development

Policy Approach

C.1.2 This policy is nationally set, and intended to ensure a positive approach to applications.

Policy DM 1 – Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively and jointly with applicants to find solutions that allow proposals to be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

C Development Management Policies

C.2 DM2 - Development Boundaries

Context

C.2.1 Development boundaries are defined for each of the Borough's towns and main rural settlements ('Key Rural Service Centres' and 'Rural Villages') designated by the Core Strategy. (Note that the Core Strategy referred to 'development limits'. There is no significance to the difference in terminology, except that 'development boundaries' is now considered more familiar locally and more self-explanatory.) The development boundaries define the areas where development (of a type suitable for the settlement) is likely to be acceptable, provided it conforms to other policies in the plan. Areas outside development boundaries will be subject to policies for development in the countryside.

C.2.2 The individual development boundaries are shown under the relevant settlement later in this document.

C.2.3 Development boundaries are useful tools for developers, the public and planning authorities, in that they provide more certainty when assessing planning applications for development. The identification of such boundaries helps avoid development encroaching on the countryside and help limit urban and village sprawl.

Relevant Local and National Policies

- Core Strategy Policy CS01: Spatial Strategy
- Core Strategy Policy CS02: Settlement Hierarchy
- Core Strategy Policy CS06: Development in Rural Areas
- National Planning Policy Framework: Core planning principles (different roles and character of different areas)

Policy Approach

C.2.4 To simplify the planning process, and provide more flexibility when assessing development within settlements, the proposed policy approach is to remove the four separate built environment types in favour of a single development boundary. The development boundary will be used to indicate the general suitability of the location for development but that does not mean all sites within the boundary can be developed. Equally, not all development outside the boundary will be resisted where it delivers wider sustainability objectives such as the expansion of existing employment sites. The Borough Council will use local policies in the Core Strategy and this document as well as any relevant local and national policies to assess development applications within settlements.

C.2.5 This policy will apply to King's Lynn, Downham Market, Hunstanton and the Key Rural Service Centres and Rural Villages outlined in the Settlement Hierarchy of the Core Strategy. Policy DM3 'Infill Development in the Smaller Villages and Hamlets' outlines the policy approach to development in the smaller villages and hamlets.

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Policy DM 2 – Development Boundaries

Development will be permitted within the defined boundaries of a settlement or on allocations identified in this plan provided it is in accordance with policies within the Local Plan and is consistent with the NPPF.

The area outside development boundaries and defined allocations will be treated as countryside where new development will be more restricted and will be limited to the provision of affordable housing, community facilities, development in support of the rural economy or to infilling in accordance with Policy DM3.

C Development Management Policies

C.3 DM3 - Infill development in the Smaller Villages and Hamlets

Context

C.3.1 This Plan aims to identify potential site allocations to enable new housing, but this is an inappropriate approach for the more rural locations due to lack of services and facilities, poorer transport connections and the potential negative impact on the countryside.

C.3.2 Policy CS06 of the Core Strategy; Development in Rural Areas indicates more modest levels of development will be permitted in the Smaller Villages and Hamlets to meet local needs and maintain the vitality of these smaller communities. where this can be achieved in a sustainable manner. Core Strategy Policy CS02, 'Settlement Hierarchy', further states this will be limited to specific identified needs.

C.3.3 The Borough Council has identified that there is a potential need for a modest amount of development in these smaller settlements to reflect local preferences (in conformity with the Government's localism agenda), allow the settlements to adapt to changing needs and to help deliver the National Planning Policy Framework's aim of boosting significantly the supply of housing.

C.3.4 However, this does need to take place within the overall thrust of the adopted Core Strategy which, in the interests of sustainability focuses most growth in and around the Borough's towns, and concentrates most rural housing growth in the Key Rural Service Centres where it can benefit from and support rural services and facilities.

C.3.5 Therefore very modest housing growth for the Smaller Villages and Hamlets will be permitted in the form of limited infill development and rural exception sites which provide affordable housing for local people.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a choice of high quality homes
 - para 50: Delivering a wide choice of high quality homes
 - para 54 & 55: Housing in rural areas
 - para 69: Localism.
- Core Strategy Policy CS01: Spatial Strategy
- Core Strategy Policy CS02: Settlement Hierarchy
- Core Strategy Policy CS06: Development in Rural Areas
- Core Strategy Policy CS09: Housing Distribution

Policy Approach

C.3.6 The policy is designed to provide more modest levels of growth within smaller villages and hamlets by enabling appropriate, small-scale development adjacent to existing development. Infill development can make an improvement to the street scene where a gap has been left, for example due to demolished buildings or where it replaces lower quality development. It also

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provides the opportunity to add to the local housing stock without spoiling the local character and rural nature of the village. This policy clarifies the form of infill development that will be permitted in these designated smaller rural settlements.

Policy DM 3 – Infill development in the Smaller Villages and Hamlets

New housing in the smaller villages and hamlets will be limited to the provision of affordable housing under the rural exception policy and to the provision of housing essential for the operation of the rural economy. The sensitive infilling of small gaps within an otherwise continuously built up frontage will be permitted where:

- The development is appropriate to the scale and character of the group of buildings and its surroundings; and
- It will not fill a gap which provides a positive contribution to the street scene.

In exceptional circumstances the development of small groups will be appropriate where the development is of a particularly high quality and would provide significant benefits to the local community.

C Development Management Policies

C.4 DM4 - Houses in Multiple Occupation

Context

C.4.1 Houses in Multiple Occupation (HMOs) are defined under the Housing Act (2004) as a house or flat which is occupied by three or more people forming two or more households and who share a bathroom and kitchen. The Housing Act requires that all HMOs are licensed; this is intended to help raise the standards of accommodation.

C.4.2 The number of HMOs in the Borough has increased markedly in recent years. HMOs make an important contribution to the mix and range of housing to meet the needs of a diverse community and workforce. In the Borough there is a particular concentration of HMOs within certain areas of King's Lynn, Hunstanton and Downham Market. This type of accommodation is associated with a number of issues and problems, particularly in areas of high concentration, including: acceptable room size and living conditions, noise and anti-social behaviour, parking provision and waste storage and removal.

C.4.3 Planning permission may not always be needed, depending on circumstances, for a change of use to certain types of smaller HMOs. However, the Council considers it useful to have a clear policy in place for those situations, including larger HMOs, where planning applications are required.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a wide choice of high quality homes
- Core Strategy Policy CS08 Sustainable Development
- Core Strategy Policy CS13 Community and Culture

Policy Approach

C.4.4 A policy is proposed in order to regulate and manage this type of accommodation because of the pressures and problems mentioned above. In deciding applications for the conversion of existing dwellings and new developments of properties for multiple occupation, the views of Housing Services, Community Safety and Neighbourhood Nuisance, Building Control, Licensing and any other relevant sections within the Borough Council will be sought and taken into account (insofar as they are planning matters).

Policy DM 4 – Houses in Multiple Occupation (HMOs)

The conversion of existing dwellings to and new development of properties for multiple occupation may be permitted where:

- There is no adverse impact on the amenity of existing and new residents and the historic and natural environment; and

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- The development and associated facilities, including bin storage, car and cycle parking, can be provided without significant detriment to the occupiers of adjoining or neighbouring properties; and
- The site is within reasonable distances to facilities, public open space, supporting services and local employment.

C Development Management Policies

C.5 DM5 - Enlargement or Replacement of Dwellings in the Countryside

Context

C.5.1 The character and beauty of its West Norfolk's countryside needs to be protected in accordance with Core Strategy Objective 28 and Policy CS06.

C.5.2 The National Planning Policy Framework promotes sustainable rural development and states that 'Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances'. There is no national guidance regarding replacement dwellings and extensions to dwellings in the countryside but this can equally have a negative impact on the countryside if not carefully managed. Therefore there is a need for a local policy to control the impact of which replacement dwellings and extensions to dwellings in the countryside can be enlarged.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a wide choice of high quality homes
- Core Strategy Policy CS01 Spatial Strategy
- Core Strategy Policy CS06 Development in Rural Areas
- Core Strategy Policy CS08 Sustainable Development

Policy Approach

C.5.3 The Borough Council's Strategic Housing Market Assessment and Housing Needs Survey 2013 highlighted the shortage of smaller properties within the Borough. This policy seeks to protect the stock of smaller properties in the countryside, thereby helping to ensure the range of housing needs of the population are met in a sustainable manner.

C.5.4 For the purposes of this policy, the countryside is defined as any area outside of the settlements listed in Core Strategy policy CS02 The Settlement Hierarchy.

C.5.5 Where dwellings are replaced, in order to control further extensions that may impact on the landscape and rural character of an area, a condition may be necessary to remove or reduce permitted development rights to extend the resulting dwelling. In line with the presumption against new dwellings in the countryside, proposals to replace a property should not increase the number of units.

C.5.6 This policy should be applied in accordance with Policy DM 14: Environment, Design and Amenity.

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Policy DM 5 – Enlargement or Replacement of Dwellings in the Countryside

Proposals for replacement dwellings or extensions to existing dwellings will be approved where the design is of a high quality and will preserve the character or appearance of the street scene or area in which it sits. Schemes which fail to reflect the scale and character of their surroundings or which would be oppressive or adversely affect the amenity of the area or neighbouring properties will be refused.

C Development Management Policies

C.6 DM6 - Housing Needs of Rural Workers

Context

C.6.1 King's Lynn & West Norfolk is a large rural Borough, and in order to promote sustainable patterns of development to ensure strong, diverse, economic activity in line with Core Strategy Policy CS06 it is important to address the housing needs of rural workers such as farm and forestry workers.

C.6.2 The National Planning Policy Framework sets guidance to steer new development to the most sustainable locations, avoiding new isolated homes in the countryside.

C.6.3 However, national policy does identify special circumstances including the essential need for a rural worker to live permanently at or near their place of work in the countryside.

C.6.4 At the local level, it is important to have a policy that ensures housing is provided and protected for rural workers. This will ensure the housing needs of rural workers are met and avoid unnecessary new development in the countryside.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a wide choice of high quality homes
- Core Strategy Policy CS01 Spatial Strategy
- Core Strategy Policy CS06 Development in rural areas
- Core Strategy Policy CS08 Sustainable Development
- Planning Policy Statement 7 Sustainable Development in Rural Areas: Annex A (revoked)

Policy Approach

C.6.5 To ensure that new development in the countryside is carefully controlled, the proposed approach is to ensure that new rural occupational dwellings are only permitted where it relates to a proven need for a worker to live near their place of occupation.

C.6.6 Agricultural occupancy conditions are imposed when a dwelling is given planning permission because it is necessary to the running of an agricultural enterprise but would not otherwise have been permitted. In accordance with national and local policy, this policy seeks to ensure the housing needs of farm, forestry and other rural workers are protected. Therefore, applications for the removal of restrictive occupancy conditions will require robust justification and will be assessed against the fact that the permission was originally granted as an exception to meet an essential rural need.

Policy DM 6 – Housing needs of rural workers

New Occupational Dwellings

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1. Development proposals for occupational dwellings must demonstrate the stated intentions to engage in farming, forestry or any other rural-based enterprise, are genuine, are reasonably likely to materialise and are capable of being sustained. Proposals should show that the needs of the intended enterprise require one or more of the people engaged in it to live nearby.
2. Agricultural or rural based occupancy conditions will be placed on any new permanent or temporary occupational dwellings specifying the terms of occupation.

Permanent occupational dwellings

3. New permanent dwellings should only be allowed to support existing rural based activities on well-established rural based enterprises, providing:
 - a. there is a clearly established existing functional need, requiring occupants to be adjacent to their enterprises in the day and at night,
 - b. The need could not be met by existing dwellings within the locality,
 - c. The application meets the requirements of a financial test demonstrating that:
 - d. the enterprise(s) and the rural based activity concerned have been established for at least three years, have been profitable for at least one of them and;
 - i. are currently financially sound, and have a clear prospect of remaining so and;
 - ii. the rural based enterprise can sustain the size of the proposed dwelling;
 - iii. acceptable in all other respects

Temporary occupational dwellings

4. If a new dwelling is essential to support a new rural based activity, it should normally, for the first three years, be provided by a caravan, or other temporary accommodation.
5. New temporary dwellings should only be allowed to support rural based activities providing:
 - a. The proposal satisfies criteria 3a and 3b above
 - b. The application is supported by clear evidence of a firm intention and ability to develop the enterprise concerned (for example significant investment in new farm buildings is often a good indication of intentions);
 - c. The application is supported by clear evidence that the proposed enterprise has been planned on a sound financial basis.

Existing Occupational Dwellings

6. Preference will be given to retaining agricultural or other rural based occupancy dwellings where there is a local identified need.

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7. Proposals for the relaxation or removal of agricultural occupancy conditions will only be permitted where the applicant can demonstrate that:

- a. The dwelling has been occupied in accordance with the terms of the occupancy condition for a minimum of 5 years; and
- b. There is no longer a need for the dwelling by those working, or last working, in the locality in agricultural, forestry or a rural enterprise, established by evidence of marketing (including the provision of details of an independent market valuation reflecting the occupancy condition, as well as all viewings and offers made) for a 12 month period at a price that reflects the occupancy condition.

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C.7 DM7 - Residential Annexes

Context

C.7.1 Residential annexes have grown in popularity in recent years and are commonly developed to provide additional semi-independent accommodation for members of the same family, particularly older family members who may need additional support. A residential annex can be defined as accommodation ancillary to the main dwelling within the residential curtilage, and is a form of extra accommodation in the same way an extension to the dwelling would be. Annexes should be well related to the main dwelling. To be considered as an annexe as opposed to a separate dwelling, it must share the same garden, parking and access as the main dwelling. It should also be smaller or subordinate to the main dwelling, as close as possible to the main dwelling, and it should not be designed as being capable of sold or let as a separate unit. Annexes can be formed by extensions to the main dwelling, conversion of a building ancillary to the dwelling such as a garage, or the development of a new separate unit.

C.7.2 Within defined settlements, annexes are generally an acceptable form of additional accommodation for residents. The design, layout and scale of annexes are crucial factors in determining the impact on the amenity of existing or new residents and on the visual form and character of the local area. Ensuring that there remains safe and adequate parking and access is also a key factor in assessing applications. Problems arise when developing annexes separate from the main dwelling, because they may appear to be used as separate dwellings and are intrusive in the landscape in countryside locations.

C.7.3 There is currently no national guidance specifically relating to residential annexes so proposals are currently assessed against more general policies in the Local Plan and the National Planning Framework. This policy will provide clarity on the planning criteria used to define and assess applications for residential annexes.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a wide choice of good quality homes
- National Planning Policy Framework: Requiring Good Design
- Core Strategy Policy CS06: Development in Rural Areas
- Core Strategy Policy CS08: Sustainable Development

Policy Approach

C.7.4 In principle, annexes will be permitted in the defined settlements as listed in Policy CS02 Settlement Hierarchy providing they comply with other relevant planning policies relating to design, amenity and access in the Borough's Local Plan. Stricter criteria will apply to applications for annexes in the wider countryside to ensure that the countryside is protected from adverse development.

C Development Management Policies

Policy DM 7 – Residential Annexes

Development of residential annexes will be approved only subject to the following being secured by condition or planning agreement:

- It remains in the same ownership as, and is occupied in conjunction with the principal dwelling; and does not appear as tantamount to a new dwelling
- It is ancillary and subordinate in scale to the principal dwelling;
- Its occupant(s) share(s) the existing access, garden and parking of the main dwelling;
- Occupation of the annexe is subsidiary to that of the main dwelling; and
- Not capable of sub-division.

Development of residential annexes outside the development boundaries of settlements will also be judged against the criteria in Policy DM5: Enlargement or Replacement of Dwellings in the Countryside.

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C.8 DM8 - Delivering Affordable Housing on Phased Development

Context

C.8.1 Delivering new affordable homes remains a key national government priority to meet housing need. The Core Strategy Housing Policy CS09 seeks to deliver affordable housing in the Borough by setting out the percentage of affordable housing which should be provided on qualifying sites. The policy set minimum size thresholds from which affordable housing will be sought, and an expected proportion of the total number of dwellings of sites which meet that threshold. These thresholds and proportions will be reviewed from time to time. The current standards are shown in the following table.

AREA	SITE THRESHOLD (minimum size for requirement)	PERCENTAGE OF AFFORDABLE HOUSING REQUIRED
King's Lynn	0.33 ha or 10 dwellings	15%
Downham Market	0.33 ha or 10 dwellings	20%
Hunstanton	0.33 ha or 10 dwellings	20%
Rural Areas (i.e. outside towns above)	0.165 ha or 5 dwellings	20%

C.8.2 Experience in the Borough and elsewhere has been that attempts may be made to avoid the affordable housing requirement by artificial sub-division of sites and incremental developments of numbers of houses below the threshold. Such developments will deliver neither the proportion of affordable housing required to meet needs, nor the mix of housing stock required to sustain balanced communities.

C.8.3 Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Delivering a wide choice of high quality homes
- Core Strategy Policy CS09: Housing
- Affordable Housing Site Viability Study, Fordham Research (Update 2010)
- Housing Needs Study Update (2010)
- Borough Council of King's Lynn and West Norfolk: Guidance on affordable housing contributions secured through section 106 planning agreements

Policy Approach

C.8.4 The following policy is intended to avoid such 'playing' of the system, while recognising the realities of change over time and exceptional circumstances that may require the threshold to be set aside.

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C.8.5 Example: Permission is granted for 4 market dwellings on a site of 0.150 ha in a rural village. The site is not required to provide affordable housing as it is below the threshold set in Core Strategy Policy CS09 Housing. Development is completed on the site in 2014. Four years later, an application is made for 3 more houses on land immediately adjacent to the completed site. Both sites are assessed in combination to determine the affordable housing contribution. Therefore, the total number of dwellings on both sites is 7 and the developer will be required to deliver the relevant proportion of affordable housing (20% in this rural example), or equivalent financial contributions if this cannot be delivered on site.

DM 8 – Delivering Affordable Housing on Phased Development

Allocated Sites

On sites allocated for residential development through the Local Plan process the requirement to provide affordable housing under Core Strategy CS09 Housing will apply jointly to the whole of a single allocated site that is developed incrementally (through sub-division etc.) and where development of the whole site results in a requirement for a proportion of (or in exceptional circumstances a contribution to) affordable housing.

Windfall Sites

On windfall sites the requirement to provide affordable housing under Core Strategy CS09 Housing will apply where the Council considers that the proposed development forms part of a larger site which, if developed, would result in a requirement for a proportion of (or contribution to) affordable housing. If the application site satisfies one or more of the following criteria, then it will be considered to be part of a larger site for the purposes of this policy:-

- Land ownership – If an application site is in the same ownership as one or more adjacent plots of land at the time the application is made or within 3 years of the date the application is made and development of those sites would comply with other policies of the Local Plan;
- Planning history – If there is evidence of previous applications for development of a larger site of which the application site forms a part within the past 3 years of the date an application is made and development of the larger site would still be acceptable under other policies of the Local Plan; or
- Extensions to existing consented development – If the site forms an extension to a development that has been approved in the 3 years before the application is made and which is still capable of being implemented or the site forms an extension to a development that is being built out on the date the application is made.

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C.9 DM9 - Community Facilities

Context

Community facilities such as village halls, pubs, shops, allotments and churches play an important role in bringing the community together and provide valuable services particularly in more rural settlements. In line with Core Strategy Policies CS10 Economy and CS13 Community & Culture the priority is to protect community facilities where possible, particularly where there is no alternative provision within the settlement. Core Strategy Policy CS14 identifies that community facilities will be sought within, or through, contributions from, new development.

With over 7000 new homes planned for the Borough over the plan period to 2026 it is important that new community facilities are provided to meet the needs of an expanding population. Core Strategy Policy CS14 identifies that community facilities will be sought within, or through contributions from new development.

Relevant Local and National Policies

- National Planning Policy Framework: Promoting Healthy Communities
- Core Strategy Policy CS14 Infrastructure Provision
- King's Lynn and West Norfolk Green Infrastructure Strategy

Policy Approach

The policy seeks to protect existing community facilities where there is a proven demand and to encourage replacement facilities in the immediate locality if it is not viable to retain the facility on site. The application of criteria to protect community facilities aims to build upon existing policies contained in the Core Strategy by setting a clear and consistent approach to assessing applications for development.

Policy DM 9 – Community Facilities

The Council will encourage the retention of existing community facilities as well as the provision of new facilities, particularly in those areas that have poor levels of provision and in areas of major growth. Development that would lead to the loss of an existing community facility will be refused consent unless:

- The area is currently well served by the type of use which is to be lost; or
- In the case of shops or pubs/restaurants the applicant can demonstrate genuine attempts to market and sell the use as an ongoing concern. (This will normally be evidenced by marketing the use for a 12 month period to the satisfaction of the local authority);

Where the redevelopment of an existing community facility would enable the development of a replacement facility (of a similar or improved specification) elsewhere within the settlement the above criteria will not apply.

C Development Management Policies

C.10 DM10 - Retail Development Outside Town Centres

Context

C.10.1 In recent years the importance of 'saving our high streets' and promoting Britain's town centres gained national attention in the Portas Review and subsequently in the National Planning Policy Framework. Demand from businesses for large modern retail units with good transport links has led to an increase in out of town centre retail development. Within the Borough the most notable out of town centre retail development is the Hardwick area in King's Lynn, which is currently being improved and expanded due to investment in supermarkets

C.10.2 Out of town centre retail estates can complement the existing retail offer of towns, and are appropriate where there is insufficient space in the town centre and when it would have an impact on residential amenity. However, if poorly controlled out of town centre developments can lead to retailers relocating to edge of town sites, attracting shoppers away from the town centres, leaving behind empty shop premises in town centres.

C.10.3 This policy seeks to ensure that the Borough's town centres continue to be the hub of retail and service provision for the local population, which in turn aids investment to preserve the unique historic architecture and significant streets, spaces and market places of King's Lynn.

Relevant Local and National Policies

- National Planning Policy Framework: Ensuring the vitality of town centres
- Core Strategy Policy CS10: Economy
- Town Centre Study (BCKLWN, 2006)
- King's Lynn and West Norfolk Employment Land Study (BCKLWN, 2007)

Proposed Policy Approach

C.10.4 The Town Centre Study was produced in 2006 and at that time recommended that robust policies resisting out-of-town development should be included in the Local Plan. The study specifically noted that the Council could face pressure to expand out-of-town retail floorspace along Hardwick Road in King's Lynn as former industrial units became vacant. Since then, national guidance in the form of the National Planning Policy Framework has re-stated firm policy to safeguard town centres in the form of a sequential, 'town centre first', approach to the location of retail development first within town centres. The National Planning Policy Framework also states that, when assessing applications for retail, leisure and office development over a certain size threshold and outside of town centres, local planning authorities should require an impact assessment.

Policy DM 10 – Retail Development Outside Town Centres

The Council attach a high priority to the need to support and maintain King's Lynn, Downham Market and Hunstanton as major retail centres. This will be achieved by a combination of measures to improve attractiveness (by increasing accessibility, environmental enhancements

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and increased events and promotion) as well as strongly supporting proposals to redevelop and invest in the town centres including where necessary the use of compulsory purchase powers to consolidate land.

All new proposals for main town centre uses will be required to locate in the town centre or where sites cannot be found in edge of centre sites. Out of town sites will only be considered where an applicant can demonstrate that suitable sites (within or adjacent to the town centre) are not currently available or are likely to come available in the near future, or that the format proposed would not be appropriate to a town centre location (ie bulky goods and trade).

The Council will strongly resist proposals for out of town retail uses that either individually or cumulatively would undermine the attractiveness and viability of the town centres. Retail impact assessments will be required for individual schemes having a floorspace of greater than 2500 square metres, although in the case of the Hardwick area in King's Lynn (where there is already a significant accumulation of out of town retailing) greater weight will be attached to the cumulative impact of new development on the town centre. New town centre uses in this area will not be subject to a floorspace threshold and will only be approved where they meet the sequential test set out in the NPPF and will not individually or cumulatively undermine the viability of the town centre.

C Development Management Policies

C.11 DM11 - Touring and Permanent Holiday Sites

Context

C.11.1 Holiday sites offer a variety of tourist accommodation ranging from permanent static caravans, log cabins, park homes, yurts or chalets to pitches and associated facilities for touring tents, camper-vans, and caravans. Existing sites play an important role in the local economy and help the viability of local tourist attractions.

C.11.2 Permanent holiday sites can have a significant impact on the landscape and are vulnerable to the effects of flooding. Whilst these types of development occur across the Borough, they are most prevalent within the coastal settlements of Hunstanton, Heacham and Snettisham, which are largely within the Coastal Hazard Zone (see policy DM 18). Touring caravan and camping sites have a lower impact on the landscape as they are not permanently occupied and there may be little evidence of activity in winter months. However, in summer months they can be intrusive in the landscape and may add to visitor pressure on particular areas if not controlled.

C.11.3 The Core Strategy seeks to protect the countryside for its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife. It is therefore important to ensure that there is a correct balance between encouraging tourism and other policy aims of controlling development in the countryside. A controlled approach to new development is particularly desirable within the northern coastal area of the Borough, part of which is designated as the Norfolk Coast Area of Outstanding Natural Beauty (AONB) and within Sites of Special Scientific Interest (SSSIs). There is already a high quantity of varied tourist accommodation available, and is preferable to protect this source of accommodation rather than construct new holiday sites in the countryside, particularly within the AONB.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Supporting a prosperous rural economy
- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Practice Guidance
- Core Strategy Policy CS06 Development in Rural Areas
- Core Strategy Policies CS07 Coastal Areas and CS08 Flood Risk.
- Core Strategy Policy CS10 The Economy
- The Wash Shoreline Management Plan (SMP) (Nov 2010) and North Norfolk SMP (July 2011).

Policy Approach

C.11.4 In order that touring and permanent holiday sites do not have a significant adverse impact on the landscape, it is proposed that new sites and extensions to and intensification of existing sites will not be permitted within the Norfolk Coast AONB, SSSIs and the flood Hazard Zones. Elsewhere in the Borough it is proposed that new and extensions to touring and permanent holiday sites will be permitted subject to a number of criteria as outlined in the policy.

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C.11.5 Policy DM 18 Coastal Flood Risk Hazard Zone defines how proposals for touring and permanent holiday sites within the Coastal Hazard Zone (as defined on the proposals map) will be assessed.

Policy DM 11 – Touring and Permanent Holiday Sites

(NOTE – For the purposes of this policy the term ‘holiday accommodation’ is used to describe caravan based accommodation, including touring and permanent sites/units, as well as permanent buildings constructed for the purpose of letting etc.)

Location requirements

Proposals for new holiday accommodation sites or units or extension or intensification to existing holiday accommodation will be acceptable where:

- The proposal is supported by a business plan demonstrating how the site will be managed and how it will support tourism or tourist related uses in the area;
- The proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on visual amenity and the historical and natural environmental qualities of the surrounding landscape and surroundings; and
- The site can be safely accessed;
- It is in accordance with national policies on flood risk;
- The site is not within the Coastal Hazard Zone indicated on the Proposals Map, or within areas identified as tidal defence breach Hazard Zone in the Borough’s Strategic Flood Risk Assessment and the Environment Agency’s mapping;

Small scale proposals for holiday accommodation will be acceptable within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) only where it can be demonstrated that the proposal will not negatively impact on the landscape setting of the AONB. Proposals for uses adversely affecting Sites of Special Scientific Interest (SSSIs) or European Sites will be refused permission.

Conditions to be applied to new holiday accommodation

Where development is permitted in the open countryside for new holiday accommodation, it is essential that such uses are genuine and will be operated and maintained as tourist facilities in the future. To achieve this aim, occupancy conditions shall be placed on future planning permissions requiring that:

- The accommodation is occupied for holiday purposes only and shall be made available for rent or as commercial holiday lets;

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- The accommodation shall be for short stay accommodation only (no more than 28 days per single let) and shall not be occupied as a person's sole or main place of residence; and
- The owners / operators shall maintain an up-to-date register of lettings/occupation and shall make this available at all reasonable times to the Local Planning Authority.

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C.12 DM12 - Strategic Road Network

Context

C.12.1 Former government guidance in PPG13 advised Local Authorities to identify trunk roads and other major roads as 'Corridors of Movement' in order to safeguard their national and strategic importance in carrying significant amounts of through traffic between major centres. Whilst this guidance has not been included in the National Planning Policy Framework, it is still seen as important at a local level to define and protect these key strategic roads to maintain their primary function as routes for long distance travel.

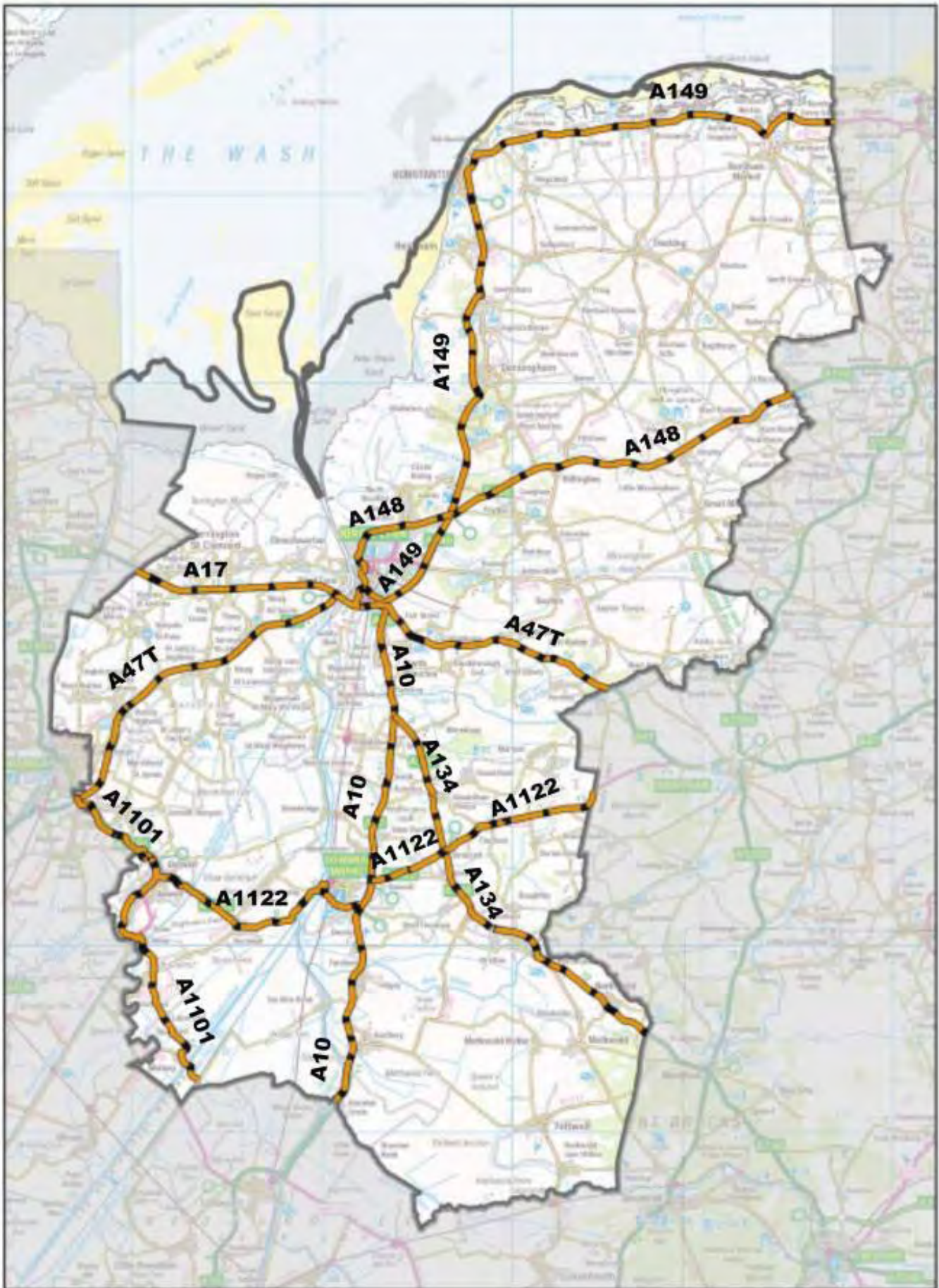
Relevant Local and National Policies

- National Planning Policy Framework: Promoting Sustainable Transport
- National Planning Policy Framework: Promoting Healthy Communities
- National Planning Policy Framework: Supporting a prosperous rural economy
- Core Strategy Policy CS11 Transport

Policy Approach

C.12.2 New development near strategic routes, or on side roads connecting to them, can add significant volumes of local traffic so the proposed policy approach is to not allow development that could undermine their function as long distance routes. Norfolk County Council have designated such roads, these include A10, A17, A47, A134, A148, A149, A1078, A1101 & A1122 and are identified on the Policies Map.

C.12.3 The Core Strategy, in Policy CS11, identified some of this same network for improvement, including measures to reduce congestion and improve reliability and safety. The purpose of the Policy below is not to reproduce that, but to reflect and ensure that the most important roads in the area do not have their safety and reliability degraded by ill-designed or located development. Hence it is considered desirable to include within this provision the additional main routes (not subject of the Core Strategy Policy) of the A1101, A1122 and the north coast part of the A149.



DM12 - Strategic Road Network - Corridors of Movement

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Policy DM 12 – Strategic Road Network

The Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1078, A1101 & A1122 and shown on the Policies Map, will be protected as follows outside of the settlements specified within Core Strategy policy CS02:

- New development will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of this Strategic Road Network;
- New development served by a side road which connects to a road forming part of the Strategic Road Network will be permitted provided that any resulting increase in traffic would not have a significant adverse effect on:
 - The route's national and strategic role as a road for long distance traffic
 - Highway safety
 - The route's traffic capacity
 - The amenity and access of any adjoining occupiers.

In appropriate cases a Traffic Impact Assessment will be required to demonstrate that development proposals can be accommodated on the local road network, taking into account any infrastructure improvements proposed.

C Development Management Policies

C.13 DM13 - Disused Railway Trackways

Context

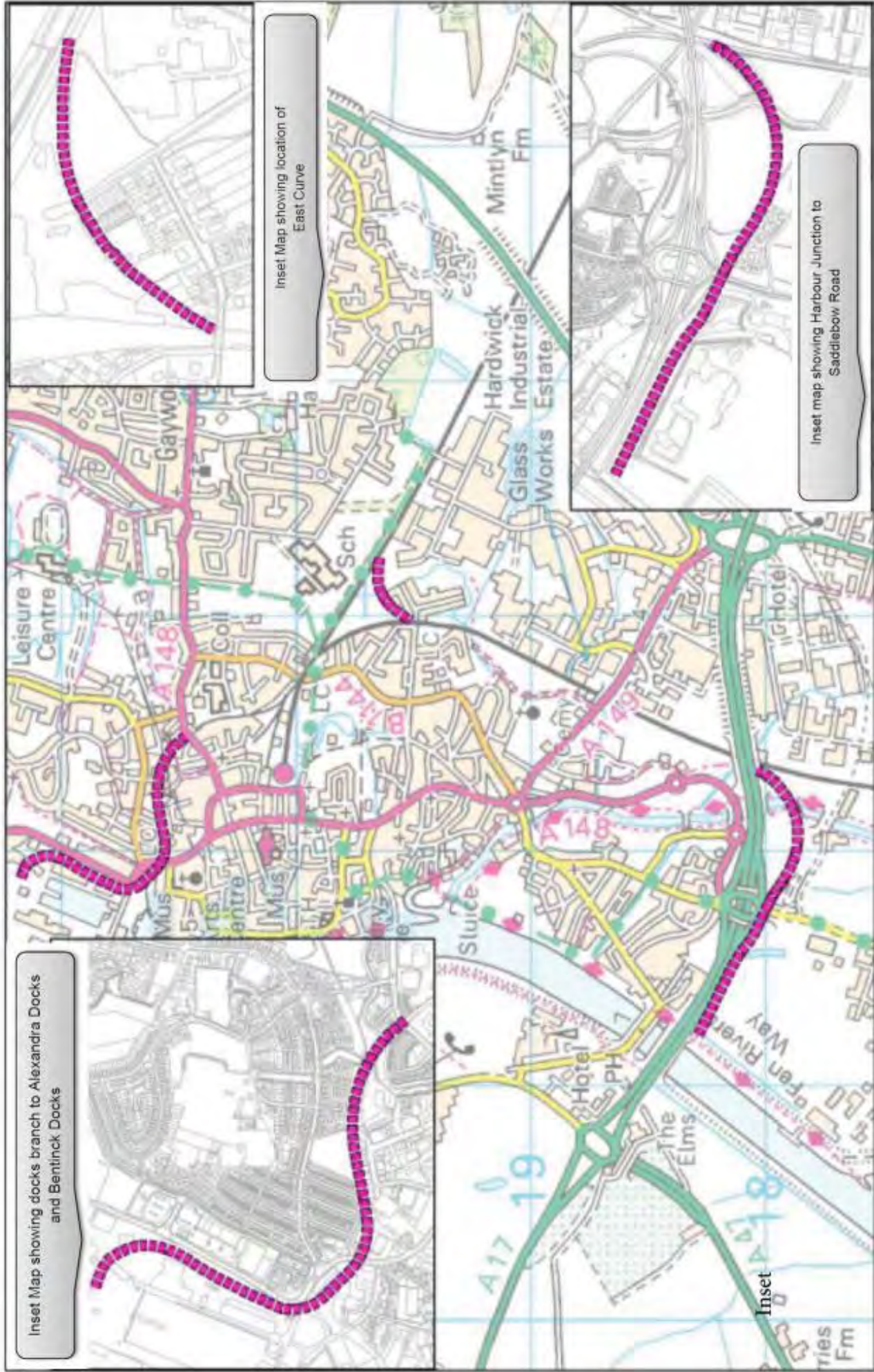
C.13.1 One of the key aims of the National Planning Policy Framework is to promote sustainable transport. Encouragement is given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Disused railway trackways and routes can be a valuable resource, such as, providing future routes for footpaths or cycleways. It is therefore important to protect them from adverse development which might otherwise compromise their future as alternative economic or recreational transport routes.

Relevant Local and National Policies

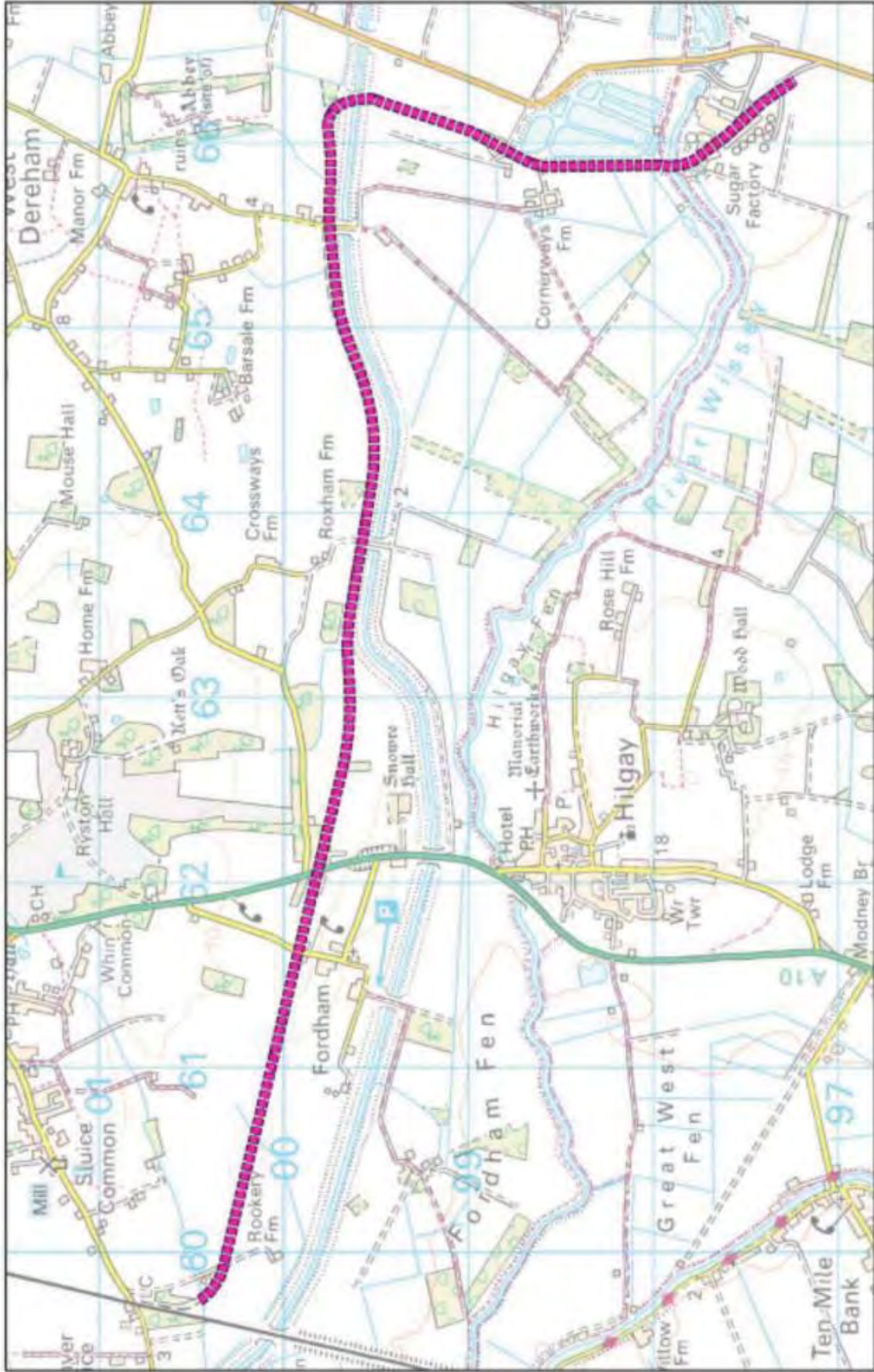
- National Planning Policy Framework: Promoting Sustainable Transport
- National Planning Policy Framework: Supporting a prosperous rural economy
- Core Strategy Policy CS11 Transport

Policy Approach

C.13.2 The Council consider that the identified former railway routes could be a significant transport resource in the long term future, whether for recreational or alternative transport use. The proposed approach is to restrict development on identified former railway trackbeds. These routes will be kept intact which will enable them to be reused in future.



**DM13: Disused Railway Trackway
 King's Lynn**



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DM13: Disused Railway Trackway
Denver to Wissington



DM13: Disused Railway Trackway - King's Lynn to Hunstanton

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C Development Management Policies

Policy DM 13 – Railway Trackways

The following former railway trackways and routes, as indicated on the Policies Map, will be safeguarded from development which would prejudice their potential future use for paths, cycleways, bridleways, new rail facilities, etc.:

- King's Lynn Harbour Junction - Saddlebow Road;
- King's Lynn east curve; and
- King's Lynn docks branch to Alexandra Dock and Bentinck Dock.
- Denver - Wissington;
- Former railway route between King's Lynn and Hunstanton;

The King's Lynn docks branch (as above) will, however, not be safeguarded to the extent this compromises port operations within the Port Estate.

Development Management Policies C

C.14 DM14 - Development associated with CITB Bircham Newton and RAF Marham

Context

C.14.1 The Borough has two particularly large and important employment sites: RAF Marham and associated facilities, and the National Construction College (CITB) at Bircham Newton. The Borough Council considers the continued operation and development of these sites especially important to the economy, and to the scale and balance of employment opportunities in the Borough and beyond, and that this warrants explicit policy support for their future adaptation and expansion.

C.14.2 Core Strategy Policy CS01, 'Spatial Strategy', identifies encouraging economic growth and inward investment as one of the Borough's development priorities. Policy CS10 of the Core Strategy, 'The Economy', states the local economy will be developed to facilitate job growth, and to increase the proportion of higher skilled jobs. The National Planning Policy Framework emphasises the importance of economic growth and states (paragraph 20) that local planning authorities should plan proactively to meet the development needs of industry and support an economy fit for the 21st century.

C.14.3 The RAF base (and associated facilities) at Marham is the largest single employment site in the Borough, supporting over 4000 jobs, with a wide range of roles, and in particular a strong emphasis on high-end engineering skills. The estimated annual value to the local economy is in excess of £150 million. The base hosts the whole of the RAF strategic strike capability, and this pre-eminence will continue into the future as RAF Marham has been designated the sole operating base for the Lightning II aircraft which will replace the current Tornado.

C.14.4 The National Construction College employs staff numbers of around 650, as well as generating further indirect employment in the area. It is the leading facility of its type in the UK, the largest in Europe, and performs a key role in supporting the recovery of the UK construction industry through provision of highly specialised technical training. The College trains some 20,000 students and workers per year, and is estimated to contribute £25 million to the local economy.

C.14.5 The importance of these two establishments has been recognised by the New Anglia Local Economic Partnership (LEP). Together with the establishments' particular characters and stand-alone locations, this justifies their special treatment and support in policy.

Policy DM 14 - Development associated with the National Construction College, Bircham Newton and RAF Marham

The Council strongly supports the roles that the National Construction College, Bircham Newton and RAF Marham play as both local employers and as centres of excellence for construction and engineering respectively.

The Council will adopt a positive approach to new development in association with the expansion and the retention of these facilities.

C Development Management Policies

Non-operational 'enabling' development will be supported on the sites where the scale of development is proportionate to the rural status of the area and where there is a direct link between the development proposed and the retention/expansion of the facilities.

Development Management Policies C

C.15 DM15 - Environment, Design and Amenity

Context

C.15.1 Development proposals should aim to create a high quality environment without detrimental impact on the amenity of new and existing residents. Factors that could have a significant negative impact on the amenity of residents include: noise, odour, poor air quality, light pollution, land contamination and visual impact. It is also important to consider issues of security, privacy and overlooking when creating new development.

C.15.2 One of the Government's key aims in national planning policy is to create sustainable development. Proposals that are responsive to their location and consider the layout, materials, parking, landscaping and how people will use the space early in their design are likely to have a positive impact on amenity and will help to deliver sustainable development.

C.15.3 With an increasing population and less space available to develop within settlements, there has been a rise in applications for infill development on smaller plots. Issues arise when the infill development is unsympathetic to the existing street scene in its scale or design, or would result in the loss of important open spaces and greenery. There are also particular issues arising from the loss or reduction of residential gardens for infill development due to the impact on amenity, loss of land for urban drainage and the overall effect on the character of an area.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Requiring Good Design
- Core Strategy Policy CS08: Sustainable Development
- Norfolk County Council: Local Transport Plan, LTP3
- Borough Council: Car Parking Strategy
- DEFRA: National Air Quality Strategy
- Borough Council: Contaminated Land Inspection Strategy
- Norfolk Environmental Protection Group: Planning and Pollution in Norfolk
- Norfolk Environmental Protection Group: Technical Guidance – Development of Land affected by Contamination
- Norfolk Environmental Protection Group: Technical Guidance – Air Quality and Land Use Planning
- Norfolk Environmental Protection Group: Technical Guidance – Planning and Noise
- CPRE: Light Pollution Guidance Notes
- Borough Council: Air Quality Action Plan
- Railway Road Air Quality Management Area Order and Extension Order
- Gaywood Clock Air Quality Management Area Order

Policy Approach

C.15.4 This policy complements Core Strategy Policy CS08, which outlines how design is considered in new development by ensuring that potential negative impacts to amenity, etc., are addressed in considering proposals for development.

C Development Management Policies

C.15.5 Developments likely to have a significant impact on residential amenity should ideally be sited away from residential areas. The Council will seek a proportionate level of information to determine the environmental impact of developments, and may seek planning conditions to ensure the development will comply with any national, regional or locally set standards on environmental quality.

C.15.6 Noise, odour, air quality, light pollution and land contamination, etc. will be assessed in relation to relevant standards and national guidance. In cases where the development has uncertain potential for a negative impact on amenity temporary permissions and/or a requirement to record baseline environmental conditions prior to development and undertake monitoring afterwards will be given/required. These indicators can be used to gauge the likely impact as a result of the proposed development. Mitigation measures may be sought such as limiting the operational hours of a development and there may be ongoing requirements to monitor the impact on environmental quality.

Policy DM 15 – Environment, Design and Amenity

Development must protect and enhance the amenity of the wider environment including its heritage and cultural value. 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. Proposals will be assessed against a number of factors including:

- Overlooking, overbearing, overshadowing;
- Noise;
- Odour;
- Air quality;
- Light pollution;
- Contamination;
- Water Quality; and
- Visual impact.

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.

Development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused.

Development proposals should demonstrate that safe access can be provided and adequate parking facilities are available.

Development Management Policies C

C.16 DM16 - Provision of Recreational Open Space for Residential Developments

Context

C.16.1 To ensure new recreational space is provided to serve major new development, the Council proposes to implement the national standards set by the National Playing Fields Association unless this would cause the development to be financially unviable.

C.16.2 With over 7000 new homes planned for the Borough over the plan period to 2026 it is important that new community facilities and recreational space are provided to meet the needs of an expanded population. Core Strategy Policy CS14 identifies that community facilities and recreational space will be sought within, or through contributions from, new development. This policy defines the amount of recreational space that should be provided in new developments.

C.16.3 Fields in Trust (The National Playing Fields Association) recommends a standard of 2.4 hectares of outdoor playing space per 1,000 population. This is a nationally recognised standard, which can be used to determine the level of play space in new developments.

Relevant Local and National Policies

- National Planning Policy Framework: Promoting healthy communities
- Core Strategy Policy CS13 Community and Culture
- Fields in Trust: Planning and Design for Outdoor Sport and Play (2008)

Policy Approach

C.16.4 Because of the scale and nature of new development in the Borough, in most cases the precise number of future residents of a development will not be known. Therefore a 'per dwelling' requirement has been derived based in an assumption of 2.33 persons per dwelling (Average Household Size 10 Year Projection from DCLG Household Interim Projections, April 2013). Thresholds are carried forward from the Borough Council's earlier 'Draft Interim Policy Statement on Open Space Standards for Residential Development.

C.16.5 New developments will be expected to meet nationally recognised standards for the provision of open space. The Fields in Trust's Planning and Design for Outdoor Sport and Play suggested standard of 2.4 hectares of outdoor playing space per 1,000 population will be used when assessing the level of play space required, comprising 1.6 to 1.8 hectares (2/3 to 3/4 of total) for outdoor sport, including 1.2 hectares (1/2 of total) for pitch sports, and 0.6 - 0.8 hectares (1/4/ to 1/3 of total) for children's playing space.

C.16.6 Negotiations will take place on a site-by-site basis to determine specific provision of space and financial contributions, taking into account the financial viability of any development.

C.16.7 The Council will also seek to ensure new allotments are provided, and existing ones retained, where an identified need is presented. Waiting lists, etc., held by town and parish councils can help demonstrate such a need.

C Development Management Policies

Policy DM 16 – Provision of Recreational Open Space for Residential Developments

All new residential development will be expected to make adequate provision for open space to the following standards:

Schemes of up to 19 units will ensure that their schemes contain sufficient space to ensure a high standard of layout and amenity to the residents of the proposed development and to ensure that the scheme integrates into the wider landscape setting. On windfall sites the requirement to provide open space will apply where the Council considers that the proposed development forms part of a larger site which, if developed, would result in a requirement for a proportion of (or contribution to) open space.

Schemes of 20 units or greater will provide 2.4 hectares of open space per 1000 population comprising approximately :

- 70% for either amenity, outdoor sport, and allotments (see below) and
- 30% for suitably equipped children's play space
- On sites allocated for residential development through the Local Plan process, and where development of the whole site results in a requirement for a proportion of (or contribution to) open space, the requirement to provide open space will apply to the whole of a single allocated site, even if it is developed incrementally (through sub-division etc).

All proposals involving the provision of publicly accessible areas of open space must include robust arrangements for the management and future maintenance of that open space. The Council may take on and adopt areas of public open space within developments, subject to bringing the scheme up to an appropriate standard and the payment of an appropriate fee.

The Council will adopt a flexible approach to the types of open space required within a particular scheme only where it can be demonstrated :

- i) that there is excess provision available in the locality, or
- ii) where opportunities exist to enhance existing local schemes, or
- iii) the townscape or other context of the development is such that the provision of open space is not desirable.

The Council will provide full details on the provision and maintenance of open space within Supplementary Planning Guidance.

Allotments

The Council will seek to resist the loss of allotments in areas where there is a current or predicted demand for such facilities, unless the loss were to be offset by alternative provision of an equal or higher quality in the vicinity. The provision of new allotments may be sought in

Development Management Policies C

locations for large-scale residential development (such as the strategic allocations) where there is an identified need. This will be balanced against the need for other types of recreational space and facilities and the financial viability of any development.

C Development Management Policies

C.17 DM17 - Parking Provision in New Development

Context

C.17.1 Provision of adequate parking provision with new development is important for accessibility, safety and the amenity of neighbouring occupiers. However, excessive parking provision has its own costs and drawbacks. There is a difficult balance to be made between the various complex issues involved. These include those mentioned by the National Planning Policy Framework for the accessibility of development:

- the type and mix of development;
- the availability and opportunities for public transport;
- local car ownership levels; and an overall need to reduce the use of high emissions vehicles.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Promoting Sustainable Transport
- National Planning Policy Framework: Delivering a Wide Choice of High Quality Homes
- Core Strategy Policy CS11: Transportation
- Norfolk County Council: Parking Standards for Norfolk 2007 (currently under review)
- National Planning Policy Framework: Promoting Sustainable Transport

Policy Approach

C.17.2 Having a parking standard for new residential dwellings is desirable because this provides certainty for developers and neighbours of how this will be treated. The dwelling standard proposed standard is derived from past practice and experience in the Borough and the advice of Norfolk County Council as local highways authority.

C.17.3 Dwellings are predominantly travel origins as opposed to destinations. Previously parking standards have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore parking standards for dwellings are treated as a minimum standard.

C.17.4 Types of development other than dwellings are both less common in the Borough, and more likely to need a tailored approach according to the particularities of the development and its location. Therefore generally the policy supports the practice of having regard to the standards published from time to time by Norfolk County Council.

Policy DM 17 – Parking Provision in New Development

1. Residential dwellings

New dwellings (including flats and maisonettes) will be required to include car parking to the following minimum standards:

Development Management Policies C

- a. One bedroomed unit – 1 space per dwelling;
- b. Two or three bedroomed unit – 2 spaces per dwelling;
- c. Four or more bedroomed unit – 3 spaces per dwelling.

This provision may include under-croft parking and car ports providing these have no other use, but garages under 7m x 3m (internal dimensions) will not be counted. Reductions in car parking requirements may be considered if there is development within an urban area (including town centre locations) that has good links to sustainable transport.

Each dwelling will also be required to provide a minimum of one secure and covered cycle space per dwelling.

2. Other developments

For developments other than dwellings car parking provision will be negotiated having regard to the current standards published by Norfolk County Council.

C Development Management Policies

C.18 DM18 - Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)

Context

C.18.1 The West Norfolk coastline has seen numerous inundations over the centuries, not least during the floods of 1953. Although defences and emergency arrangements are now much better, continued natural change to the coastline, the deepening challenges to the financial and practical feasibility of maintaining current defences, and the anticipated increased dangers associated with climate change mean that managing coastal flood risk is one of the key challenges for the Borough.

C.18.2 The Wash Shoreline Management Plan (SMP) identified uncertainties over the future management of the flood defences between Hunstanton and Wolferton Creek (west of Dersingham) beyond 2025. The current intent of the SMP is to maintain the front line “shingle ridge” defence up until 2025. However, this is subject to continued funding and also assumes that no irreparable damage is caused as a result of a storm tide event. The approval for beach recycling in this area expired in 2012, but has been continued until 2016, pending an alternative funding solution.

C.18.3 Following the SMP the Environment Agency (EA) and the Borough Council introduced a Coastal Flood Risk – Planning Protocol for the area between Wolferton Creek and Hunstanton. The protocol informs those who are submitting planning applications in the area reliant on these defences, about the predicted increase in flood risk. The aim of the protocol is to prevent inappropriate development in this area.

C.18.4 The EA and Borough Council continue to work together, along with other key partners, to better understand how coastal processes and climate change may affect this coastline in the future and develop a clearer strategy for its future management and funding. The Wash East Coastal Management Strategy is taking this process forward, following on from the SMP (2010) and the Coastal Change Pathfinder study (2011).

C.18.5 As part of this process it is proposed the protocol is incorporated as a Local Plan Policy and to define it as the 'Coastal Hazard Zone'. The policy seeks to prevent any inappropriate development by adopting a precautionary approach in this area in the same way as the protocol does thus replacing the protocol.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Practice Guidance
- Core Strategy Policy CS06 Development in Rural Areas
- Core Strategy Policies CS07 Coastal Areas and CS08 Flood Risk.
- Core Strategy Policy CS10 The Economy
- Joint Protocol (2012) on Strategic Flood Risk Assessment and Tidal River Hazard Mapping, Environment Agency and Borough Council of King's Lynn & West Norfolk
- The Wash Shoreline Management Plan (SMP) (Nov 2010)

Development Management Policies C

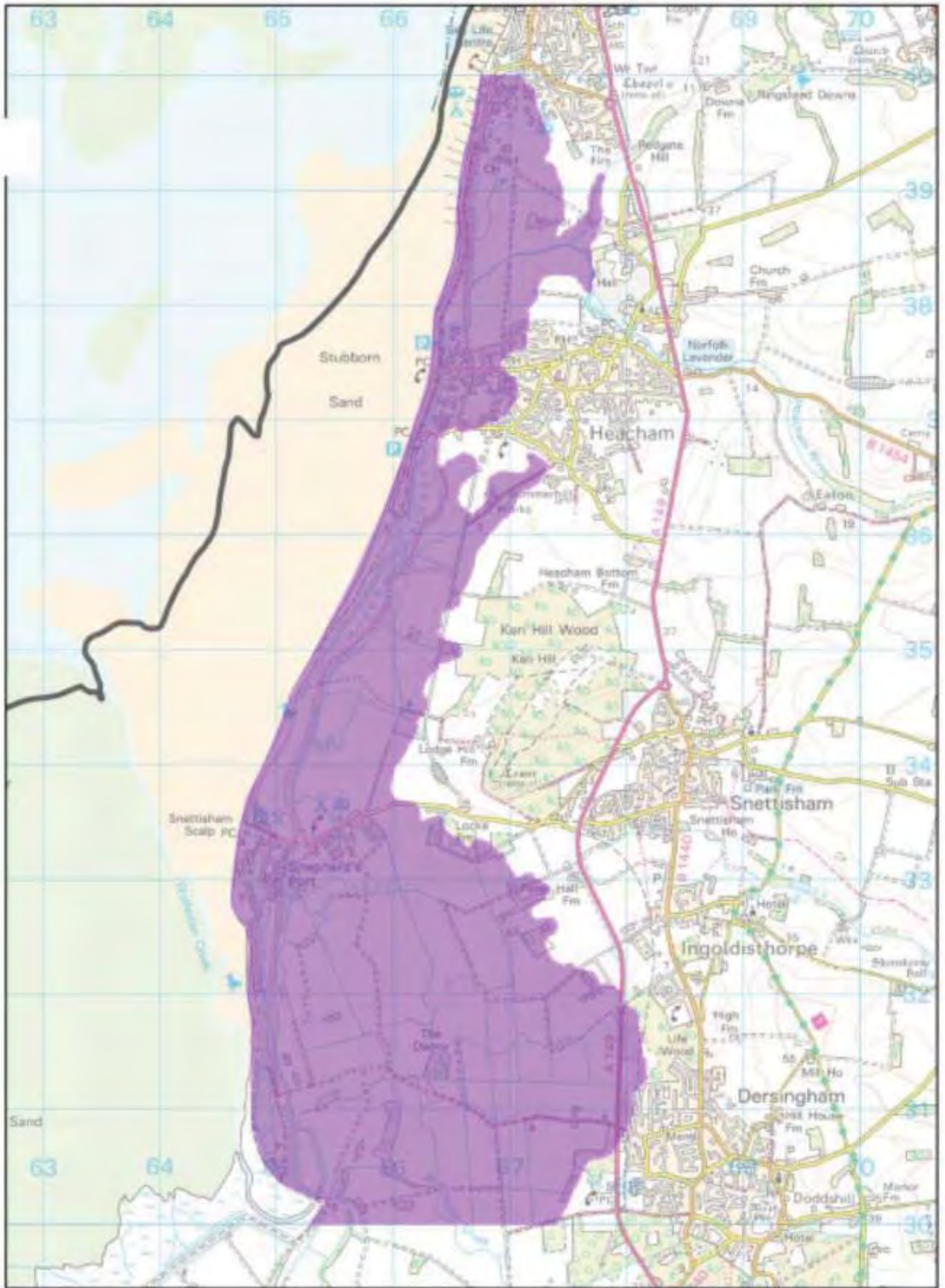
Policy Approach

C.18.6 The Shoreline Management Plan identifies that coastal development is likely to be exposed to a much higher risk of flooding within 10 to 15 years, but this could be sooner.

C.18.7 The Core Strategy aims to ensure that future growth in the Borough is sustainable and that the findings of the Strategic Flood Risk Assessment are used to guide future growth away from areas of high flood risk. This section of the coastline is considered to be at very high risk with only a one in 50 year (2% annual probability) standard of protection. The required standard of protection from tidal flood risk, as stipulated in the National Planning Practice Guidance is one in 200 years (0.5% annual probability).

C.18.8 Considering the risks associated with the seasonality of each of the highest astronomical tides, the probability of storm surges, and wave action severity, reports undertaken for the Borough Council concluded the only safe period of occupancy was between 1st April and 30th September each year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework/Practice Guidance.

C.18.9 A cautious approach will be taken to the renewal of earlier temporary planning permissions for the siting of park/mobile homes and caravans. Regard will be given to the anticipated increase in flood risk associated with rising sea levels, decayed or reduced defences, and climate change. A flood risk assessment will need to be submitted with applications for such renewals (a Flood Risk Assessment form is available from the Borough Council).



DM18 - Coastal Flood Risk Hazard Zone

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0 0.25 0.5 1 1.5 2 Kilometers

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Policy DM 18 – Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)

This policy applies within the Coastal Flood Risk Hazard Zone as defined on the Policies Map.

1. *New Developments*

The following developments will not be permitted within Tidal Flood Zone 3 (including climate change) as designated on the Strategic Flood Risk Assessment (SFRA) Maps:

- New dwellings;
- New or additional park homes/caravans.

2. *Replacement Dwellings*

Replacement dwellings will only be permitted in Tidal Flood Zone 3 where all of the following seven criteria are satisfied:

- A Flood Risk Assessment (FRA) must be undertaken for the development;
- All habitable accommodation will be provided above ground floor level (habitable accommodation would usually include bedrooms, sitting rooms, dining rooms, kitchens and any other room designed for habitation. Rooms that are not normally used for living in, such as toilets, storerooms, pantries, cellars and garages, are not considered to be habitable);
- The dwelling will only be occupied between 1st April and 30th September in any one year;
- The dwelling will incorporate flood mitigation and resiliency measures in accordance with the Department for Communities and Local Government publication: “Improving the flood performance of new buildings, flood resilient construction” (2007);
- The building must be appropriately designed to withstand and be resilient to hydrostatic pressure resulting from a breach/overtopping of the tidal defences;
- A flood warning and evacuation plan will be prepared for the property and retained on site;
- The level of habitable accommodation provided by the new dwelling would not be materially greater than that provided by the original dwelling. Proposals should not result in an increase in the number of bedrooms over and above the number in the original dwelling.

3. *Extensions*

Extensions to existing properties (beyond any Permitted Development Rights that could be exercised) should not materially increase the amount of habitable rooms. Significant extensions or those that raise the amount of habitable rooms in the property could lead to an increase in the number of people at risk and will not be permitted.

4. *Change of Use*

Any proposed Change of Use will not be permitted if, as a result of the change, the flood risk vulnerability (as defined in the National Planning Practice Guidance) would be increased.

C Development Management Policies

5. *Seasonal Occupancy*

Seasonal occupancy will be limited to between 1 April and 30 September. Applications to remove, relax or vary (by way of extension) any existing seasonal occupancy condition will be resisted.

Development Management Policies C

C.19 DM19 - Green Infrastructure

Context

C.19.1 Green Infrastructure is a term that encompasses a wide range of green and blue spaces and other environmental features. Ensuring that there is a network of green infrastructure is important to the health and wellbeing of local people and for biodiversity.

C.19.2 The Green Infrastructure Study was completed in 2010 and provides a Borough-wide analysis of:

- existing provision,
- deficiencies in provision,
- potential improvements to green infrastructure,
- policies to deliver green infrastructure,
- High, medium and low priority projects in addition to specific policies that will deliver green infrastructure.

C.19.3 This Study has been supplemented by a recent (2013) research identifying existing green infrastructure projects around the Borough being undertaken by a range of agencies. This combined information will aid the Council in developing and targeting further green infrastructure funds and endeavours, particularly in relation to planned development which has been identified by the Habitats Regulations Assessment as having potential adverse impacts on designated nature conservation sites. By supporting existing projects, or filling gaps (geographical or type) in existing or emerging provision, the Council's efforts can be targeted to best effect.

Relevant Local and National Policies

- National Planning Policy Framework: Conserving and enhancing the natural environment
- Natural Environment White Paper – The Natural Choice: securing the value of nature (2011)
- Core Strategy Policy CS12 Environmental Assets
- Core Strategy Policy CS13 Community and Culture
- Core Strategy Policy CS14 Infrastructure Provision
- Green Infrastructure Strategy Stage 1 (2009) and Stage 2 (2010)

Policy Approach

C.19.4 Retaining and developing the Borough's green infrastructure network is highly important to the long-term wellbeing of the area, its residents and visitors.

C.19.5 The Borough Council seeks to protect existing green infrastructure, deliver new green infrastructure to support new development and mitigate its impacts, and support cross boundary green infrastructure projects in partnerships with neighbouring authorities and other organisations. Green space can perform a number of functions and the historic environment in particular has an important contribution to make. Parks and gardens, open spaces within Conservation Areas and

C Development Management Policies

the grounds of listed buildings can contribute to the wider objectives and benefits of green infrastructure, for example by enhancing health and well-being and biodiversity, and improving the efficiency of drainage systems.

C.19.6 The Borough's Green Infrastructure Study is a significant resource on the Borough's natural environment and therefore it is important that it is utilised when considering development applications.

Policy DM 19 – Green Infrastructure

Opportunities will be taken to link to wider networks, working with partners both within and beyond the Borough.

The Council supports delivery of the projects detailed in the Green Infrastructure Study:

- The Fens Waterway Link – Ouse to Nene;
- The King's Lynn Wash/Norfolk Coast Path Link;
- The former railway route between King's Lynn and Hunstanton; and
- Wissey Living Landscape Project.

The Council will identify a range of green infrastructure enhancements to support new housing and other development and mitigate any potential adverse effects on designated sites of nature conservation interest.

Major development will contribute to the delivery of green infrastructure, except:

- Where it can be demonstrated the development will not materially add to the demand or need for green infrastructure.

Where such a contribution would make the development unviable, the development will not be permitted unless:

- It helps deliver the Core Strategy; and
- The relevant contribution to that Strategy could not be achieved by alternative development, including in alternative locations or in the same location at a later time; or
- Unless the wider benefits of the proposed development would offset the need to deliver green infrastructure enhancements.

More detailed local solutions based on the Green Infrastructure Strategy will be developed for Downham Market and Hunstanton, particularly in relation to the main growth areas.

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C.20 DM20 - Renewable Energy

Context

C.20.1 The Climate Change Act (2008) introduced a target of reducing greenhouse gas emissions by 80% by the year 2050. In line with government targets there have been increasing applications for development that harness renewable energy in the Borough, particularly in the form of wind turbines and photovoltaic panels.

C.20.2 The Borough's Core Strategy, Policy CS08 Sustainable Development outlines that the generation of energy from renewable sources will be supported and encouraged. Permission will be given unless there are unacceptable location or other impacts that could not be outweighed by wider environmental, social, economic and other benefits. The National Planning Policy Framework also states that local planning authorities should approve applications for renewable energy development if its impacts are (or can be made) acceptable. This policy aims to balance the need for renewable energy developments and the impact on the local area and local people.

Relevant Local and National Policies

- Climate Change Act 2008
- National Planning Policy Framework: Meeting the Challenge of climate change, flooding and coastal change
- National Policy Statement for Energy Infrastructure
- Core Strategy Policy CS08: Sustainable Development
- Borough Council of King's Lynn & West Norfolk: Small-scale wind turbine noise and shadow flicker guidance

Policy Approach

C.20.3 This policy defines the criteria against which applications for renewable energy will be considered to provide clarity for developers and the wider public. The approach is to minimise any adverse impact from renewable energy development including that from the decommissioning of any renewable energy technology. The Council will provide a consistent cross boundary approach with neighbouring North Norfolk District Council by affording greater protection from development within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). It details factors that need to be considered so that a judgement can be made on the potential acceptability of impacts.

Policy DM 20 – Renewable Energy

Proposals for renewable energy and associated infrastructure, including the landward infrastructure for offshore renewable schemes, will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts, either individually or cumulatively, upon:

C Development Management Policies

- Sites of international, national or local nature or landscape conservation importance, whether directly or indirectly, such as the Norfolk Coast Area of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSIs) and Ramsar Sites;
- The surrounding landscape and townscape;
- Designated and un-designated heritage assets, including the setting of assets;
- Ecological interests (species and habitats);
- Amenity (in terms of noise, overbearing relationship, air quality and light pollution);
- Contaminated land;
- Water courses (in terms of pollution);
- Public safety (including footpaths, bridleways and other non-vehicular rights of way in addition to vehicular highways as well as local, informal pathway networks); and
- Tourism and other economic activity.

In addition to the consideration of the above factors, the Borough Council will seek to resist proposals where:

a) There is a significant loss of agricultural land;

or

b) Where land in the best and most versatile grades of agricultural land⁽¹⁾ are proposed to be used.

Development may be permitted where any adverse impacts can be satisfactorily mitigated against and such mitigation can be secured either by planning condition or by legal agreement.

1 Using the defra definition of Best and Most Versatile Land (BMV) as grades 1, 2 and 3a of the Agricultural Land Classification.

Development Management Policies C

C.21 DM21 - Sites in Areas of Flood Risk

Context

C.21.1 Because of the number and small size of many of the potential allocations, particularly in rural parts of the Borough, it is often not practicable to obtain a site specific flood risk assessment and a detailed examination of its implications in advance of allocation. A Surface Water Management Plan (SWMP) is being prepared by the Lead Local Flood Authority (LLFA), Norfolk County Council, for King's Lynn and West Norfolk Settlements. This will identify areas which are particularly vulnerable to surface water flooding. The SWMP may define Critical Drainage Catchments (catchment areas feeding into these flood-vulnerable areas). Any development within them is likely to increase the risk of flooding in the most vulnerable areas if no mitigation takes place.

Policy Approach

C.21.2 In order to comply with the full requirements for the exceptions test in advance of any development in such areas, such allocations are explicitly made subject to the requirements still outstanding. This is done by linking those allocations to a specific development management policy on the topic, as follows. In relation to surface water flooding the policy provides for the advice of the LLFA and findings of the SWMP to lead to a requirement for appropriate mitigation measures. The Government issued a consultation on Delivering Sustainable Drainage Systems in September 2014 which may require sustainable drainage systems to be provided as part of all major development (i.e. residential developments of 10+ houses; equivalent non-residential and/or mixed developments) with drainage implications.

Policy DM 21: Sites in Areas of Flood Risk

Where the Borough Council has allocated sites in flood risk Zones 2 and 3 or flood defence breach Hazard Zones identified by the Council's Strategic Flood Risk Assessment or more recent Environment Agency mapping:

1. These will be subject to (and no relevant planning permission will be granted before):
 - a site specific flood risk assessment satisfactorily demonstrating the development will be safe for its lifetime, taking climate change into account, and with regard to the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing flood risk overall; and
 - satisfactory demonstration that any design or development features necessary to address flood risk issues are compatible with heritage assets in the vicinity (including conservation areas and listed buildings), local visual amenity and (where relevant) the landscape and scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty.

C Development Management Policies

2. The sequential test set out in the National Planning Policy Framework (NPPF) policy 101 is deemed to be met by the allocation process, as set out in the National Planning Practice Guidance - Flood Risk and Climate Change, so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest.

3. In relation to the exceptions test set out in the NPPF policy 102:

- the first part (demonstration of wider sustainability benefits) is deemed to be met by the allocation process; and
- the second part (site specific flood risk assessment, etc.) is not deemed to be met by the allocation process, and shall remain the responsibility of the prospective developer. No relevant planning permission shall be granted unless and until this second part of the test is met, as set out in section 1 of this policy, above.

The Borough Council will take into account advice from the Lead Local Flood Authority and the King's Lynn and West Norfolk Settlements Surface Water Management Plan to ensure that where a serious and exceptional risk of surface water flooding exists adequate and appropriate consideration has been given to mitigating the risk. Mitigation measures should minimise the risk of flooding on the development site and within the surrounding area.

Development Management Policies C

C.22 DM22 - Protection of Local Open Space

Context

C.22.1 It is important to retain valued recreational and amenity open space in towns and villages. Parks, playing fields, ponds, woodlands, informal open spaces and allotments all provide opportunities for sport, recreation, leisure and biodiversity. It is important that people, particularly children and elderly people, should have access to open spaces close to where they live.

C.22.2 The value of a healthy natural environment as the foundations of sustained economic growth, prospering communities and personal wellbeing is recognised by the National Planning Policy Framework (NPPF).

C.22.3 It is important that existing green infrastructure and open space is protected and enhanced to support new development in the Borough, particularly in respect of King's Lynn's urban expansion. This is supported by Core Strategy policies CS12, CS13 and CS14. Policy CS12 indicates that it may be necessary to secure biodiversity needs through planning conditions / obligations. CS12 also also highlights the crucial role of the historic and built environment in delivering environmental quality and well-being. Policy CS13 indicates that the Borough Council will support proposals that protect, retain and/or enhance sports, leisure and recreation facilities and policy CS14 sets out that obligations from developers will be sought through Section 106 legal agreements for allotments, indoor/outdoor sports facilities and green infrastructure.

Relevant Local and National Policies

- National Planning Policy Framework: Promoting healthy communities
- National Planning Policy Framework: Conserving and enhancing the natural environment
- National Planning Policy Framework: Conserving and enhancing the historic environment
- Natural Environment White Paper – The Natural Choice: securing the value of nature (2011)
- Core Strategy Policy CS12 Environmental Assets
- Core Strategy Policy CS13 Community and Culture
- Core Strategy Policy CS14 Infrastructure Provision
- Green Infrastructure Strategy

Policy Approach

C.22.4 The National Planning Policy Framework sets policy designed to avoid the loss of open space, sports and recreational buildings and land, and provides the opportunity for local communities to identify certain types of important local green spaces through a neighbourhood plan.

C.22.5 Response to the consultation indicated a desire to provide a greater level of protection for locally important open spaces. The policy approach aims to the amenity value of any local open space is fully considered and to maintain a balance between protecting locally important open space and enabling sustainable development within and adjacent to settlements.

C Development Management Policies

Policy DM 22 – Protection of Local Open Space

The Council will have careful regard to the value of any area of open space when assessing planning applications for development. In assessing the contribution that an area of open space plays, the Council will consider the following factors:

- Public access;
- Visual amenity;
- Local distinctiveness;
- Landscape character;
- Recreational value;
- Biodiversity, geodiversity
- Cultural value and historic character
- Whether the site has been allocated for development in the local plan.

Proposals that will result in the loss or restriction of access to locally important areas of open space will be refused planning permission unless such loss can be offset by the replacement of equivalent or higher standard of provision or the wider benefits of allowing development to proceed outweigh the value of the site as an area of open space.

The Borough Council will support local communities in designating local green space for protection in neighbourhood plans where this:

- meets the criteria for local green space as detailed in the National Planning Policy Framework; and
- does not conflict with other policies in the Borough's Local Plan.

Settlements & Sites - Allocations and Policies D

D Settlements & Sites - Allocations and Policies

D.1 Distribution of Development

Amount and distribution of housing development

Overall Housing Provision

D.1.1 The Borough Council is required to consider the 'objectively assessed housing need' for its area, and make appropriate provision for that figure. (At the time of preparing the Core Strategy there was a requirement to be in conformity with the then Regional Plan, including amounts of housing. The Borough Council did this and worked to a housing requirement of 16500 dwellings for the period to 2026. The Regional Plan was revoked in 2012 and the new requirement to assess housing need brought in through the National Planning Policy Framework in March 2012.)

D.1.2 In order to meet the requirement a Strategic Housing Market Assessment⁽²⁾ was undertaken in 2013 to consider future household formation and therefore housing need, based on Government forecasts. In summary the findings of this study indicate that:

- *'10.4 ...10336 new dwellings are required in the 15 year period between 2013 and 2028, equating to almost 690 new homes per annum. The target is therefore meeting the vast majority (95.7%) of the Objectively Assessed Need.'*
- *'10.7 The Core Strategy target of 660 is similar to the delivery level achieved in all but two years since 2005, which suggests that it is a realistic target. The fact that it is higher than the level achieved in recent years is in line with paragraph 154 of the NPPF that says that. Overall the target of 660 new homes per year remains appropriate in King's Lynn and West Norfolk.'*

D.1.3 Having regard to this assessment the Borough Council considers it can base the provision in this sites document on the broad figures and requirements from the Core Strategy.

D.1.4 The Core Strategy provides for 16,500 new dwellings across the Borough over the period 2001 – 2026. The table below shows that after taking into account completions and commitments (outstanding planning permissions) between 2001 and March 2013 a total of 10,155 dwellings, together with the actual allocations proposed in this document (6,499), we have provided for a total of 16,632 new dwellings.

D.1.5 The following table gives an overall summary picture.

2 King's Lynn and West Norfolk Borough Council – SHMA 2013, prepared by HDH Planning and Development Ltd

Settlements & Sites - Allocations and Policies D

Place	Core Strategy Provision (see Appendix 1 CS July 2011)	Total Completions & Commitments Apr 2001-Mar 2013	Pre submission document Allocations	Pre Submission document Total
King's Lynn Area				
King's Lynn		2934	1450	
(West Lynn)			249	
<i>Plus settlements adjacent to KL</i>				
North Wootton		63	0	
Knights Hill			600	
South Wootton		279	300	
West Winch/North Runcton		219	1600	
Sub total	7511	3495	4199	7694
Other main settlements				
Downham Market (incl. Downham W.)	2711	2036	390	
Hunstanton	580	360	333	
Wisbech Fringe (inc Walsoken)	550	35	550	585
Main settlements and settlements adjacent to King's Lynn - Sub Total	11352	5926	5472	11398
Key Rural Service Centres (KRSC) (x21)				
Total KRSC Sub Total	2878	2796	775	3571
Rural Villages (RV) (x34)				
RV Sub Total	1280	1042	230	1272
Other - Smaller Villages and Hamlets (SVH)				

D Settlements & Sites - Allocations and Policies

Place	Core Strategy Provision (see Appendix 1 CS July 2011)	Total Completions & Commitments Apr 2001-Mar 2013	Pre submission document Allocations	Pre Submission document Total
Other/SVH Sub Total	351	391	0	391
Rural Areas - Sub Total	4509	4229	1005	5234
Total		10155	6499	16632

D.1.6 The Core Strategy allocates the largest share of new housing development over the plan period to the King's Lynn area; with lesser amounts going to the Wisbech fringe (the town's centre is in Fenland District, but the town has now expanded to the extent that some of the new growth will occur within West Norfolk); to the second town in the Borough, Downham Market; and a lesser amount to the third town, Hunstanton.

D.1.7 A significant minority, 15.5%, of new housing allocations are allocated to smaller settlements in the rural parts of the Borough.

D.1.8 It is important to note that not all of this planned growth will be delivered through site allocations. Part of the growth will be delivered on sites with existing planning permissions, and others will come forward on unallocated sites within development boundaries (especially within the towns).

D.1.9 Part of the role of this Plan is to add detail to the Core Strategy by determining the distribution of housing development between different locations, both within and around the towns, and between rural settlements of the same type. These are dealt with in turn following.

King's Lynn area

D.1.10 The King's Lynn area is required by Core Strategy Policy CS09 to provide 7,510 new dwellings in the plan period. At March 2013 completions and commitment amounted to some 3,500 units, which leaves some 4,000 to be distributed between the identified areas of:

- King's Lynn town and West Lynn (1,700 now identified)
- West Winch/North Runcton (where the Core Strategy identified 1,600)
- Knight's Hill, South Wootton (600 now identified)
- Hall Lane, South Wootton (300 now identified)

Settlements & Sites - Allocations and Policies D

D.1.11 A total of 4,200 new allocations are provided for in the King's Lynn area in this document.

Rural Areas

D.1.12 Around 15.5% of the Borough's new housing is proposed for allocation to the rural parts of the Borough, and divided among the higher level of rural settlements (the 21 identified 'Key Rural Service Centres'), with a lesser amount going to the defined 'Rural Villages' (of which there are 34). No allocations are made in Smaller Villages and Hamlets although the policy on infill development in these areas will allow some modest development.

D.1.13 If the number of dwellings allocated to each type of settlement were divided equally this would result in each settlement being allocated the number shown in the table below.

Settlement Designation	Number of Settlements	Combined Core Strategy housing allocation	Average Core Strategy allocation of dwellings per settlement
Key Rural Service Centres	21	660	31
Rural Villages	34	215	6
Smaller Villages and Hamlets	54	0	0

D.1.14 The Council considers that the distribution of houses is best done by allocating growth to settlements proportional to the existing populations. This would provide for the amount of development in each settlement to be most closely related to its scale, and hence overall most easily absorbed without great impact on the existing character and social make-up of the settlement.

D.1.15 However, this general approach is not rigidly applied. Some settlements are more constrained than others, for instance by flood risk, nationally important landscape, limited safe highway access, etc. Conversely, there are other settlements where a slightly higher level of development is advantageous if it can provide social facilities that are particularly needed, or a more satisfactory form of development. The Borough Council has taken particular account of the view of the parish councils and, within the constraints of other factors, sought to provide a lower or higher figure in the direction of the parish council's preferences.

D.1.16 The number of dwellings the Core Strategy provides for each class of settlements is stated as a minimum, and therefore there is the potential for exceeding this. However, it is important that the overall cumulative scale of growth in the rural areas does not grossly exceed the stated figures, as this would weaken the deliverability of the strategic growth areas and other urban sites. This would undermine the overall strategy of concentrating most development in towns, make it difficult to deliver the improvements and infrastructure the Borough needs, and undermine the long term economy and sustainability of the area. Further, although all of the settlements in each group has an equivalent status in terms of their planned function, their ability to accommodate growth, and the sustainability of development in each, does vary significantly.

D Settlements & Sites - Allocations and Policies

D.1.17 The tables in Appendix 5 outline how both the guide figure (calculated using proportions in ratio to population size) and the final allocation for each settlement have been derived. These overall figures have been used to calculate the tables above. Further details of the particular allocations, constraints and opportunities are provided for each settlement later in this document.

King's Lynn & Surrounding Area E

E King's Lynn & Surrounding Area

E.1 King's Lynn & West Lynn

Introduction

E.1.1 This King's Lynn section of the Plan is divided as follows:

- Introduction
- Town Centre (including retail expansion)
- Housing Growth and Housing Site Allocations
- Employment Land Allocations
- Regeneration Areas
- Transport
- Infrastructure
- Green Infrastructure
- West Lynn

E.1.2 Although presented separately for convenience and clarity, the scale and complexity of King's Lynn means these issues are interrelated.

E.1.3 King's Lynn is the largest town in the Borough, and its administrative and cultural centre. It acts as a sub-regional centre to the surrounding rural hinterland (including some areas beyond the Borough boundary) providing an important service and retail function. The town expanded rapidly in the 20th Century from its historic core and now accommodates a population of approximately 39,110 (2011 Census - Usual Residents).

E.1.4 In 2008 King's Lynn was designated as a Growth Point and the Core Strategy sought to further develop its role as a sub-regional centre by concentrating new growth including housing, retail and employment in the town.

E.1.5 Further growth in King's Lynn is constrained by the River Great Ouse to the west, and by the A149 strategic road to the east. Much of the undeveloped land around King's Lynn is at risk of tidal and/or fluvial flooding. Opportunities for expansion are therefore limited to the lower flood risk areas selected as strategic directions of growth in the Core Strategy.

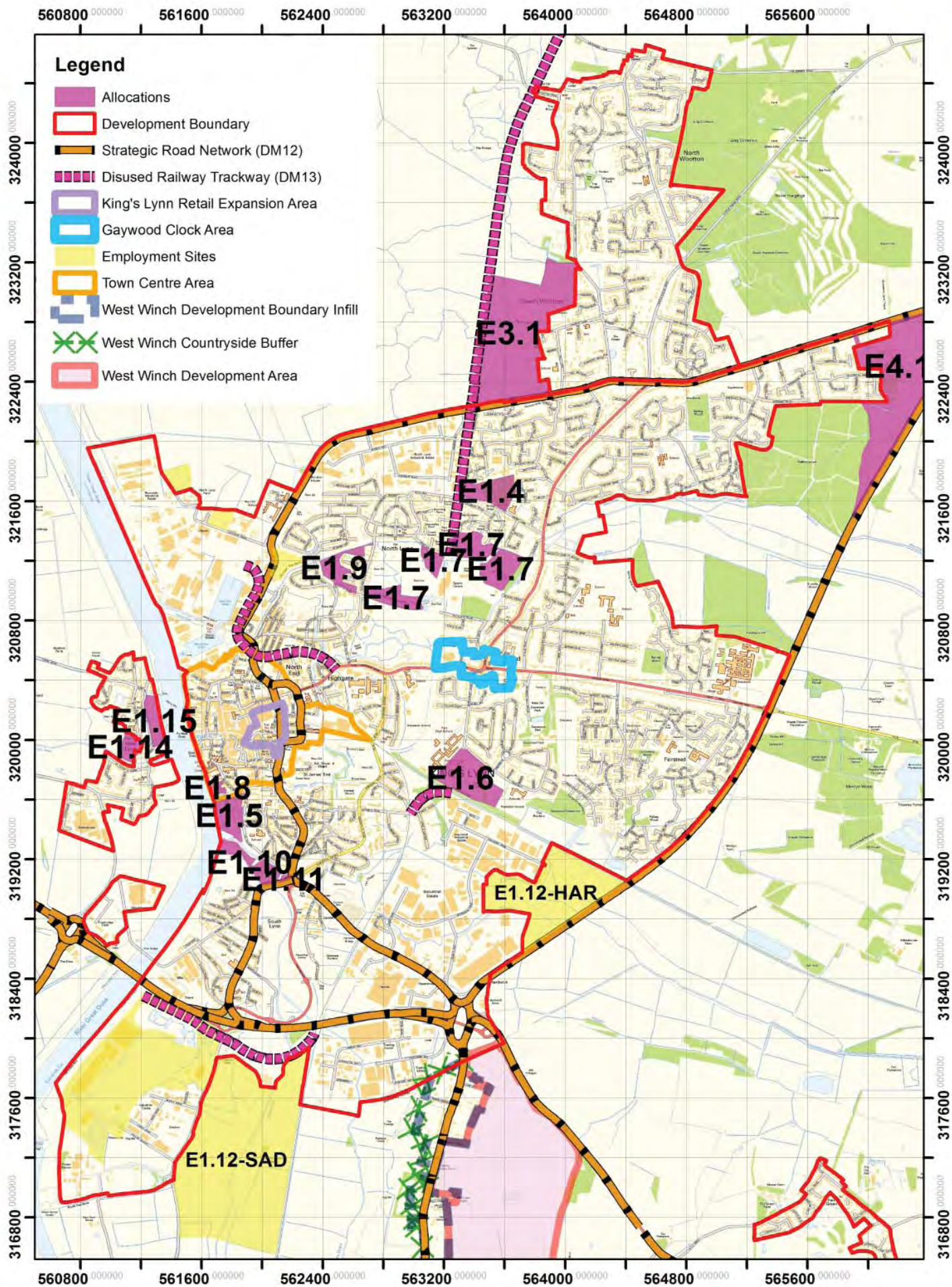
E.1.6 King's Lynn has a distinctive identity which is strengthened by its natural and historic assets including:

- The historic town centre which includes five Conservation Areas, over 200 Listed Buildings and two historic market places and the 12th century King's Lynn Minster;
- The River Great Ouse;
- The Gaywood Valley;
- Reffley Wood; and
- The Walks and Tower Gardens (parks and gardens).

E.1.7 The town has two key public transport hubs with a central bus station connecting with surrounding rural settlements and other towns and cities, and a railway station which has hourly services to Cambridge and London. The town also has strategic road links to Hunstanton via the

King's Lynn & Surrounding Area E

A149, to Fakenham on the A148, to Thetford and Bury St Edmunds via the A10/A134, to the cities of Norwich and Peterborough on the A47 Trunk Road and towards Cambridge and London via the A10.



Inset E1 King's Lynn & West Lynn

King's Lynn & Surrounding Area E

Town Centre

E.1.8 The character and efficient functioning of King's Lynn town centre is vital to the well being of the Borough as a whole, and the King's Lynn Town Centre Policy E1.1 addresses this.

E.1.9 King's Lynn has an enviably rich variety of uses in the town centre. The nature and mix of uses in town centres in general are undergoing particularly rapid change at present, and the policy seeks to be supportive and flexible in the light of this. It is no longer considered desirable, for instance, to provide blanket protection to specified primary and secondary retail frontages but rather to identify the criteria and objectives against which changes will be assessed.

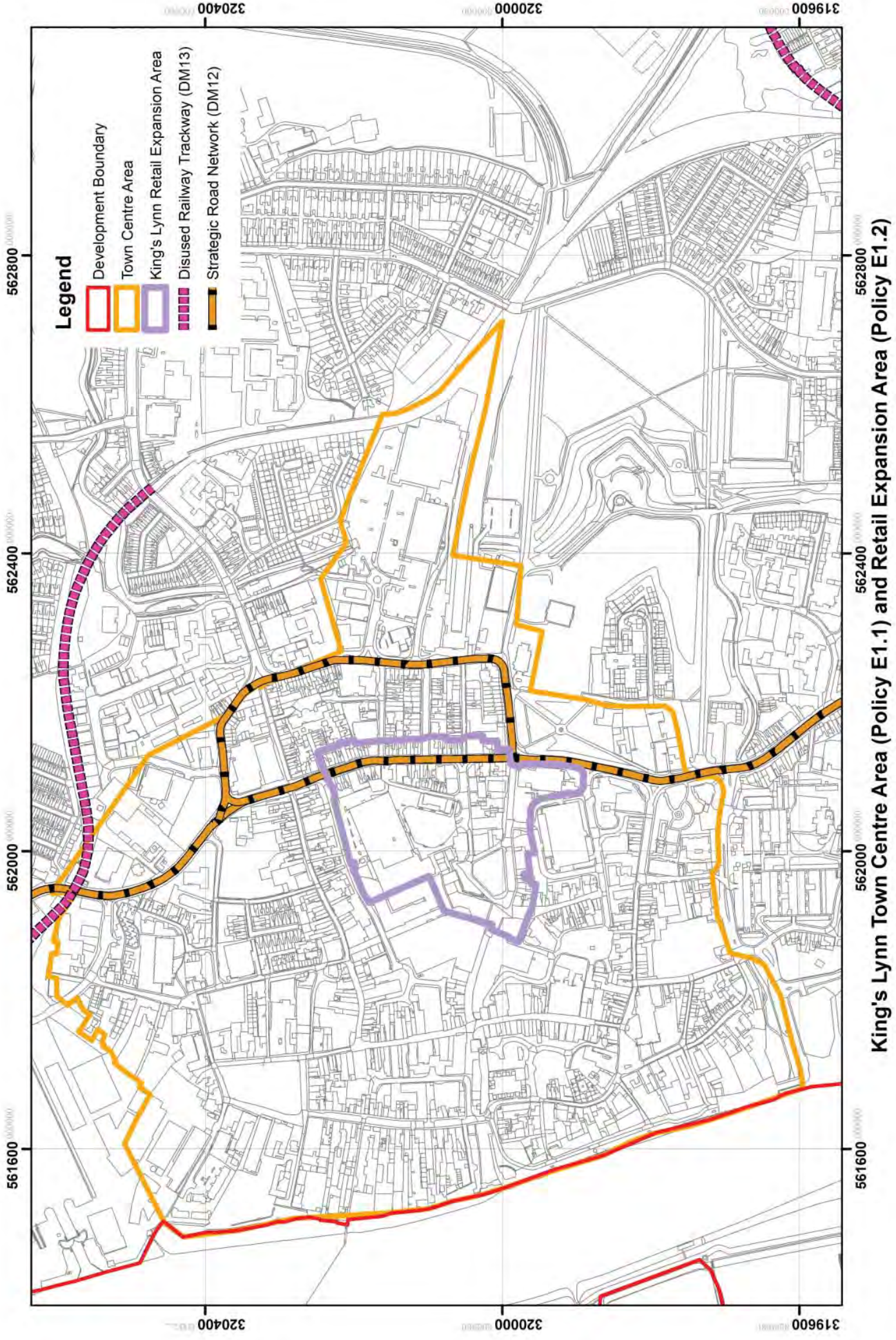
E.1.10 The industrial operations of the Port about the identified town centre area. While this adds to the vibrancy of the area as a whole, housing proposals in the vicinity of the Port need to be considered in the light of the defined hazard zoning around the Port, the potential for noise and lighting, etc., disturbance to potential future residents and the potential for conflict between these and the operation for the Port.

Town Centre Retail Extension

E.1.11 The Core Strategy (policy CS03) refers to the need to provide at least 20,000 sq. m. of retail floor space as an extension to the existing town centre west of Railway Road in King's Lynn. The King's Lynn Diagram 2 (Page 100, Figure 8 of the Core Strategy) broadly indicates where the Town Centre Expansion Area could be located. The Core Strategy states that this area will be defined in the Site Specific Allocations and Policies Document, and this is illustrated on the map below. The Urban Renaissance Strategy provides guidance for the Town Centre Extension Development, seeking to promote the town's role as a sub-regional attraction with an expanded retail offer and improved accessibility to cultural, tourism and leisure uses. A Town Centre Expansion Development Framework was published and endorsed by the Council in November 2008. Policy E1.2 below provides for this expansion.

Gaywood Clock

E.1.12 The Gaywood Clock Area is situated within the built up area of King's Lynn at the junction of the A148 (Wootton Road and Lynn Road) and A1076 (Gayton Road) principal roads, approximately one mile to the east of the town centre. The Gaywood Clock Area acts as a district shopping centre for the large residential areas in the east of King's Lynn. It has two supermarkets, local shops, a library, chemist, health centre, pub, takeaways, church, community hall, bowling alley and other services. The remainder of the area is a mixture of housing interspersed with open space. The centre particularly benefits local residents without a car or with constrained mobility. The Council is proposing a policy approach which seeks to ensure that the Gaywood Clock Area continues to fulfil its primary role of providing convenient and accessible shopping facilities within walking distance of nearby housing areas by retaining and enhancing the existing retail choice. Policy E1.3 below sets out this approach.



King's Lynn Town Centre Area (Policy E1.1) and Retail Expansion Area (Policy E1.2)

King's Lynn & Surrounding Area E

Policies King's Lynn**Policy E1.1 King's Lynn - Town Centre**

A town centre area for King's Lynn is defined on the Policies Map.

The Borough Council will promote this area as the prime focus in the Borough for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, both for their own sake and to strengthen the appeal of the town centre. In order to achieve this:

- a. Development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1, D2 and *sui generis* theatres) will be particularly encouraged in the area.
- b. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
- c. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
- d. Improvements to town centre access, especially in terms of public transport, pedestrians and cyclists, and to parking provision and management, will be encouraged where this is compatible with the overall aims above.
- e. Redevelopment to increase the provision of larger, modern format retail units will be encouraged where this can be achieved in a way that is consistent with the other objectives for the town centre.
- f. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the main retail streets of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the main retail streets of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.

E King's Lynn & Surrounding Area

Policy E1.2 King's Lynn - Town Centre Retail Expansion Area

Significant expansion and enhancement of retail and other town centre uses will be encouraged in the area indicated on the Policies Map to provide or contribute to an additional 20,000 m² of retail and related floor space. Provision of larger, more modern format retail units will be particularly encouraged.

Such redevelopment is unlikely to occupy the whole of the area indicated, but may involve relocation and/or reconfiguration of the bus station and car parking provision.

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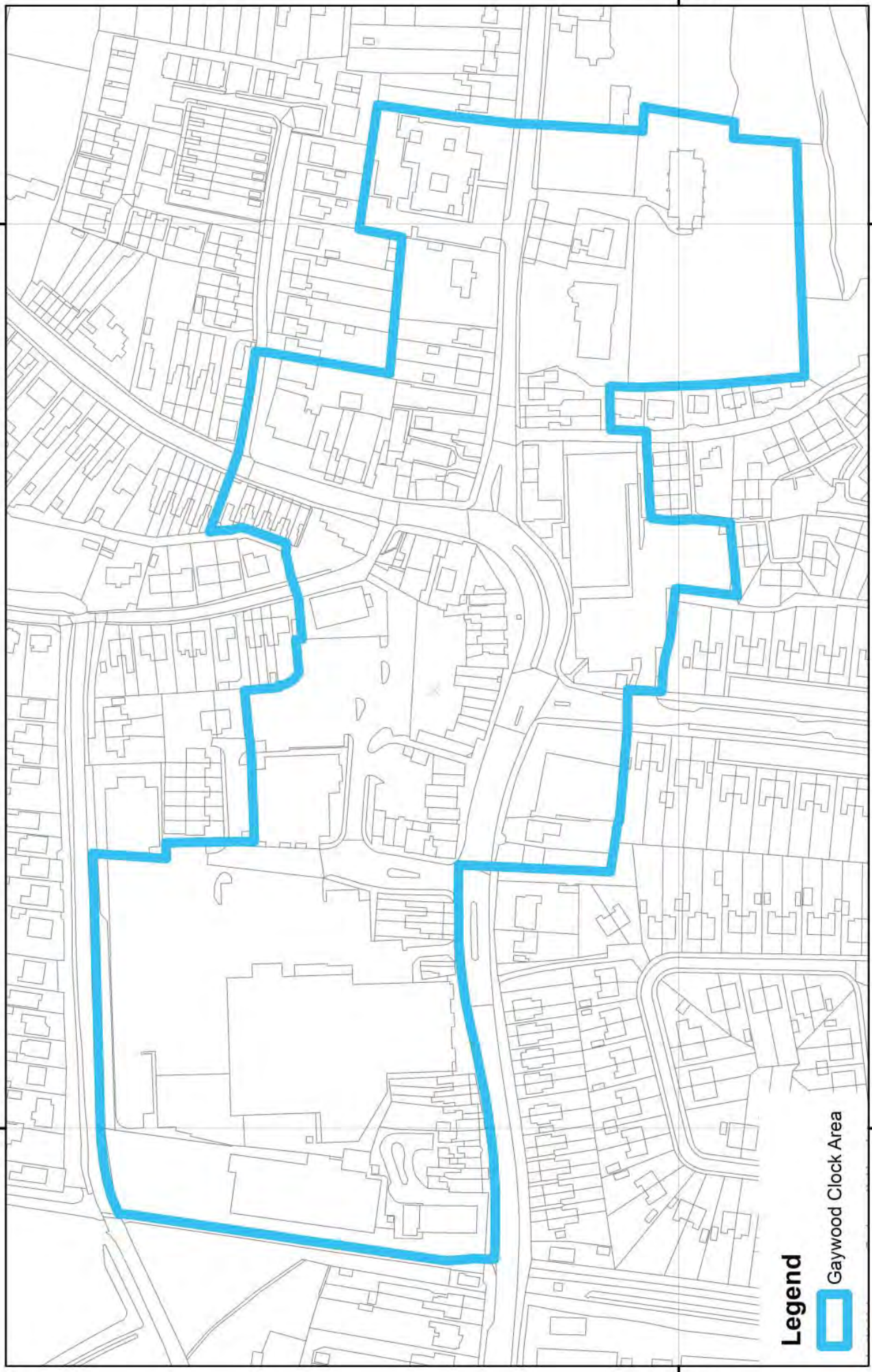
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Legend

 Gaywood Clock Area

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Ordnance Survey 100024314

Gaywood Clock Area (Policy E1.3) Zoomed

E King's Lynn & Surrounding Area

Policy E1.3 King's Lynn - Gaywood Clock Area

Development will be supported in the Gaywood Clock Area (as defined on the Policies Map) where it is:

- a. a retail use (Classes A1, 2, 3, 4, or 5) or otherwise complementary to the neighbourhood retail function of the area; and
- b. is an appropriate scale to serve the population of their catchment without harming the vitality and viability of other centres;

The loss of shopping facilities will be resisted where this would detract from the role and function of this neighbourhood retail centre.

Housing Growth - background

The Core Strategy distributes the majority of future residential development within the Borough in King's Lynn as the most sustainable location for growth. The Distribution of Development chapter of this document sets out how these are distributed. After allowing for planned strategic growth on the outskirts of the town, dwellings built since the adoption of the Core Strategy, and current planning permissions yet to be built, 1,700 new dwellings will need to be provided within the existing built up areas of King's Lynn and West Lynn. It is anticipated that most of these 1,700 dwellings will result from the redevelopment of existing uses or vacant sites.

Allocated Sites

Allocated sites are specifically identified for a planned type and quantity of development and identified on the Policies Map. The sites in King's Lynn and West Lynn identified below are proposed for development. These are each either available for development at present or there is a reasonable expectation that they will become so during the plan period. These allocations provide for 1,700 dwellings during the plan period. In relation to the comparative assessment process all of these sites are located within the existing urban area which is well served by existing facilities. This is the main comparative reason for their selection as allocations. The sites chosen have been previously identified through the growth planning, and associated urban capacity and SHLAA processes. (No other competing sites of the appropriate scale for allocation were identified.)

The Borough Council has instigated a major public/private sector partnership with developers to deliver housing on several key sites across the town.

The Habitats Regulations Assessment Report identified a potential for adverse effect on the designated nature conservation Special Area of Conservation at Roydon Common from increased recreation arising from the residents of the housing allocations in King's Lynn (in combination with others). In order to avoid such an effect it is important that these have ample local provision for informal recreation, particularly in relation to dog walking (which is particularly damaging for the designated sites). By ensuring this is provided locally for the larger of these sites (i.e. excluding

King's Lynn & Surrounding Area E

the small sites at South Quay and Southgates), the likelihood that significant proportions of the residents of these new housing developments will go to the designated sites for such recreation is reduced.

There also needs to be adequate provision of both this and other types of recreation space, such as children's play areas and sports pitches, in the interests of quality of life, amenity and health.

However, in the context of the King's Lynn allocated sites this does not mean that such provision necessarily has always to be either new provision or provided on site. The localities of some of these sites are already well provided with one or more of the requisite types of recreation provision (for example at Lynnsport, The Walks, and Harding's Pits). In each particular case there will be a need to identify and assess the existing provision in the locality of the site for the purposes mentioned, and provide any necessary additional links to these and/or on-site provision meet recreational needs and avoid adverse habitats impacts. Site specific habitats assessments will need to address the latter.

Policy E1.4 King's Lynn - Marsh Lane

Land amounting to 5.3 hectares is allocated for residential development of some 170 dwellings. Development will be subject to compliance with all of the following:

1. Provision of a new road linking the site to the A1078 Edward Benefer Way, minimising negative impacts on the existing cycleway;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - Informal open space (new and/or existing);
 - Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - A contribution to greenspace provision or management in the wider area within which the site is located;
5. In judging the amount of on-site open space appropriate under Policy DM16 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport to the south of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;

E King's Lynn & Surrounding Area

6. Provision of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative effects through recreational disturbance to the Roydon Common Special Area of Conservation;
7. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
8. Provision of affordable housing in line with the current standards;
9. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated.

The Marsh Lane area was identified for housing development in the 1998 Local Plan. It is situated in the north of the town, between the northern and southern arms of Marsh Lane and consists of cleared scrub and former orchards. This is one of the sites being brought forward through the public/private joint venture.

Policy E1.5 King's Lynn - Boal Quay

Land amounting to 4.1 hectares is allocated for residential development of some 350 dwellings. Development will be subject to compliance with all of the following:

1. Submission of an Archaeological Assessment;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - Informal open space (new and/or existing);
 - Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - A contribution to greenspace provision or management in the wider area within which the site is located;
5. In judging the amount of on-site open space appropriate under Policy DM16 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green to the south

King's Lynn & Surrounding Area E

of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;

6. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
7. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
8. Provision of affordable housing in line with the current standards.

The area of derelict land at Boal Quay, currently used for car parking, was identified for redevelopment as part of the Waterfront Regeneration scheme in 2008. This is currently being reviewed. The site contains the former loop of the River Nar, with elements of reedbed and saltmarsh, habitats of principal importance (UK Biodiversity Action Plan habitats), which should be addressed through the Ecological Study requirement in the policy. A high density scheme has previously been identified, maximising the use of this brownfield, waterfront site.

Policy E1.6 King's Lynn - South of Parkway

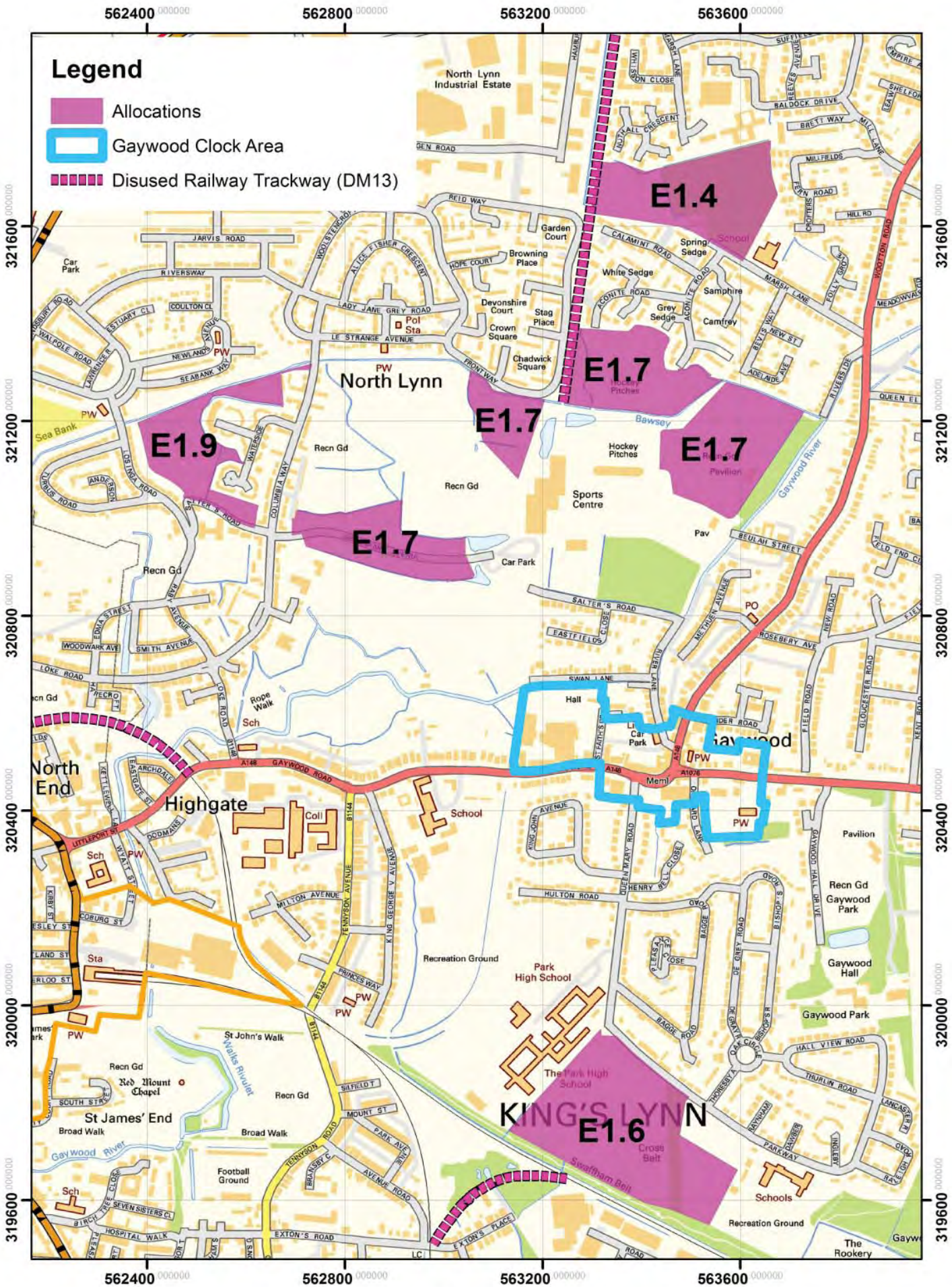
Land amounting to 8.8 hectares is allocated for residential development of some 260 dwellings. Development will be subject to compliance with all of the following:

1. Retention of the Cross Belt avenue of trees and southern boundary tree belt;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of an Arboricultural Assessment;
4. Submission of an Archaeological Assessment;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - Informal open space (new and/or existing);

E King's Lynn & Surrounding Area

- Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;;
 - A contribution to greenspace provision or management in the wider area within which the site is located;
7. In judging the amount of on-site open space appropriate under Policy DM16 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at The Walks to the west of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
 8. Provision of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative effects through recreational disturbance to the Roydon Common Special Area of Conservation;
 9. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
 10. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
 11. Provision of affordable housing in line with the current standards.

The site at Parkway, Gaywood consists of former College of West Anglia playing fields, lying between the King's Lynn Academy to the west, the Howard schools to the east and the cycleway and Sand Line railway to the south.



King's Lynn Allocations (Policy E1.4/E1.6/E1.7/E1.9) Zoomed

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Policy E1.7 King's Lynn - Land at Lynnsport

Land amounting to 13.7 hectares is allocated for residential development of some 450 dwellings. Development will be subject to compliance with all of the following:

1. Provision of a new road linking the site to the A1078 Edward Benefer Way, minimising negative impacts on the existing cycleway;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - Informal open space (new and/or existing);
 - Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - A contribution to greenspace provision or management in the wider area within which the site is located;
5. In judging the amount of on-site open space appropriate under Policy DM16 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport adjacent to the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
6. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
7. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
8. Provision of affordable housing in line with the current standards.

A Land Review and Feasibility Study in 2009 identified the potential to rationalise existing uses and develop parts of the Lynnsport site for housing. Lynnsport is situated to the east of Columbia Way, currently accessed via Green Park Avenue. This is another of the sites being brought forward through the public/private joint venture.

King's Lynn & Surrounding Area E

Policy E1.8 King's Lynn - South Quay

Land amounting to 0.5 hectare is allocated for residential development of some 50 dwellings. Development will be subject to compliance with all of the following:

1. Retention of Devil's Alley as a Public Right of Way;
2. Creation of a public walkway along the north bank of the Millfleet;
3. Retention of the Grade II listed Sommerfeld and Thomas Warehouse;
4. A design approach that has regard to massing, materials, scale and views in and out of the site and the impact on nearby listed buildings and the King's Lynn Conservation Area;
5. An Arboricultural Assessment in relation to adjoining trees;
6. Submission of an Archaeological Assessment;
7. Submission of a site specific Flood Risk Assessment;
8. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
9. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
10. Provision of affordable housing in line with the current standards.

The site at South Quay consists of the former Grain Silos and the vacant former Sommerfeld and Thomas Warehouse. The site has a frontage to South Quay and the River Great Ouse. It is bounded to the south by the Millfleet, a watercourse that discharges to the River Great Ouse. To the east the site adjoins the backs of residential properties in Nelson Street. To the north it adjoins Hampton Court and properties fronting on to South Quay. Devil's Alley, a public footpath, runs through the site, linking Nelson Street to South Quay. The former Grain Silos site (0.32 ha) received planning permission, subject to a section 106 agreement, for 37 apartments and commercial unit(s) on 29 July 2014.

Policy E1.9 King's Lynn - Land west of Columbia Way

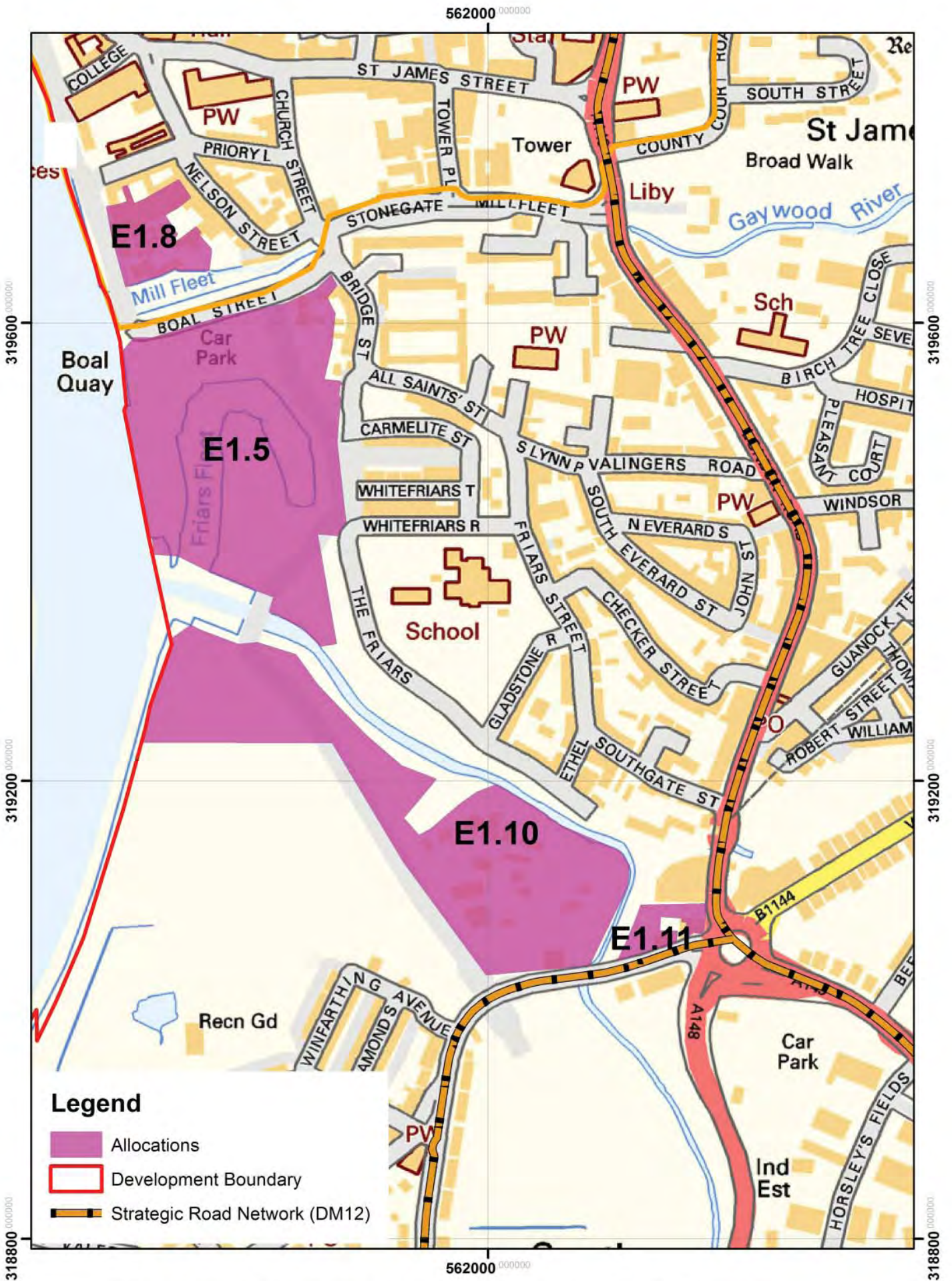
Land amounting to 3.3 hectares is allocated for residential development of some 100 dwellings. Development will be subject to compliance with all of the following:

1. Provision of a link to the existing cycleway network in the vicinity of the site;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;

E King's Lynn & Surrounding Area

4. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - Informal open space (new and/or existing);
 - Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - A contribution to greenspace provision or management in the wider area within which the site is located;
5. In judging the amount of on-site open space appropriate under Policy DM16 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport to the east of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
6. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
7. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
8. Provision of affordable housing in line with the current standards.

Land west of Columbia Way is being brought forward as part of the public/private joint venture. This site consists of grass and scrubland between the Bawsey Drain and cycleway to the north, Columbia Way and Waterside to the west, Salters Road to the south and Losinga Road to the east.



King's Lynn Allocations (Policy E1.5/E1.8/E1.10/E1.11) Zoomed

E King's Lynn & Surrounding Area

Policy E1.10 King's Lynn - North of Wisbech Road

Land amounting to 3.8 hectares is allocated for residential development of some 50 dwellings. Development will be subject to compliance with all of the following:

1. Submission of a site specific Flood Risk Assessment;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - Informal open space (new and/or existing);
 - Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - A contribution to greenspace provision or management in the wider area within which the site is located;
4. In judging the amount of on-site open space appropriate under Policy DM16 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green adjacent to the site or Central Park to the south). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
5. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
6. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
7. Provision of affordable housing in line with the current standards.

The land north of Wisbech Road consists of a mixture of industrial/former industrial uses to the east of the Hardings Way bus route adjoining the River Nar to the east, together with derelict, scrubland north of Blubberhouse Creek on the eastern side of the bus route and land between the northern boundary of the Harding's Pits Doorstep Green and the Rivers Great Ouse and Nar, west of the bus route.

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Policy E1.11 King's Lynn - Southgates

Land amounting to 0.2 hectare is allocated for residential development of some 20 dwellings. Development will be subject to compliance with all of the following:

1. Submission of a site specific Flood Risk Assessment;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the Harding's Pits Doorstep Green and Central Park). The Local Planning Authority will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;
4. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
5. Provision of affordable housing in line with the current standards.

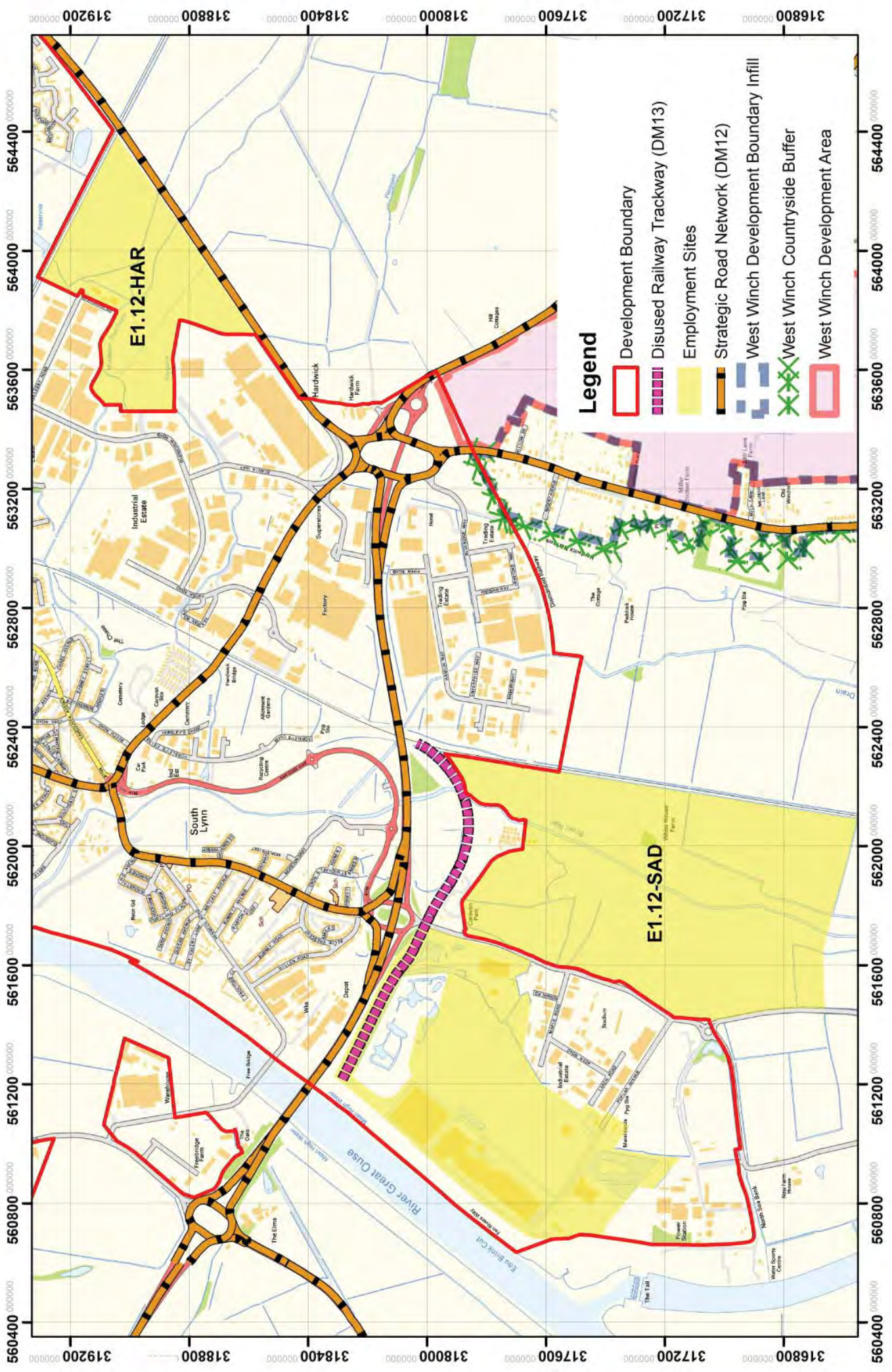
Economy

The Core Strategy indicates the distribution of employment development across the Borough, and for King's Lynn approximately 50 hectares of employment land is to be allocated in the town.

The King's Lynn Diagram 1 (Adopted Core Strategy, Page 99, Figure 7) illustrates the Employment Expansion areas and King's Lynn Port. The Borough Council has identified the Port with the intention of protecting and supporting its function and role in the town as a strategic transport hub.

The Employment Expansion areas are shown on the map. The land adjacent to Hardwick Industrial Estate is an allocation brought forward from the 1998 Local Plan, and has been identified as a strategic employment site for the County. The site area for this is approximately 27 hectares and now has planning consent.

The second allocation site is approximately 23 hectares and lies south-east of the A47(T) Saddlebow roundabout, east of Saddlebow Road and west of the King's Lynn - Cambridge/London railway line.



Legend

- Development Boundary
- Disused Railway Trackway (DM13)
- Employment Sites
- Strategic Road Network (DM12)
- West Winch Development Boundary Infill
- West Winch Countryside Buffer
- West Winch Development Area

Employment Expansions Areas (E1.12SAD/E1.12HAR) Zoomed

King's Lynn & Surrounding Area E

Policy E1.12 King's Lynn - Employment Land

Sites at Hardwick (E1.12-HAR) (27 hectares) and Saddlebow (E1.12-SAD)(23 hectares) as shown on the Policies Map will be the preferred locations for employment expansion in King's Lynn. The development of these sites to provide for business, industrial and distribution uses will create opportunities to meet future need and provide for choice in line with Core Strategy policy CS10 - The Economy.

Regeneration Areas

The Borough Council and its partners have developed a clear vision for King's Lynn in developing its role as a sub-regional centre using the major heritage assets of the town as a means of encouraging sustainable growth. The vision for King's Lynn is that: 'King's Lynn will be an attractive, vibrant and prosperous town, where people will choose to live, work and visit.'

King's Lynn was designated Growth Point status in May 2008 to support the housing and jobs required in the town. It was envisaged that in the period up to 2021 the population of the urban area of King's Lynn would grow from about 40,000 to 50,000 people.

An Integrated Programme of Development, based on the overall regeneration policy framework called the Urban Development Strategy (UDS), was approved in October 2008. The UDS itself was adopted in 2006 to guide the overall regeneration of King's Lynn and is part of a family of documents forming the Urban Renaissance Strategy. The approach to regeneration in King's Lynn is set out in the Core Strategy Policy CS03. In line with the Urban Development Strategy precedence is given to the regeneration plans for the Nar Ouse Regeneration Area (NORA), which is already underway; the Waterfront Regeneration Area; and the Town Centre Extension Development Framework (see Retail section above). The Waterfront Regeneration scheme is a vision for the redevelopment of the Boal Quay to the south of the town centre. This scheme, now branded as 'The Quays', is a high priority project for the Borough Council and forms a key part of NORA. It encompasses proposals for housing, retail, commercial and employment opportunities together with the creation of a high quality waterfront area. The scheme will increase King's Lynn's day and evening economies and significantly add to the town's tourism offer.

Transport

In support of the overall approach to regeneration and growth in King's Lynn the Borough Council worked with the County Council to produce the King's Lynn Area Land Use and Transportation Strategy (KLATS). Core Strategy Policy CS11 deals with strategic transport issues. In King's Lynn strategies will seek to balance ease of access from a wide rural catchment and the ability to park with measures to tackle air quality, deal with local congestion pinch points, improve public transport and develop the strategic cycling network. Particular transport measures associated with the allocation of strategic sites are identified in those sections of the document.

E King's Lynn & Surrounding Area

Green Infrastructure

The Green Infrastructure Strategy identifies gaps in the current Green Infrastructure (GI) network as being:

- The lack of opportunities to cross the A149 to access resources to the east of the town such as Bawsey Country Park, the Gaywood Valley and Roydon Common National Nature Reserve;
- Linkages and movement corridors for recreation and wildlife between the town centre and key resources to the north, east and south of the town;
- High quality urban landscape within the town centre;
- Further GI provision in the south east of the town, especially where urban expansion is proposed;
- A lack of provision in the northwest of the town.

The GI Strategy identifies the need for GI to be included within the urban expansion areas; to protect the GI assets that currently exist in these areas and to configure new GI provision to create a coherent network. The scale of development in the Waterfront area requires GI linkages and provision to be considered, particularly the Nar Ouse Riverside Park. The Gaywood Valley SURF Project is now formally completed. It was one of a number of pilot projects receiving funding through the Interreg North Sea programme as part of an international initiative called SURF (Sustainable Urban Fringes). SURF ran until summer 2012 and involved 15 partners from across the North Sea Region who all worked together to test ideas to improve the social, economic and environmental quality of urban fringe areas. The Gaywood Valley Project has provided local communities with opportunities for education, recreation, enjoyment and understanding of the urban fringe around the town of King's Lynn. The Bawsey/Leziate Countryside and Recreation Zone (identified in the GI Strategy) offers the opportunity to provide access to an area of countryside and former mineral workings close to the eastern edge of the urban area of King's Lynn. There may be future opportunities to enhance or extend the green infrastructure provision in the vicinity of the Gaywood Valley and Bawsey/Leziate.

GI can be used to improve the environmental quality of an area and therefore enhance the image of a town. The Urban Development Strategy indicates the need for enhancements to gateway sites in the town to improve environmental quality and these sites are therefore identified in the GI Strategy for King's Lynn as key areas for development. Employment sites are also included in the strategy, as it is possible to incorporate GI within these commercial areas through green roofs, formal garden areas for workers and sustainable transport routes. The inclusion of such provision in commercial areas can make such sites more appealing with a related positive impact upon rental prices.

Additional green infrastructure provision is planned as part of the development of the strategic growth area around King's Lynn at West Winch/North Runcton, South Wootton, and Knight's Hill. These will enhance the overall provision available in the King's Lynn area, as well as serving a local function in relation to the new housing developed at these locations.

The Policy seeks to protect, as well as enhance and extend, GI in and around King's Lynn; by including wording to say that "An agreed package of habitat protection measures to mitigate the potential adverse effects of additional recreational pressures on Natura 2000 sites will be required";

King's Lynn & Surrounding Area E

by including reference to the preparation of more detailed local Green Infrastructure solutions for King's Lynn and to show named areas in the Policy (Gaywood Valley and Bawsey/Leziate) on the Proposals Map.

Policy E1.13 King's Lynn - King's Lynn Green Infrastructure

Strategic Green Infrastructure in and around King's Lynn will be protected, enhanced and extended.

Additional green infrastructure will be provided in concert with the strategic housing developments in and around the town. This will include elements of habitat protection measures relating to mitigation of potential adverse recreational impacts on Natura 2000 sites associated with housing and other developments.

Opportunities will be sought to enhance provision in and around the Gaywood Valley, Bawsey and Leziate.

E King's Lynn & Surrounding Area

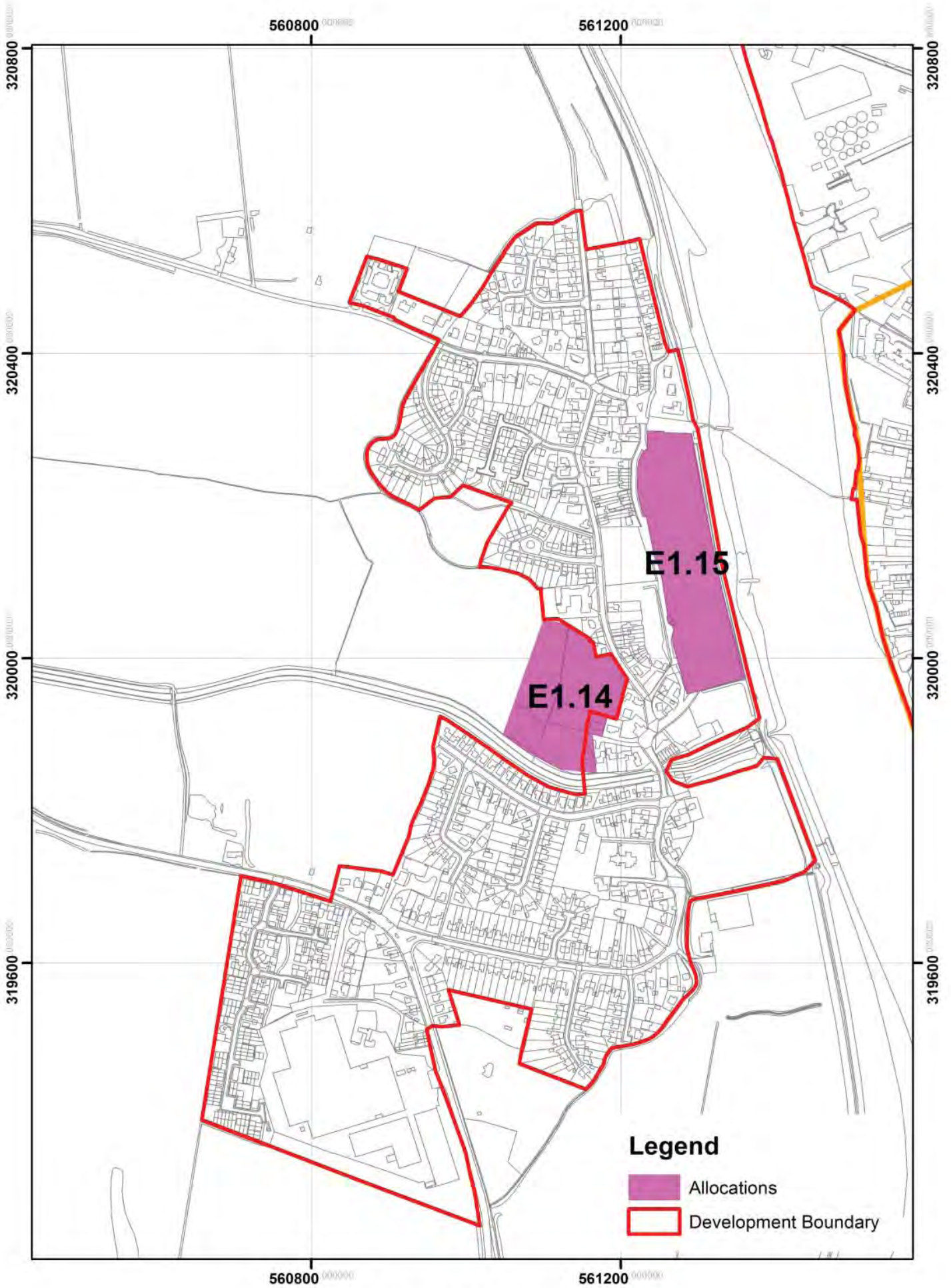
West Lynn

Description

West Lynn is situated on the west bank of the River Great Ouse, but falls within the boundaries of the unparished area of King's Lynn town. West Lynn does not have a Conservation Area but there are significant views from and towards the historic waterfront of King's Lynn. The Church of St Peter is Grade II* listed and there are a number of Grade II listed buildings in Ferry Square and St Peter's Road.

Strategic Background

The Core Strategy included West Lynn as part of the sub-regional centre of King's Lynn in Policy CS02. Policy CS03 seeks to provide at least 7,510 new dwellings within and around King's Lynn including West Lynn. The Distribution of Development Chapter of this document identifies that a part of the growth planned for the King's Lynn area should be accommodated in West Lynn (see below).



West Lynn (E1.14&E1.15) Zoomed

E King's Lynn & Surrounding Area

Policy E1.14 West Lynn - West of St Peter's Road

Land amounting to 2.0 hectares is allocated for residential development of some 49 dwellings. Development will be subject to compliance with all of the following:

1. Plans that demonstrate that all land currently used by West Lynn Primary School for the school playing field is excluded from development and that the boundary of the development site is reduced accordingly;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the south of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;
4. Submission of details relating to the West Lynn Drain demonstrating that:
 - any development will not obstruct access to the watercourse and;
 - a 9 metre strip of land adjacent to the watercourse is safeguarded from development, to the satisfaction of King's Lynn Internal Drainage Board;
5. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - or, if any negative impacts are identified, establishes that:*
 - ii) these [negative impacts] could be suitably mitigated against;
6. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
7. Provision of affordable housing in line with the current standards.

Site Description and Justification

The allocated site has good access to services in West Lynn and is a short walk away from the regular passenger ferry service to King's Lynn town centre.

- Sequential Test

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The site lies within Flood Zone 2 (Medium probability of flooding) identified by the Strategic Flood Risk Assessment and in the flood defence breach Hazard Zone. None of the available sites in the settlement is at a lower risk of flooding. Therefore the sequential test set by the National Planning Policy Framework is met.

- Exceptions Test

The Council considers that further housing development is necessary within West Lynn in order to strengthen the sustainability of King's Lynn, its community and services, and that these benefits outweigh the flood risk involved. A site specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. The detailed requirements for this are set out in Policy DM 20 Allocated Sites in Areas of Flood Risk. It will be for the site owner or prospective developer to provide such an assessment.

King's Lynn Internal Drainage Board (IDB) requires a 9 metre easement and access to maintain the West Lynn Drain to the south of the site.

Access could be to the north of the site's road frontage on St Peter's Road; as far from the bend in the road opposite Victoria Terrace as possible. It would be possible to allocate in the region of 78 dwellings on the site as put forward. However the site includes the school playing field and this will be excluded from allocation, together with the 9 metre strip required by the IDB to run adjacent to West Lynn Drain. As such the developable site area is reduced from 4.3 ha to 2.0 ha.

The allocated site offers a suitable site for housing which will help support the facilities and ferry service in West Lynn and will enable the overall growth for King's Lynn to be more widely distributed.

Policy E1.15 West Lynn - Land at Bankside

Land amounting to 2.6 hectares is allocated for residential development of some 200 dwellings. Development will be subject to compliance with all of the following:

1. Provision of additional car parking to serve the West Lynn Ferry;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the west of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;

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5. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
6. Provision of affordable housing in line with the current standards.

Site Description and Justification

The former Del Monte site at Bankside, West Lynn is a derelict brownfield site capable of achieving a high density, waterfront development. The site should include additional car parking to serve the West Lynn Ferry, which gives it direct access to King's Lynn town centre.

E.2 West Winch

Settlement adjacent to King's Lynn

Context

Locality

E.2.1 The area in question lies just to the south-east of King's Lynn, includes parts of the parishes of West Winch and North Runcton, and is very roughly bounded by the A10 to the west, the A47 to the east, and the Setchey to Blackborough End road to the south. It stretches around 3.5 km north-south and around 1.5 km east-west.

E.2.2 The area fringes the village of West Winch and the main road (A10) north towards Hardwick roundabout and King's Lynn. It stretches towards, but stops short of, North Runcton village. Although predominantly agricultural land, it does encompass a number of existing dwellings and other premises lying between the two villages.

E.2.3 In the late 19th Century West Winch was a small, dispersed agricultural village, with the church, public house, school and smithy on the main London road (now the A10), while most of the houses were to the west, fronting the common. By the end of the 1940s this was little changed, though sporadic development fronting the London Road had taken place, especially to the north of the village nearer to King's Lynn. By the 1980s, substantial ribbon development had taken place along the main road, and the village had been transformed by extensive estate type developments which were then continuing. By this time King's Lynn had also greatly expanded, bringing the village closer to town and its influence.

E.2.4 West Winch lies on the western end of a low ridge of land between the Nar and Gaywood valleys, and the Common fringes the Fens stretching beyond to the west.

Strategic Context

E.2.5 The adopted Core Strategy designated South East King's Lynn (this area) as one of the strategic 'urban expansion' areas around King's Lynn. The independent planning inspector who examined the Core Strategy explicitly stated that, compared to the potential alternatives, the expansion areas identified (including South East King's Lynn) were preferable to the alternatives

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in meeting the Borough's need for substantial numbers of additional dwellings over the plan period. It is relatively unconstrained by flood risk and infrastructure problems, etc., and relatively easily accessed and serviced.

E.2.6 Policy CS09 of the Core Strategy, 'Housing Distribution', provides for an allocation in this general area of at least 1,600 new homes, with supporting infrastructure. It also identifies this as establishing a direction for future growth beyond the plan period (i.e. beyond 2026). (Work by the Prince's Foundation for the Built Environment (sponsored by a major landowner and undertaken with the active involvement of local people), together with sites and information put forward, suggests that a total of 3,000 to 3,500 additional dwellings could potentially be accommodated in the fullness of time.) This is indicated diagrammatically in figure 7 of the Core Strategy.

E.2.7 The role of the current plan is to identify the specific area to provide such development, and the mechanisms by which this will be delivered.

The Policy Approach

E.2.8 This is likely to be the largest residential development opportunity in the Borough for many years. It provides a once-in-a-generation opportunity to form a thriving and vibrant community immediately south of King's Lynn. The intention is to integrate a large number of new homes and associated facilities with an existing village community, generate a range of major improvements in a range of areas, and shape a place that promotes a sense of community among its residents, existing and new.

E.2.9 This Plan seeks to identify detailed boundaries, opportunities and requirements to ensure the potential of the site is maximised, while protecting other interests, including those of existing residents in the vicinity.

E.2.10 The particular area selected for the South East King's Lynn urban expansion provides the most advantageous combination of proximity to King's Lynn, making the most of existing infrastructure and opportunities to improve it; limiting landscape impact; and integrating with and enhancing the facilities and communities of West Winch.

E.2.11 There is considerable and understandable concern from existing residents in the locality about how they might be affected, and in particular implications for existing environmental and traffic problems related to the A10 road. However, consultation also revealed support for this growth area, and for the draft "potential development considerations." A number of new sites within and around the growth area were also suggested by the landowners. The Council has used the results from earlier consultation forward to help refine and develop the framework of requirements in the policy.

E.2.12 The extent of the area is sufficient to easily accommodate the minimum of 1,600 dwellings specified by the Core Strategy. This will allow for generous provision of landscaping together with recreational and other open space, a mix of areas of differing character, space for a significant new road, and still leave space for potential further development beyond the end of the plan period.

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E.2.13 To deliver this a strategic policy (E2.1) is set out covering matters that the Borough Council considers of strategic importance in delivering sustainable growth. This policy defines the nature of the development in terms of strategic outcomes, and the means by which these will assured through the planning application process. The detail of the development is intended to be shaped by the neighbourhood plan currently in preparation (see below).

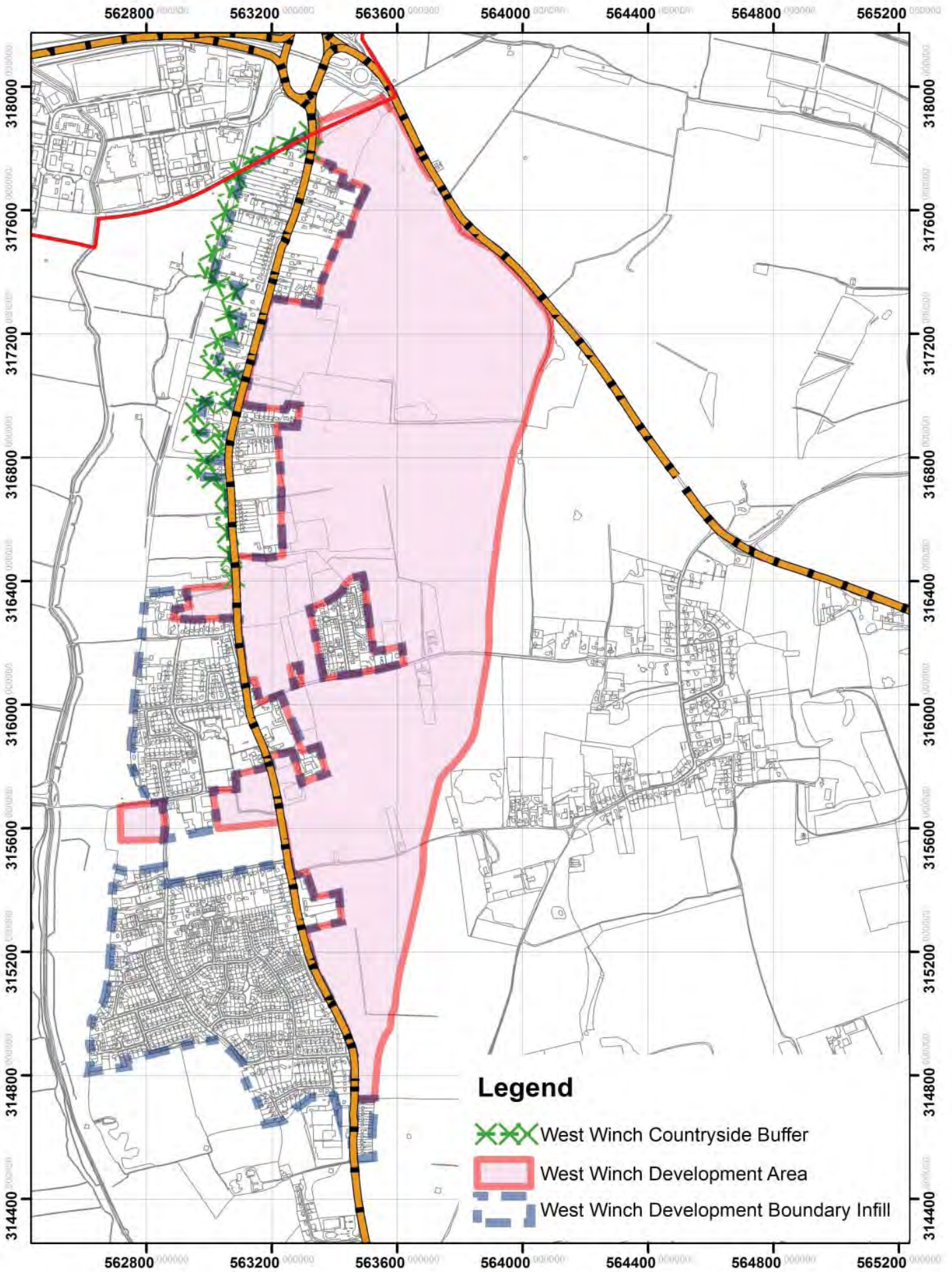
E.2.14 A second policy (E2.2) deals with 'infill' and similar development within the development boundary of the existing built-up area outside the defined growth area.

E.2.15 Detailed explanation and justification of these policies and their various elements are set out after the policies.

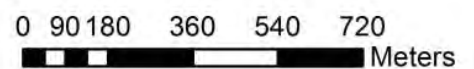
Neighbourhood Plan

E.2.16 The Parish Councils of West Winch and North Runcton are preparing a neighbourhood plan. Once finalised and approved this will help shape the character, layout and detail of the development.

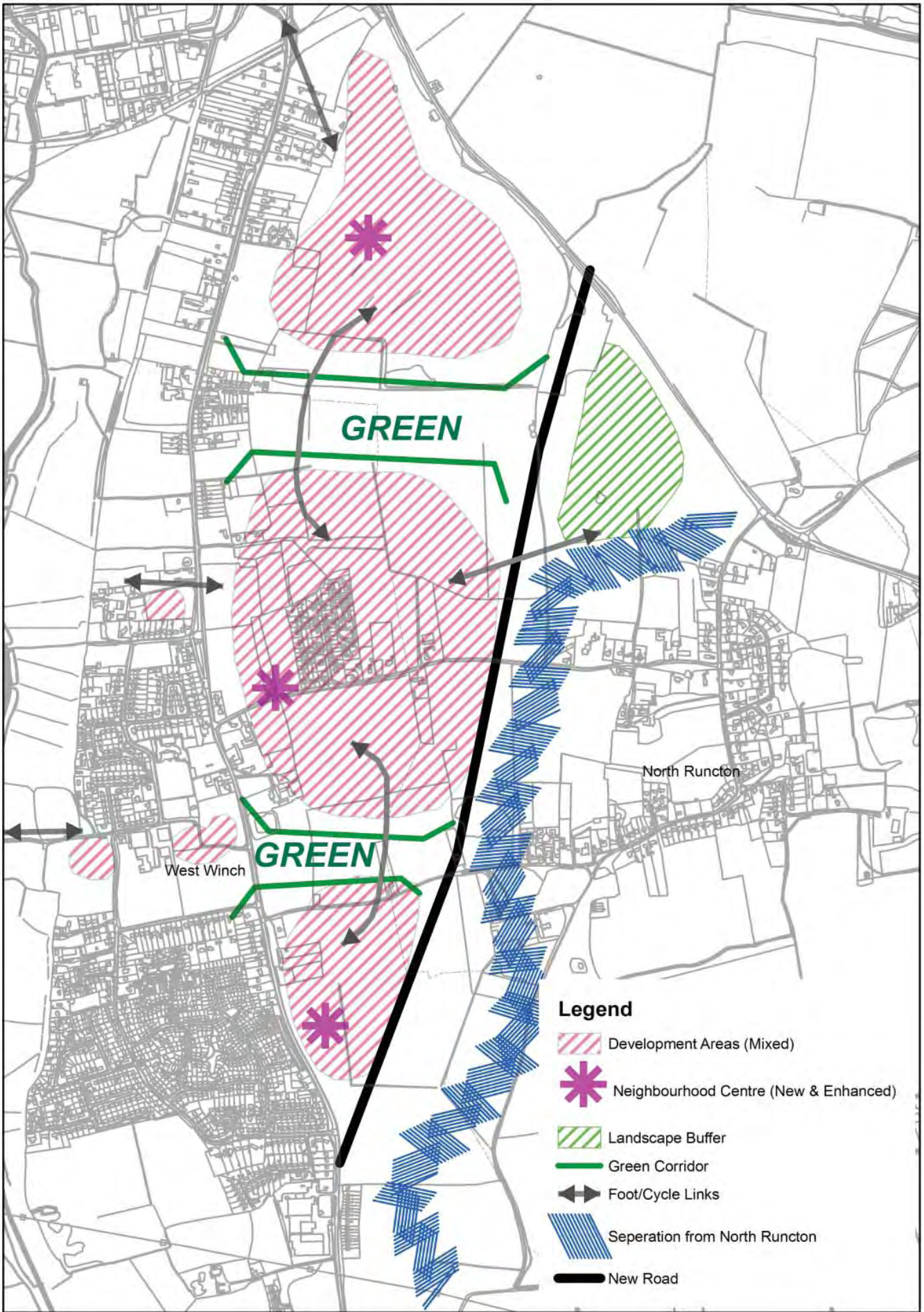
E.2.17 The Borough Council welcomes the joint endeavours of the two parish councils in this regard, and wishes to provide maximum flexibility for the proposed neighbourhood plan to influence the development within the strategic policy framework. The evolving neighbourhood plan, and contacts with the Neighbourhood Plan Steering Group, have already influenced the approach to the development of the area by both the Borough Council, as local planning authority, and the two major landholders in their development aspirations.



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 Ordnance Survey 100024314



Inset E2 West Winch



Legend

-  Development Areas (Mixed)
-  Neighbourhood Centre (New & Enhanced)
-  Landscape Buffer
-  Green Corridor
-  Foot/Cycle Links
-  Separation from North Runcton
-  New Road

Strategic Concept (Indicative)

King's Lynn & Surrounding Area E

Policy E2.1 - West Winch Growth Area Strategic Policy**PART A - OUTCOMES**

Land in the vicinity of West Winch of around 330 hectares, as shown on the Policies Map, is allocated for development to provide the following strategic outcomes (*Indicative locations for items marked with an asterisk are represented on the 'West Winch Growth Area Strategic Diagram' accompanying this Policy):

1. A minimum of 1,600 new dwellings, together with associated facilities and infrastructure, including around 1ha of employment land.
2. The potential for further development beyond the plan period (subject to future development plans).
3. A broad range of dwelling types, to provide choice and meet different needs, including a proportion of affordable housing commensurate with the local planning authority's standards at the time.
4. *A new road linking the A10 and A47 to provide a degree of relief of traffic on the existing A10 around West Winch, and access to new development
5. *Early and continuing delivery of various traffic calming measures and environmental enhancements on the existing A10 in and around West Winch, for the benefit of existing local residents, with the first measures commencing within 12 months of the start of development.
6. Provision of a network of cycle and pedestrian routes (including links to King's Lynn town centre) which would facilitate the level of growth both that planned to 2026 and potential further growth
7. *Local highway improvements and management measures to fully integrate the development into the surrounding network while avoiding adverse impacts including, in particular, consideration of the capacity of the Hardwick interchange and environmental and amenity impacts of potential additional traffic through North Runcton.
8. *Three new distinct neighbourhoods to the east of the A10, with some smaller areas of development expanding the existing neighbourhoods to its west.
9. *A neighbourhood centre in the each of these new neighbourhoods, providing a cluster of local facilities and a visual and community focus for both existing and new residents. These are each to be at a point where pedestrian and cycle routes intersect with a primary street. The bulk of new housing is to be within a walkable distance of one of these neighbourhood centres.
10. *Open 'green' areas separating the three neighbourhoods, and aligned roughly with the two gas pipelines crossing the growth area. These 'green' areas may incorporate a mix of uses such as recreation, nature conservation, agriculture, landscaping, and foot /cycle/bridle paths.
11. An orderly phasing of development ensuring that this proceeds broadly in step with infrastructure provision. Development is encouraged to proceed concurrently in northern and southern parts of the growth area.
12. Significant 'green infrastructure', including (separately and/or combination, as appropriate)

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- Landscape planting to integrate the development within the local landscape, character and provide visual amenity within the growth area;
 - Recreational open space of at least 9 hectares;
 - Conservation and enhancement of local biodiversity
 - Measures to mitigate potential adverse recreational impacts on designated nature conservation sites (SPAs, PAC's, Ramsar) outside the growth area.
13. Incorporation of Sustainable Urban Drainage Systems to address surface water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.
14. High standards of design, featuring
- distinct areas with different characters;
 - a range of densities, with generally higher densities in the vicinities of the neighbourhood centres and public transport routes;
 - sensitivity to the character and amenity of existing developed areas, and to the qualities and setting of heritage assets.

PART B - PROCESS

In order to achieve the above strategic outcomes, proposals for development within the Growth Area will need to:

- a. Demonstrate how the proposals for development of the individual application area(s) contribute to the implementation of the each of the outcomes listed above and their indicative distribution shown on the Strategic Diagram
- b. Demonstrate through an Infrastructure Delivery Plan, to be agreed by the local planning authority, how the growth area's infrastructure can be delivered in a way which is proportionate to the scale and value of development on the application site, and showing how the various considerations and requirements (including those above) can be satisfactorily integrated and delivered across the site. (Where appropriate (in terms of location, etc.) this may be by providing a particular contribution on site or in kind in one aspect to balance commensurate and complementary contributions in other aspects provided on other sites in the growth area.)
- c. Provide a scheme and timetable of phasing of construction over the period to 2026 demonstrating how it complements the timely and coordinated implementation of the whole growth area development to 2026 and the potential for further development beyond the plan period.
- d. Provide financial contributions towards the provision of infrastructure including additional primary and secondary school places, and , in an appropriate location provide sufficient land free of charge for a new primary school up to 2 hectares.
- e. Be accompanied by:
 1. A comprehensive strategic transportation plan for the area, assessing the traffic likely to be generated by the development and its interaction with the existing road and path network, and planned additions and improvements. This work to include

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consideration of the relationship and improvement of the Hardwick interchange and associated networks.

2. An ecological assessment that identifies
 1. the ecological assets, sensitivities and potential of the application site and its surroundings,
 2. the likely impacts of the proposed development on these,
 3. proposals for mitigation, conservation and enhancement, and
 4. the likely net impact on these.

3. A package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to include provision of an integrated combination of:
 - (a) Enhanced informal recreational provision on (or in close proximity to) the application site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites.
 - Informal open space (potentially over and above the local planning authority's normal standards for play space);
 - A network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network;
 - (b) Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
 - (c) A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

4. A heritage assessment that identifies any heritage assets (including archaeology) potentially affected by the proposed development, and intended measures for their protection, recording, enhancement, setting treatment, etc. as appropriate.
5. An assessment of the potential for extracting, either in advance of development or in the course of its development (should that prove to be appropriate), any viable reserve of silica sand on the site.

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Justification

Deliverability

E.2.18 The land identified is mainly in two ownerships, with a number of other smaller landholdings in various ownerships. This mitigates the risk that problems in any one ownership could stall delivery of the whole strategic expansion, and also increases the likelihood that development would proceed at more than one location and with a variety of types of housing becoming available at any one time.

E.2.19 It does, though, require particular care to ensure a sufficiently articulated, robust and practical division of financial and other mechanisms for infrastructure, etc., delivery to cope with the geographic splits of ownerships, the different interests and preferences of various owners/developers, and the resulting range of potential sequences through which the overall development may proceed

E.2.20 Agents for both the two main landholdings have actively engaged with the Borough Council and local community over a number of years and contributed to the development of both the overall strategy for the area and resolving an appropriate degree of integration between the plans of the two landholdings. The southern main landholding commissioned the Princes Foundation to engage with local people to develop a vision for the development of the area that has strongly influenced the current policy, and also leads a consortium of the landowners of most of the development area except for the other main landholding.

E.2.21 Both parties have confirmed their intention to deliver development broadly along the lines set out in this policy (as has the agent for the third largest land holding). An application for outline planning permission for development of the northern main land holding was submitted in 2014 (and is not yet determined at the time of writing). A major application for planning permission on the southern landholding is anticipated later in 2014.

Coordinating development across the Growth Area

E.2.22 The Borough Council wants to ensure that landowners, developers and the local community have certainty about the fundamental components of the wider development, so mechanisms which bring together a strategic view are needed. Inevitably with such a large scale growth area there will be a number of landowners and developers bringing forward individual parcels of land.

E.2.23 The development of the Growth Area is dependent on significant infrastructure provision and also seeks to redress some existing shortcomings. A mechanism is required to agree determine which are strategic, shared pieces of infrastructure (as opposed to those solely related to an individual application site), and define how costs are to be apportioned for these. Allied to this is the need to understand the potential rates and phasing of development to ensure appropriate triggers are designed for that infrastructure.

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E.2.24 The major land owning interests for the area are known, and the Borough Council is working towards an agreed statement of how the development can be phased and how the costs of infrastructure can be fairly and practically divided between the different ownerships and phases. This assessment should include development areas beyond the initial phases intended to deliver 1600 units to 2026, consideration of how the new development will affect the existing community, and how the benefits can be shared should be a part of this agreement.

E.2.25 The timing of housing delivery is critical to achieving high quality new development whilst limiting the impact upon existing communities and providing the critical infrastructure. The Borough Council recognise that delivery of the housing numbers set out in the Core Strategy may require the whole of the plan period until 2026. Delivery can be quite complex with a number of interdependent issues relying on their timely delivery i.e. trigger points for delivering infrastructure and build out rates dependency upon the housing market and sales.

Neighbourhood centres and the provision of mixed communities

Overall growth area and its boundaries.

E.2.26 The Growth Area boundaries define where development is considered suitable. In identifying these boundaries consideration was paid to maintaining a degree of separation between the village of North Runcton and the new neighbourhoods, and good integration with the existing development and facilities in West Winch.

Growth Centres

E.2.27 Within the Growth Area three local neighbourhood centres are planned, each giving a focus to a neighbourhood area. One would be a new centre in the northern section, the two remaining centres will be delivered through enhancements to existing centres of West Winch. The intention of the three centred approach is to create a sustainable layout that would enable residents (both new and existing) to walk or cycle to the local amenities to satisfy their daily needs, and facilitating the development of neighbourhood identity.

E.2.28 New shops and related uses on a small scale should be located in these neighbourhood centres and will help ensure that the new neighbourhoods are successful and sustainable, and enhance the facilities available to the residents of the nearby existing villages of West Winch and North Runcton. It is important that new retail services in the Growth Area do not adversely affect existing facilities in either King's Lynn town centre or West Winch.

Phasing

E.2.29 To facilitate delivery of the new homes and the associated infrastructure within the planned time frame construction is encouraged to proceed simultaneously in more than one location. (The pattern of land ownership and developer interest to date in the area indicates that this is likely to occur). This would also provide choice in the types and locations of homes coming forward at any one time during development.

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E.2.30 A degree of coordination is required to ensure that development proceeds in step with infrastructure provision, but beyond this the Council will avoid being overly prescriptive in specifying the sequencing and location of development. The intention is that phasing/infrastructure triggers is linked primarily to numbers of dwelling units (or measures of other types of development) rather than specific time frames, to reflect that build and completion rates will depend largely on national economic conditions over which the local area has little control.

E.2.31 The Borough Council will continue to work with private landowners and developers to assist in bringing forward their sites for development where this contributes to the planned whole.

Mixed Communities

E.2.32 Core Strategy Policy CS09 'Housing Distribution' provides the levels and thresholds for affordable housing within the Growth Area.

E.2.33 More generally the Borough Council seeks mixed communities and expects to see a range of housing types, styles and tenures across the Growth Area and most individual developments within it. These will be expected to respond to the Borough Council's Housing Market Assessments.

Employment land

E.2.34 New employment allocations are needed to provide job opportunities for residents in and around King's Lynn to support the growth aspirations for the town. To achieve this objective, approximately 50 hectares of new employment land is to be provided. This has been set out in the King's Lynn section of the document. The growth area will generate employment not only during the construction phase but in servicing the new community i.e. property maintenance and small businesses. Employment generating uses within the growth area developments above the allocation in King's Lynn will be encouraged.

E.2.35 There should be an employment allocation of at least 1ha for a small business park or similar. This would provide the new residents an opportunity to work closer to home and allow for companies servicing the new area a chance to set up business within the community it serves, while recognising that the bulk of new employment land will be elsewhere around King's Lynn. The criteria for assessing potential options for employment uses over and above this allocation are set out in the Core Strategy Policy CS10 "The Economy."

Design and Density

E.2.36 The scale, form, character and design of development and mix of development densities should reflect the local character and proximity to the growth area centres.

E.2.37 From a strategic viewpoint it is important that efficient use is made of the land available to accommodate the overall figures required. However within the detail design of any scheme it will be appropriate to provide a range of densities.

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E.2.38 The role of good design is to deliver and shape places that work well, that are safe and which are easy to get to and where all members of the community can access the places they want to go. Design should be influenced by the strengths and constraints of a site or place and work with them to enhance local distinctiveness. The quality of design can be assessed through the consideration of matters such as proportion, scale, enclosure and layout. The scale, form, character and design of development should take into account the local topography, setting and natural assets of the site.

E.2.39 The hedgerows and mature trees, combined with the surrounding countryside and topography create the natural features around the growth area. The development should make the most of these assets to create a sense of place by reflecting and where possible incorporating them into the development.

E.2.40 The development should consider issues relating to land form including the effect of the site slopes on the heights of buildings; the relationship between heights of proposed and existing buildings; and the visual impact of buildings when viewed from streets and properties.

E.2.41 The development should make the most of opportunities to create or improve habitats. Retention of hedgerows and mature trees, use of native species in landscaping, installation of bird and bat boxes and design of lighting schemes can all encourage habitat creation and enhancement.

E.2.42 The network of streets and open spaces will play a key role in determining how the new development works and how it relates to the surrounding areas. The development should incorporate a network of streets and spaces that link to and through the area, providing a choice of direct, safe and attractive connections and encouraging walking and cycling. There could be a street hierarchy comprising, for example, a primary street and residential streets. The development and pattern of routes must also be 'legible' – easy to understand and navigate. Features such as façades, pavements, rooflines and views can help determine how legible a place is.

E.2.43 Active frontages should be incorporated in the new development. Active frontages are created by orienting buildings so that the main entrances and principal windows face the street (or streets) and open spaces. This helps to improve the sense of security of public and communal areas (sometimes known as Secured by Design principles), maximises the proportion of activity that takes place in the public realm and makes it easier for people to find their way around.

E.2.44 There is an opportunity to create a new distinct but integrated development and to apply best practice to make efficient use of resources and meet energy-efficiency and low-carbon targets.

E.2.45 The development should seek to meet high standards of sustainable construction and design in terms of energy efficiency, water resources, recycled and reclaimed materials and renewable or low-carbon energy.

E.2.46 Where practicable, streets and buildings should be orientated to get maximum benefit from sunlight. To make the most of sunlight (and shade), the layout, design and orientation of streets and buildings should take into account the slope of the site and the solar path. The development should maximise the use of south-facing elevations.

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Strategic Transportation Plan (including the treatment of the Hardwick interchange)

E.2.47 The A10 is the main King's Lynn to London road and carries very substantial local and long distance traffic north-south. The A47 is a trunk road running east-west, and carries an even higher volume of traffic. The Hardwick interchange just north of West Winch collects and distributes the traffic from these and other routes, and is also the main road access point into King's Lynn.

E.2.48 The A10 is the primary transport corridor through West Winch. It is heavily trafficked, especially around morning and evening 'rush hour' peaks, and during the holiday season, which creates issues around congestion, noise, air quality and road safety. Large numbers of HGV's use the road, and as a whole the road generates an unpleasant environment for local residents, pedestrians and cyclists. The road also acts as a barrier separating residents from one another, from existing services and local community facilities such as the local church. It is clear that if the new growth in and around the centre of West Winch is to be a success the current situation needs to change.

E.2.49 The additional growth planned for West Winch will add to the current movements on the Hardwick interchange. Improvements to its capacity are therefore required and should be funded by the development.

E.2.50 The aim is to develop a strategy that will provide sufficient highway capacity at and around the Hardwick roundabout to facilitate planned growth and to provide a new route that will potentially reduce traffic and its impacts on the existing A10 through West Winch. These improvements are to be included in a comprehensive transport strategy for the area, and are likely to provide one of the matters governing phasing of development.

Distributor road linking A10 to A47

E.2.51 This link road will run, broadly speaking, on the eastern side of the Growth Area and join the A47 at a new roundabout. It is planned both to provide access and permeability to parts of the Growth Area, and to provide a degree of relief of traffic on the existing A10 through West Winch by providing an alternative route for some of the traffic it would otherwise carry.

E.2.52 There is also an opportunity to provide a number of local access routes through the growth area which could tie back onto the "existing" A10 to help integration of the new and existing communities. The "existing" A10 could become more of a local access route as the new route takes a proportion the strategic long distance traffic. The balance of through traffic between the existing A10 and the new link road is yet to be determined and will depend on the outcome of current traffic modelling and decisions on design, management measures and costs.

E.2.53 As the funding of the new road will come primarily from the growth area development, this road will not be in place in advance of a start on development, but is anticipated to be constructed in stages and completed before the end of the plan period.

E.2.54 The new road layout, precise location and phasing is to be included in a comprehensive transport strategy for the whole of the Growth Area. The detail routing and the treatment of access points will be key to its efficient working and integration to the wider connectivity around West Winch and North Runcton.

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Traffic calming and environmental enhancements

E.2.55 In recognition of the existing unsatisfactory conditions, and the impacts on the existing community of construction and traffic growth in advance of completion of the link road, improvements to safety and amenity on the existing A10 are required to be undertaken early in the Growth Area construction phase.

Connectivity

E.2.56 Connectivity is vital to achieving accessibility, integration for new residents and businesses and can contribute to a healthy community

E.2.57 The Growth Area and the new neighbourhoods / local centres within it should be well connected with surrounding communities by walking, cycling and public transport. The whole area should be better linked to local centres, places of work, education, the town centre and the countryside.

E.2.58 However integration is not just about transport connections: the layout of the new development should contribute by creating new frontages and public open spaces that link the new neighbourhoods and their immediate surroundings.

Better Bus Service

E.2.59 The need to improve the existing bus connectivity was identified in responses to earlier consultations. Development layouts should allow for a revised or new bus service connecting the growth area to King's Lynn. Further work is required to establish how the increased housing numbers can help deliver an improved service. The developers should provide subsidies for the new service.

Pedestrian & Cycling Access

E.2.60 The A10 currently imposes a significant barrier to accessibility and integration for cyclists and pedestrians, with only a few existing crossing points. Running north-south there is an existing footpath and cycle path which links to King's Lynn but this is severely disrupted by the A10.

E.2.61 To improve integration and permeability and to promote maximum usage, a network of safe and easy-to-use pedestrian and cycle routes along desire lines should connect the new homes with facilities in the new neighbourhood and link the new development to existing facilities in West Winch and King's Lynn.

Better links to the countryside

E.2.62 There is potential to enhance and develop linear green corridors or links through the sites, making connections within the new development and with neighbouring communities and the open countryside. These could be based on existing green links, including existing hedgerows or created on areas which can't be developed for housing such as the gas pipeline buffer zone.

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E.2.63 As well as allowing movement, the green links also offer opportunities for recreation and amenity space; ecological enhancement; Sustainable Urban Drainage; and the creation of a transition from the built environment to open countryside.

Green Infrastructure – Landscape, Ecology, Recreation

E.2.64 Schemes will need to show detail proposals for landscape planting. The Growth Area has features which can both shape the development itself but provide opportunities for recreation, thus helping to mitigate off site effects on sensitive habitats and species.

Recreational open space

E.2.65 The approach to open spaces is to provide open space to a good standard as a network of accessible, high quality open spaces for residents and visitors to enjoy that strengthen local character, promote nature conservation, and farming.

E.2.66 The standard for the provision of new recreational space open space is set in the development management policies in this document. This equates to 2.4 hectares of outdoor play space per 1,000 population. Further details can be seen in the Area Wide Policy on recreational space provision in new development.

Habitat Protection

E.2.67 Given the potential impacts from the substantial growth envisaged at West Winch / North Runcton careful consideration was given to the potential for adverse impacts of additional recreational pressure associated with the allocated development upon European designated nature conservation sites (including Special Protection Areas and Special Areas of Conservation) at some distance from the site (for instance those at Roydon Common, Dersingham Bog, and the coast. The Habitats Regulations Assessment Report recognised that a requirement for suitable programme of measures in the development could avoid the likelihood of such adverse impacts arising.

E.2.68 These measures will also contribute to the quality of life for residents of the Growth Area.

E.2.69 The policy highlights the requirements for such a programme. It suggests potential developers seek specialist design and assessment advice, and suggests a range of potential measures which might be included in such a programme.

Heritage

E.2.70 The Growth Area come close to the listed buildings of Church of St. Mary (Grade 2*) and the Windmill (Grade 2). The setting of these will need to be treated with great care.

E.2.71 A heritage assessment will need to identify any other key issues to be considered, including the archaeological considerations and unlisted built development of particular character.

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Sustainable urban drainage systems

E.2.72 The development should incorporate SUDS to reduce any increases in surface water drainage. Public and private areas of hard-standing should be permeable wherever possible. SUDS may be combined with a system to help regulate water flows from roofs to the drainage system and grey water recycling. Installation of green roofs, where soil and plant material are attached to create a living surface, can also reduce water run-off as well as providing insulation and creating a habitat for wildlife.

Silica sand

E.2.73 The County Council advise that the Growth Area could be underlain by silica sand deposits, and in line with the adopted Minerals Plan these deposits should be investigated for viability and seek to avoid sterilising them if they prove viable. The Borough Council is mindful of the policy approach but would wish to take into account the fact that:

- the Growth Area is a long standing proposal contributing to housing provision in the area
- the significant constraints to alternative locations in the area
- the adverse effects likely on the existing built up area
- the likelihood of a resulting unsuitable landform post extraction
- the likely lengthy period of any suggested extraction, and the delay to housing delivery

E.2.74 The northern main landholding has already been surveyed for these purposes and it has been demonstrated [to the satisfaction of the Minerals Planning Authority] that there is no exploitable deposit here.

E.2.75 The southern portions of the allocation area have yet to be surveyed, but it is understood that the extent of the overall allocation area means that it is unlikely that the overall scale of development within the plan period would be prejudiced. The Council is advised that any exploitation would be likely to proceed and be completed relatively rapidly, and the land largely reusable for other development afterwards.

Development within existing built-up areas of West Winch

Approach

E.2.76 The locations and detail of the new large scale development in the Growth Area is addressed in the Policy E2.1, however there are other smaller parcels of land and opportunities for infill and other development within the existing built up area. This Policy addresses that area, as defined by the village's development boundary. Policy DM2 (see earlier section of this plan) provides the policy for development within development boundaries across the Borough, but the particular circumstances of West Winch warrant particular considerations to ensure that development in the existing village area is coordinated with that of the Growth Area.

E.2.77 For example, there are areas within the development boundary which abut the Growth Area and which could potentially be developed. The Borough is not specifically promoting their development (hence their exclusion from the defined Growth Area), but if they were to be developed

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this would preferably be designed, laid out and accessed with regard to the Growth Area. There is a need to protect the existing A10 from sporadic development which would exacerbate the existing and anticipated traffic issues. However, the situation is expected to change markedly once the planned A10/A47 Link Road is fully opened, and hence the Policy recognises the potential for relaxation of the restrictive approach once this is achieved.

E.2.78 The linear nature of much of the central part of West Winch village and the potential effect on the form and character if significant amounts of housing were added suggests a careful approach is needed to potential infilling of gaps. Policy E2.2 gives guidance as to the type of development that may be acceptable. It also seek to conserve the particular qualities of the edge of the open land to the west.

Policy E2.2 – Development within existing built-up areas of West Winch

A development boundary for West Winch is shown on the policies map. (This is distinct from the strategic Growth Area identified in Policy E2.1) Within this development boundary the general Development Boundaries Policy DM2 will apply with the following provisos:

1. Along the existing A10
 - a. no significant development (individually or cumulatively) will be permitted to obtain access to the A10 in advance of the new West Winch link road opening; and
 - b. new development should generally be set back from the road and provide for significant areas of planting adjacent to the road in order to avoid extending the continuous developed edge to the A10 ;
2. Special care will be taken in the vicinity of the Countryside Buffer indicated on the Policies Map to maintain a soft edge to the countryside beyond and avoid a hard and prominent edge to the developed area;
3. Areas to the east of the A10 will preferably be associated with the growth area, and accessed through the growth area rather than directly onto the existing A10 road.

E.3 South Wootton

Settlement adjacent to King's Lynn

Context

Locality

E.3.1 South Wootton lies on the north side of King's Lynn and is a favoured residential area with its own distinct identity. The Parish's population is around 4,250 (2011 Census), and the area has a pleasant character with mature trees and gardens among mainly fairly low density housing. The built environment predominantly consists of modern two storey, semi-detached and detached residential development, although there are more traditional buildings, especially around the Listed

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Grade 2* St. Mary's Church, and the village green and pond. There is open land both to the east, Ling Common, and west, the latter having fields sloping gently down to marshland bordering the Wash and the River Great Ouse channel.

E.3.2 It is well connected by road, public transport and a largely off-road cycle path. Much of the existing development in the area is in the form of culs-de-sac, which results in most of the traffic in and out of the area (and North Wootton) being concentrated on the few through roads.

E.3.3 The area benefits from both primary and junior schools, bus service, local shops and a supermarket, pubs, village hall, park and recreation ground, etc., and a doctor's surgery close by in North Wootton.

Strategic Context

E.3.4 The Core Strategy designated South Wootton as one of the strategic 'urban expansion' areas around King's Lynn. It is relatively unconstrained by infrastructure etc. problems, and relatively easily accessed and serviced. It is also an area in which many people wish to live and this will aid delivery and viability.

E.3.5 Policy CS03 of the Core Strategy states that at least 7,510 new dwellings will be provided within and around King's Lynn. Existing completions and commitments provide a significant part of that figure. Hence Policy CS09 states that a minimum of 5,070 dwellings are to be allocated in the King's Lynn area, which includes the South Wootton area.

E.3.6 No specific number of dwellings is assigned to South Wootton by the Core Strategy, and thus part of the role of this plan is setting the balance between this and the other strategic urban expansion areas of Knights Hill (King's Lynn North-East) and West Winch (King's Lynn South-East). The balance weights the relative constraints and opportunities associated with each of these three areas.

Neighbourhood Plan

E.3.7 South Wootton Parish Council are preparing a neighbourhood plan, to shape the development to address local concerns and aspirations. Once completed and brought into force this will be used to judge the detail of planning applications in the Parish, including those for the allocated site. The Neighbourhood Plan is anticipated to include policies to protect certain features, influence the design of the development, and to indicate preferred locations for additional facilities and cycle and footway links, etc.

Justification

E.3.8 The allocated site is off Hall Lane, and provides the opportunity to accommodate around 300 new dwellings in a manner compatible with the existing character of South Wootton, and provide enhancements to local facilities. Like the existing built up area, development here would be visible but not prominent in a range of distant views, and is expected to be softened by planting within the development area and on its boundary.

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E.3.9 The site is, at around 40ha, generously sized for the amount of residential development envisaged. However, a substantial portion of this, on the western side of the site, is affected by flood risk (Zones 2 and 3) and flood defence breach hazard and hence inappropriate for housing. Here non-residential but complementary uses less vulnerable to flood risk, such as neighbourhood shopping and health facilities and small scale business uses can be developed, together with significant areas of open spaces of various descriptions. The allocation deliberately does not maximise the number of dwellings, and seeks to achieve a generally spacious development, with a high proportion of landscape planting, that responds to the existing character of South Wootton and the aspirations for it of the Parish Council and others.

E.3.10 The development is to include a link into Nursery Lane at the North of the site, to provide permeability to the new development and a degree of relief of traffic on existing roads in the vicinity, as well as a new main access onto Low Road. The latter will need to be designed in conjunction with additional junctions or measures along the length of the A148/A1078 between the site and the Knights Hill roundabout, including the access to the planned development at Knights Hill (the latter covered in a separate section of the Plan).

E.3.11 The development will include a new main entrance to the school on the eastern boundary, to relieve congestion currently experienced on Hall Lane at either end of the school day, and help integrate the new development area with the existing. The development could also accommodate a potential extension of the school which has been under consideration but not yet decided.

E.3.12 One of the constraints in South Wootton is the potential for development to result in an adverse impact on the designated nature conservation sites of Dersingham Bog Special Protection Area and Roydon Common Special Protection Area. (Although the Wash Special Protection area is closer to the site, this is not judged likely to be adversely affected by the planned development at South Wootton.) This requires an emphasis on provision of alternative recreational spaces and routes in and around the development, which will also contribute to quality of life and amenity for existing and new residents in the locality, and a project level habitats assessment.. These issues are addressed in both the Policy and the Habitats Assessment Report.

E.3.13 In the event that the site is proved capable of accommodating significantly greater than 300 dwellings together with the features and facilities mentioned above, a potential further tranche of development could be considered in a future plan.

Policy E3.1 - Hall Lane, South Wootton

Land at South Wootton of approximately 40 ha, as shown on the proposed Policies Map, is allocated for a high quality, well landscaped development of 300 dwellings and associated facilities, planning application would subject to the following.

1. Provide for

- a. Residential development of the substantial majority of the land available for development and not precluded by flood risk, to include

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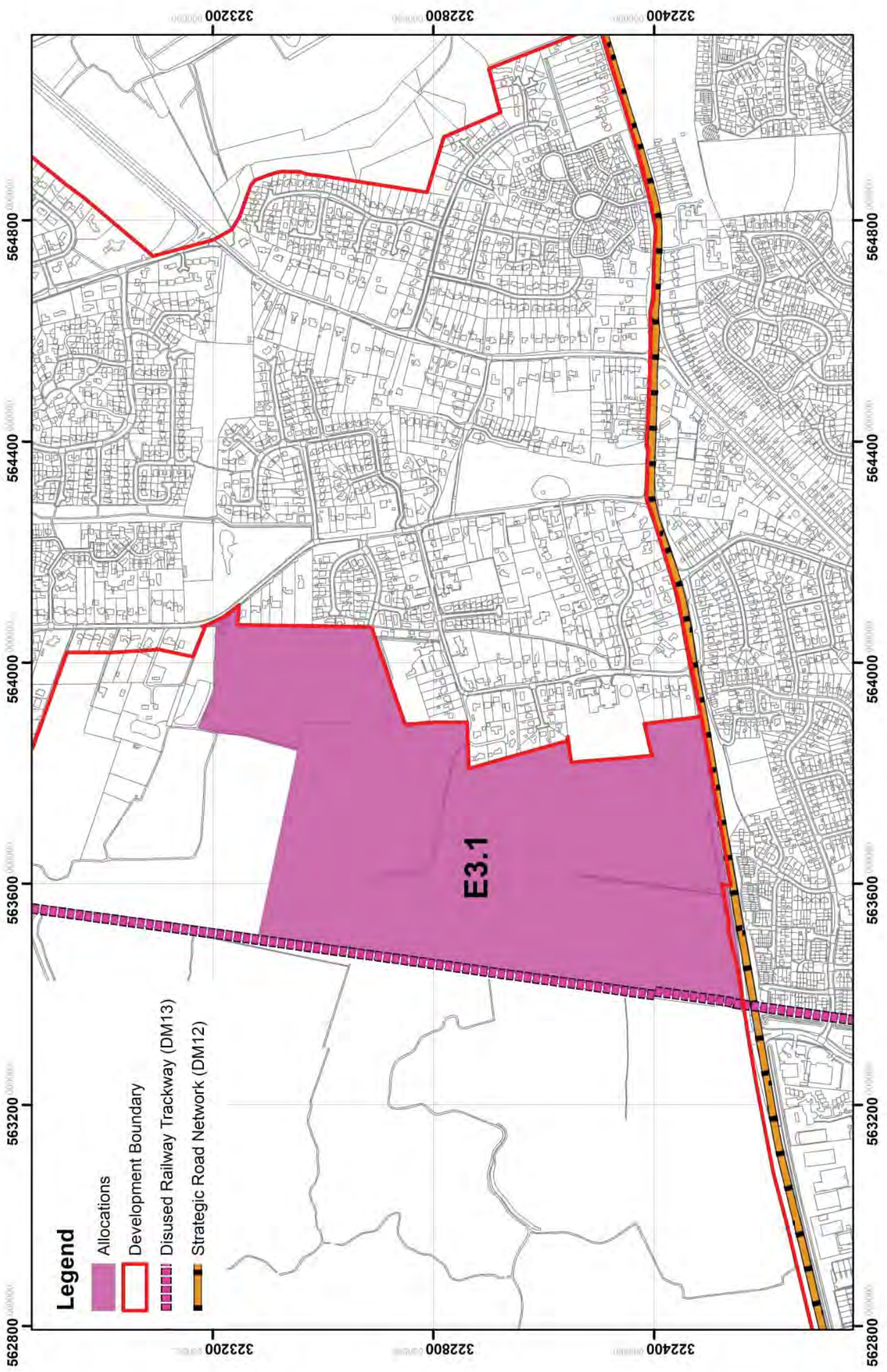
- i. A variety of house sizes, types and tenures.
 - ii. Affordable housing commensurate with the local planning authority's standards at the time.
 - iii. A site, or sites, which would be could be utilised for neighbourhood shops, a doctor's surgery, community facilities, and possibly small scale employment premises.
- b. Tree planting and retention within the site, and a layout which facilitates the provision and maintenance of a high degree of landscape planting to soften the visual appearance of the development and to support wildlife, and including landscape planting to the west of the development to provide a degree of screening.
- c. Recreational open space of at least 1.7 hectares. (Based on a population of 700, assuming 2.33 persons per dwelling and a requirement of 2.4ha per 1,000 population.) To include public open space for recreation and visual amenity on the western side of the site in an area not suitable for housing by virtue of flood risk.
- d. An agreed package of habitat protection measures (to mitigate potential adverse impacts of additional recreational pressure associated with the proposed development on nature conservation sites covered by the habitats assessment regulations). This package of measures will require specialist design and assessment , but is anticipated to include provision of
- i. Enhanced (above normal levels associated with new development) informal recreational provision on, or in close proximity to, the allocated site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising of dogs) on nearby relevant nature conservation sites. This provision is likely to consist of an integrated combination of
 - 1. Informal open space (potentially over and above the Council's normal standards of recreational space).
 - 2. A network of attractive pedestrian routes, and car access to these, which a variety of terrain, routes and links to the wider public footpath network.
 - ii. Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space.
 - iii. A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.
- e. A new road network including
- i. A new road from north to south, providing access to the new dwellings and facilities, including a new signal controlled junction with Low Road.
 - ii. A road link to the site's northern boundary to avoid prejudicing the potential for further development beyond at some point in the future.

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- iii. A new road access to the school from the west to replace the current access onto Hall Lane as the main access to the school.
 - iv. Other local highway improvements to fully integrate the development into the surrounding road network and manage the resulting additional traffic.
- f. A layout which facilitates travelling on foot and by bicycle within, and to and from the new development area, including links to the National Cycle Network Route 1 and to the emerging King's Lynn to Hunstanton Coast Path.
 - g. Additional land (if required) for the expansion of the school on the eastern boundary.
 - h. Surface water drainage on SUDS principles.
 - i. Financial contributions towards the provision of infrastructure, including additional primary and secondary school places.

2. **Be supported by** the following studies:

- a. Site Flood Risk Assessment with topographical survey and geotechnical studies to identify the extent of flood risk from tidal, groundwater and surface water sources; and building constraints due to groundwater and geological conditions; in order to indicate the areas suitable for residential and other classes of development in terms of national flood risk policy, and their distribution within the allocation site.
- b. Landscape and arboricultural assessment to form the basis of a strategic landscape framework for the site.
- c. An ecological assessment of the fauna (notably birds and reptiles) and flora of the designated area within its local environmental context; and an assessment of potential mitigation or enhancement measures, and areas to be retained and protected or managed for these interests.
- d. A project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative impacts through recreational disturbance to the Dersingham Bog and Roydon Common Special Areas of Conservation.
- e. A comprehensive transport assessment of the impacts of the proposed development, including consideration of the combined impacts with other planned development on Low Road/Grimston Road.
- f. A heritage assets assessment (to include archaeology), with review of the submitted information, and relevant on-site investigations.
- g. a Masterplan indicating how the outcomes of the above studies and the other requirements of this policy (below), and any neighbourhood plan, are to be integrated.
- h. A construction management plan to control the routes and times for construction traffic to minimise adverse impact on local residents' amenity and on traffic flows at peak periods.

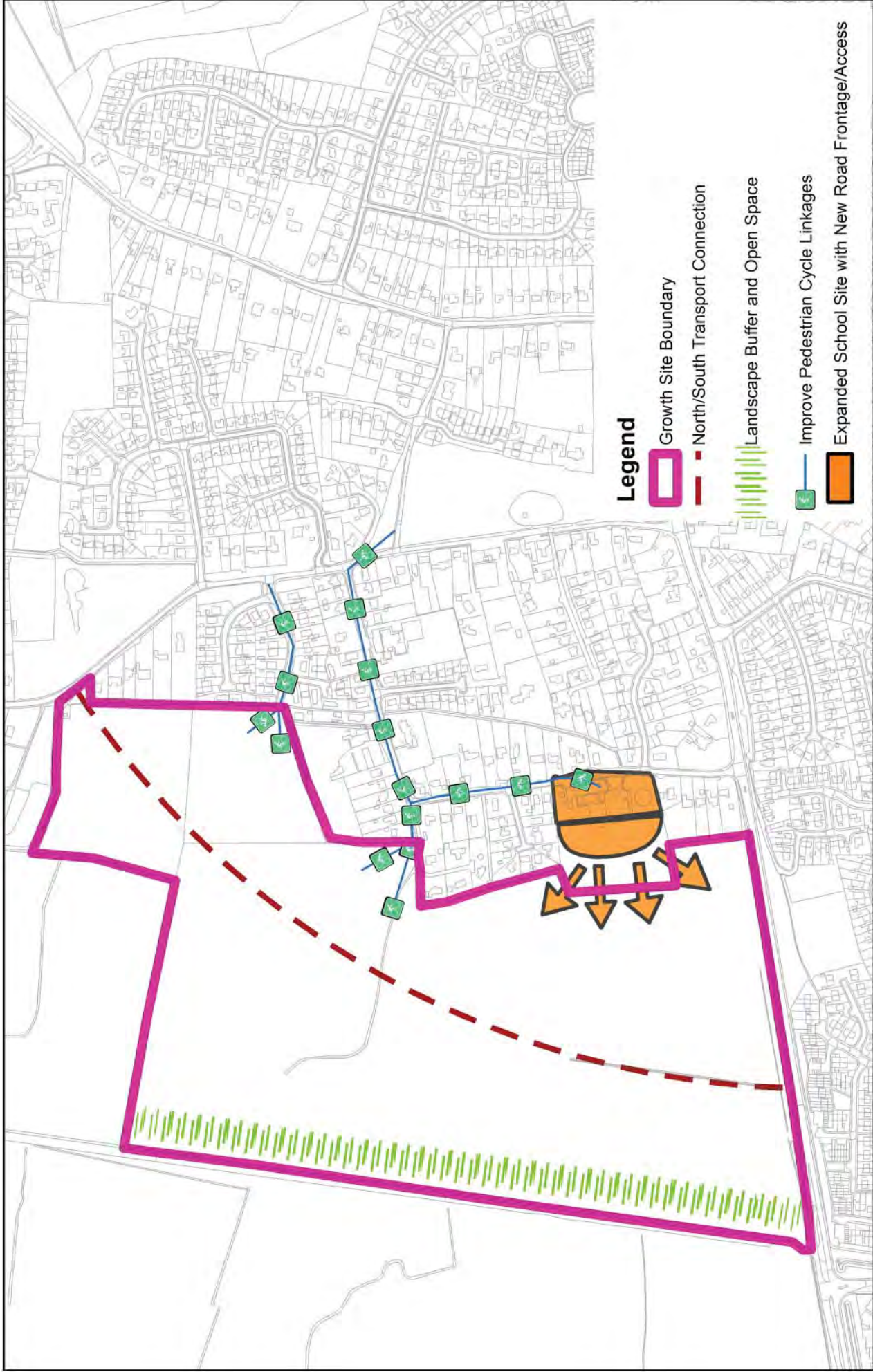


Legend






- Allocations
- Development Boundary
- Disused Railway Trackway (DM13)
- Strategic Road Network (DM12)

Inset E3 South Wootton





Legend

-  Growth Site Boundary
-  North/South Transport Connection
-  Landscape Buffer and Open Space
-  Improve Pedestrian Cycle Linkages
-  Expanded School Site with New Road Frontage/Access



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Policy E3.1
South Wootton Growth Area Strategic Diagram
(locations indicative)

King's Lynn & Surrounding Area E

E.4 Knights Hill

Description

E.4.1 The Knights Hill Strategic Growth Area includes parts of the parishes of South Wootton and Castle Rising together with part of the unparished town area of King's Lynn. The village of Castle Rising is to the north and King's Lynn urban area lies to the south and south-west. The surrounding built environment predominantly consists of modern single and two storey, semi-detached and detached residential development. The Growth Area extends beyond the village of South Wootton in a north east direction along the A148 Grimston Road and in a southerly direction towards the A149 Queen Elizabeth Way. The terrain rises north-eastwards across the site.

E.4.2 The area has relatively easy access to facilities in South Wootton. Regular bus services run between King's Lynn and Hunstanton past the site and links can be made to the cycle path network to offer a choice of sustainable commuting options to employment locations such as the Hospital, North Lynn and Hardwick Industrial Estates and Town Centre.

E.4.3 Reffley Wood, an Ancient Woodland and County Wildlife Site, is immediately south-west and west of the growth area; the southern boundary of the Norfolk Coast Area of Outstanding Natural Beauty follows the northern side of the A148 Grimston Road, close to the site. Roydon Common, which is a National Nature Reserve, Site of Special Scientific Interest and Special Area of Conservation; and Grimston Warren, a County Wildlife Site; are situated to the east, beyond the A149 Queen Elizabeth Way. There are other County Wildlife Sites in North Wootton. The Gaywood River Valley lies to the south of the site. There are several heritage assets in the surrounding area, including the Knights Hill Hotel (Grade II listed Rising Lodge) to the north-east, Castle Rising Castle (Scheduled Monument and Grade I listed building) and Church of St Lawrence, Castle Rising (Grade I listed) to the north, and the remains of Church of St James (Scheduled Ancient Monument and Grade I listed) and a Saxon and medieval settlement (Scheduled Monument) to the south.

E.4.4 The complex nature of the settlement pattern in the area and the nature of the supporting infrastructure mean that many factors need to be brought together to enable the most appropriate form of development to be decided. This is likely to be best achieved through the development of a masterplan for the whole area.

Strategic Context

E.4.5 The independent planning inspector who examined the Core Strategy explicitly stated that, compared to the potential alternatives, the expansion areas identified (and Knights Hill was one of these, see King's Lynn Diagram/Core Strategy) were preferable to the alternatives. It is unconstrained by flood risk and infrastructure problems, etc., and relatively easily accessed and serviced. Policy CS03 of the Core Strategy states that at least 7,510 new dwellings will be provided within and around King's Lynn. Existing completions and commitments will provide a significant part of that figure, hence Policy CS09 states that a minimum of 5,070 are to be allocated in locations in the King's Lynn area.

E King's Lynn & Surrounding Area

E.4.6 No specific number of new dwellings is assigned to Knights Hill by the Core Strategy, so setting the balance between this and the other strategic expansion areas of South Wootton and West Winch/North Runcton is part of the role of this plan document. This balance will need to weight the relative constraints and opportunities associated with each of these areas, whilst seeking to accommodate the dwellings indicated by the Core Strategy between these three sites.

E.4.7 A buffer is needed to protect the area of Ancient Woodland at Reffley Wood at the southern end of the site. This will impact on potential housing numbers; hence the reduction from the original proposal of 750 dwellings to 600.

E.4.8 One of the constraints is the potential for an adverse impact on the designated nature conservation sites; Dersingham Bog and Roydon Common Special Areas of Conservation. These issues are addressed in the accompanying Habitats Regulations Assessment Report. The HRA issues in relation to impacts from increased recreational pressure relate to impacts on Special Area of Conservation habitats and impacts on rare ground nesting birds (principally nightjar and woodlark) and rare wintering birds (principally hen harrier roost).

E.4.9 Like the existing built up area in the vicinity, development here would be visible but not prominent in a range of distant views, but could be softened by trees and other planting within and on the boundary of the developed area.

E.4.10 Some strategic issues with existing infrastructure have been identified (as detailed below) but the Council considers that further discussion with particular infrastructure providers at this stage should enable key issues to be resolved.

Neighbourhood Plan

E.4.11 South Wootton Parish Council is preparing a Neighbourhood Plan for its parish, which includes part of the allocated area. This offers the opportunity for the local community to shape the development. The neighbourhood plan can determine the detail of the development, but must be in general conformity with the strategic policies of the Local Plan.

E.4.12 The Borough Council supports the Parish Council's endeavours in preparing this neighbourhood plan, and its emerging approach to development in the area have influenced this plan in particular resulting in a reduction in the number and density of dwellings to be provided on the site. Only part of this allocation falls within the parish boundaries.

Site Description and Justification

E.4.13 The site's owners have actively engaged with the Borough Council to discuss and address the issues involved, giving a high degree of confidence that the site is genuinely available for development. The indicated site totals around 37 ha.

- Boundaries

E.4.14 The boundaries of the allocation are set by the existing development (Ennerdale Drive and Ullswater Avenue and Reffley Wood to the west; the A148 Grimston Road to the north and the A149 Queen Elizabeth Way and the Knights Hill complex to the east).

King's Lynn & Surrounding Area E

- Local centre(s)/Retail

E.4.15 The nearest local retail centre for this development is the ASDA centre at Langley Road, South Wootton, about half a mile (0.8 km) to the west of the site or three-quarters of a mile (1.2 km) from the centre of the allocated area.

- Transportation
- Roads

E.4.16 Access would be from the A148 Grimston Road. A secondary access point would be required by the Highway Authority.

- Public transport

E.4.17 There are existing (hourly) bus services on the Grimston Road between King's Lynn town centre and Hunstanton (Coasthopper).

- Cycling and Walking

E.4.18 Connections can be made to the existing cycle network further west. Improved pedestrian access can be provided to local facilities to the west of the site and also to the Knights Hill complex to the east.

- Employment

E.4.19 The nearest major main employment areas are the Hospital, Hardwick and North Lynn Industrial Estates and the Town Centre.

- Protected Habitats

E.4.20 The Plan's Habitats Regulations Assessment Report identified the need for measures to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These are incorporated in the policy.

- Open Space

E.4.21 On site open space provision would be required together with landscape/ecological buffers to protect existing ponds on the site and to deal with the concerns expressed about the proximity of development to Reffley Wood and the Knights Hill complex. Landscape buffers would be needed to the A149 boundary of the site to reduce the impact and perception of traffic noise.

- Design

E King's Lynn & Surrounding Area

E.4.22 An overall density of around 16 dwellings per hectare will be sought, with variation across the area to provide a lower density in the western part of the site, blending with the existing spacious suburban development to the west, and a higher density to the north, providing a more urban character and a greater population density close to Grimston Road and its bus routes. A mix of house types including 1 and 2 bedroom flats and 1, 2, 3 and 4 or 5 bed houses should be provided.

- Heritage and Landscape

E.4.23 The heritage assessment should include both on-site archaeological evaluation and an assessment of the impact on heritage assets beyond the site, including views to/from heritage assets such as Castle Rising Castle, the Knights Hill complex and Church of St James and surrounding Saxon/medieval settlement and the impact on historic landscape character. Heritage assets should be conserved and enhanced. Regard should be had to the character of the former Castle Rising Chase and deer park.

- Sustainable Drainage Systems (SUDS)

E.4.24 An appropriate SUDS scheme should be designed for the site, recognising that surface water discharges to the Black Drain to the south.

- Affordable and Special Needs Housing

E.4.25 Affordable housing provision would be required at the current Council standard for the rural areas.

- Minerals

E.4.26 Silica sand is thought to underlay the site. The Policy requires appropriate consideration to be given to this issue prior to planning consent being sought.

Policy E4.1 Knights Hill

An area of land, approximately 36.9 ha, to the south of Grimston Road and east of Ullswater Avenue and Ennerdale Drive, is allocated for development of around 600 dwellings over the period to 2026.

Development will be subject to detailed assessment and scrutiny of the following issues which are likely to affect the extent and design of the development:

- A.
 - a. Site Specific Flood Risk Assessment;
 - b. Ecological assessment;
 - c. Landscape and arboricultural assessment;
 - d. Mineral assessment; and
 - e. Heritage assessment.

King's Lynn & Surrounding Area E

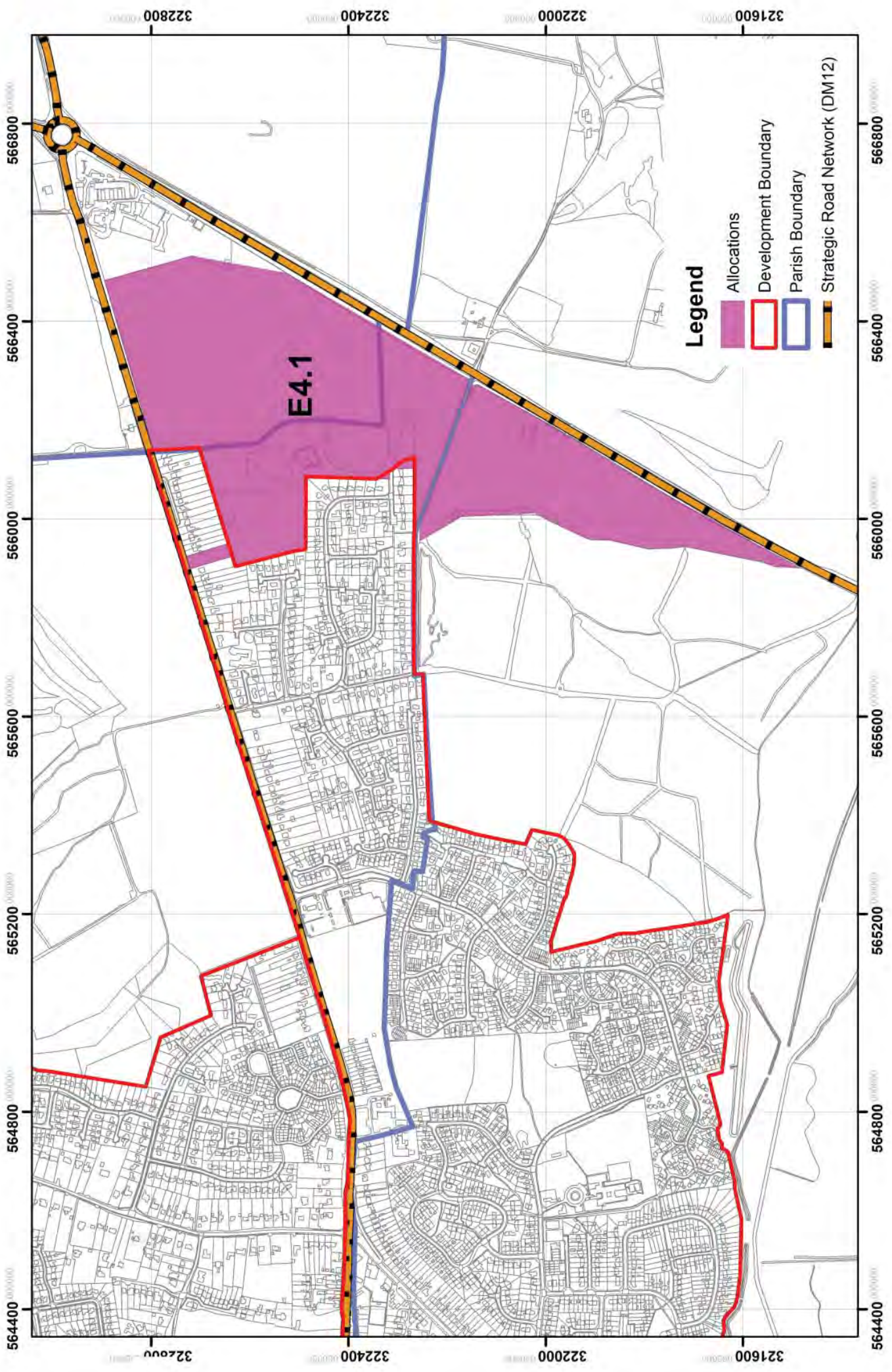
The development will provide:

1. Residential development of the substantial majority of the land available for development;
2. An overall density of around 16 dwellings per hectare, with variation across the area to provide a lower density in the western part of the site, blending with the existing spacious suburban development to the west, and a higher density to the north, providing a more urban character and a greater population density close to Grimston Road and its bus routes;
3. Affordable housing in line with the current standards;
4. Tree planting and retention within the site, and a layout which facilitates the provision and maintenance of a high degree of landscape planting to soften the visual appearance of the development and to support wildlife. A 50 metre buffer around the Reffley Wood ancient woodland;
5. Landscape planting to the east and north of the development to provide a degree of screening of the development and to protect the setting of heritage assets including the Knights Hill complex, Castle Rising Castle and the remains of Church of St James and surrounding Saxon/medieval settlement;
6. A new road from north to south, providing:
 - a. access to the new dwellings;
 - b. a new, roundabout junction with Grimston Road; and
 - c. a second access point is also required.
7. A layout which facilitates travelling on foot and by bicycle within, and to and from, the new development area,
8. Public open space for recreation and visual amenity,
9. A new doctor's surgery within or close to the site.
10. Surface water drainage on Sustainable Drainage Systems (SUDS) principles.
11. Upgrades and extensions to the following infrastructure to service the development:
 - a. water supply
 - b. sewerage
 - c. electricity
 - d. telephone.
12. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
13. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative impacts through recreational disturbance to the Dersingham Bog and Roydon Common Special Areas of Conservation.
14. An agreed package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure (particularly in relation to exercising dogs) associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and

E King's Lynn & Surrounding Area

assessment, but is anticipated to consist of an integrated combination of some or all of the following elements:

- a. Informal open space (over and above the Council's normal standards for play space);
- b. A network of attractive pedestrian and cycle routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath and cycle way network;
- c. Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
- d. A programme of publicity (to occupants within and beyond the site) to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

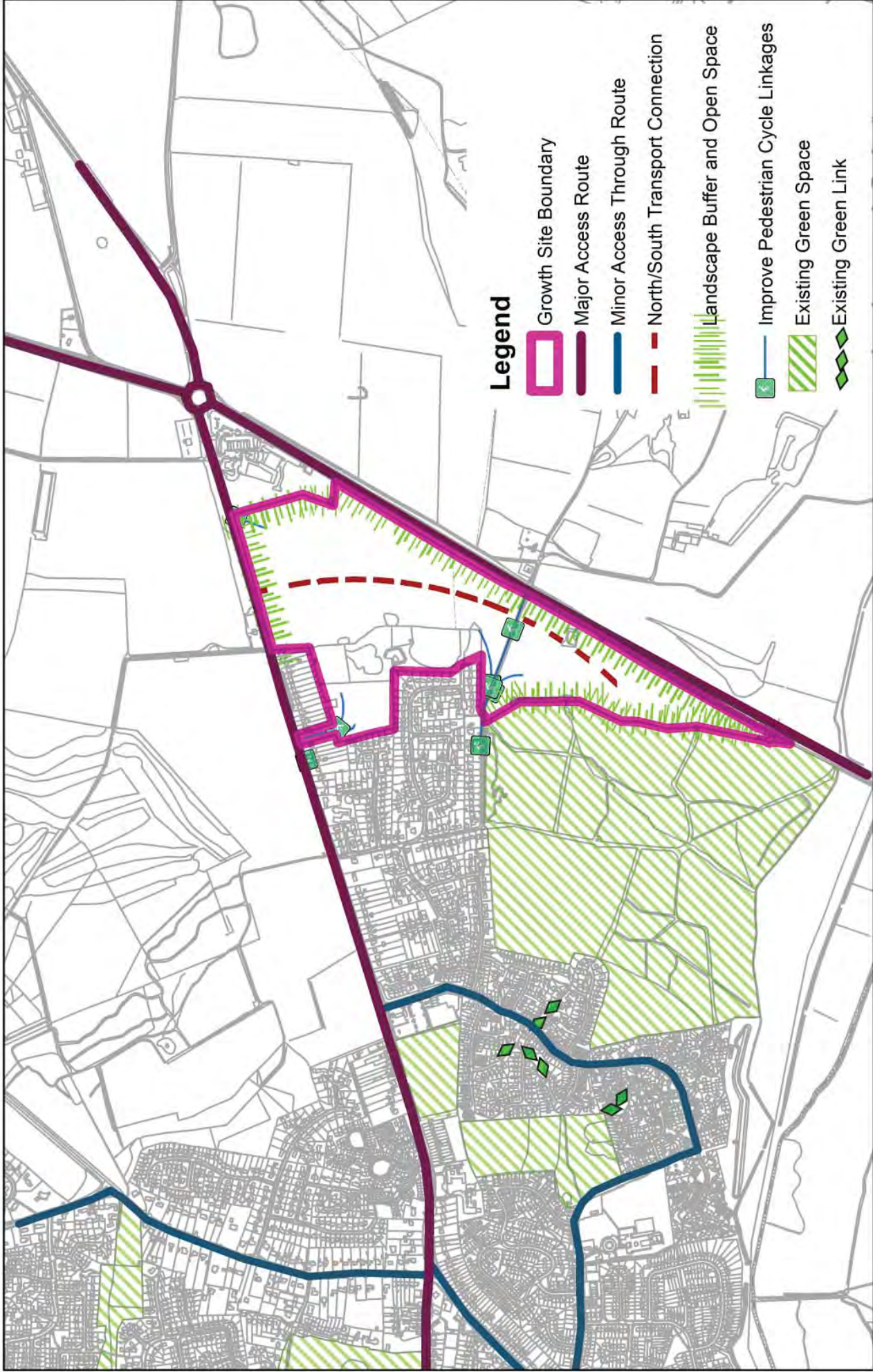


Legend









- Allocations
- Development Boundary
- Parish Boundary
- Strategic Road Network (DM12)

Inset E4 Knights Hill





Legend

-  Growth Site Boundary
-  Major Access Route
-  Minor Access Through Route
-  North/South Transport Connection
-  Landscape Buffer and Open Space
-  Improve Pedestrian Cycle Linkages
-  Existing Green Space
-  Existing Green Link



Knights Hill Growth Area

King's Lynn & Surrounding Area E

E.5 North Wootton

Description

E.5.1 The parish of North Wootton has an estimated population of 2,380⁽³⁾. Residential development predominates in North Wootton with the built environment largely made up of modern two storey, semidetached and detached dwellings following mass residential expansion from the 1960s onwards. North Wootton also contains a more traditional centre consisting of some older housing built of carstone with red pantiles; the church and former railway station and hotel; an old schoolhouse; the former post office and a small village green.

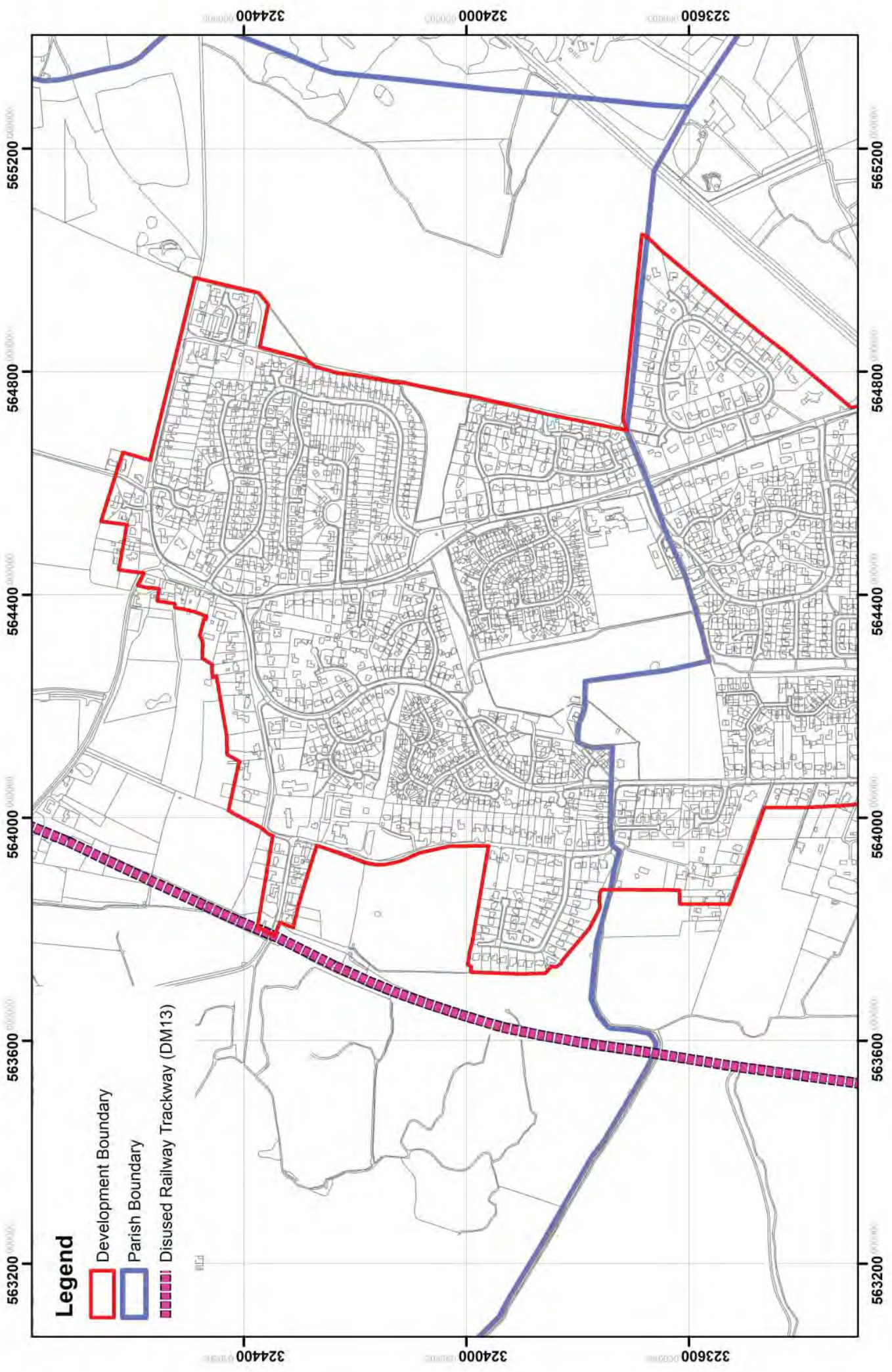
E.5.2 To the east of North Wootton the landscape encompasses an extensive area of woodland with recreational access including King's Lynn Golf Course within Stony Hangings clearings. To the north, east and west the village adjoins an Area of Outstanding Natural Beauty. The woodland to the north merges at points with Wootton Carr, a smaller wood with less public access. To the west of North Wootton lies a network of small pasture and arable fields delineated by drainage ditches. The landscape to the west of North Wootton is generally flat and low lying in comparison to the eastern side. Overall the area has a strong sense of tranquillity and views are generally enclosed by trees to the east; whilst to the west, they are generally more open and extensive.

Strategic Background

E.5.3 North Wootton has a good range of services and facilities and, due to its close proximity to higher order facilities and employment in King's Lynn town, is classified as a settlement adjacent to King's Lynn rather than a Key Rural Service Centre. North Wootton is well connected to King's Lynn town via bus services and the cycle path network offering sustainable transport links.

E.5.4 North Wootton was included as one of the areas to accommodate the major housing growth around King's Lynn, but no suitable sites were identified for such growth in North Wootton.

E.5.5 The development boundary proposed for North Wootton is shown on the map below. Within this boundary there may be some scope for infilling.



Legend

- Development Boundary
- Parish Boundary
- Disused Railway Trackway (DM13)

Inset E5 North Wootton



Towns F

F Towns

F.1 Downham Market

Main Town

Description

F.1.1 Downham Market stands on elevated ground on the eastern edge of the Great Ouse valley around 13 miles south of King's Lynn. It is the Borough's second largest town, with a population of around 10,000. The town grew up as an agricultural and trading centre and has a good range of services serving both the local population and a wider rural area.

F.1.2 Downham Market lies at the junction of the A10 King's Lynn to London road and the A1122 Wisbech to Swaffham road, and has direct railway services to King's Lynn, Cambridge and London. An extensive bus service links the town to its hinterland and nearby towns.

F.1.3 There are a range of local employment opportunities. The town's historic industrial and trading links based on the River Great Ouse and the Relief Channel have declined, but now these watercourses support some leisure uses.

F.1.4 The town has a wealth of historic buildings and other heritage assets, reflected in an extensive Conservation Area and numerous listed buildings. The distinctive Victorian Clock Tower provides a focal point in the handsome Town Square.

F.1.5 The town lies mainly on the Lower Greensand and Kimmeridge Clay belts which form the western boundary of the chalk upland area of High Norfolk. Many of the town's quality buildings are constructed in the distinctive brown of the local carstone. As this stone is not suited to being dressed into regular blocks it is normally used in conjunction with brick piers, and this contributes to the local building style.

Strategic Context

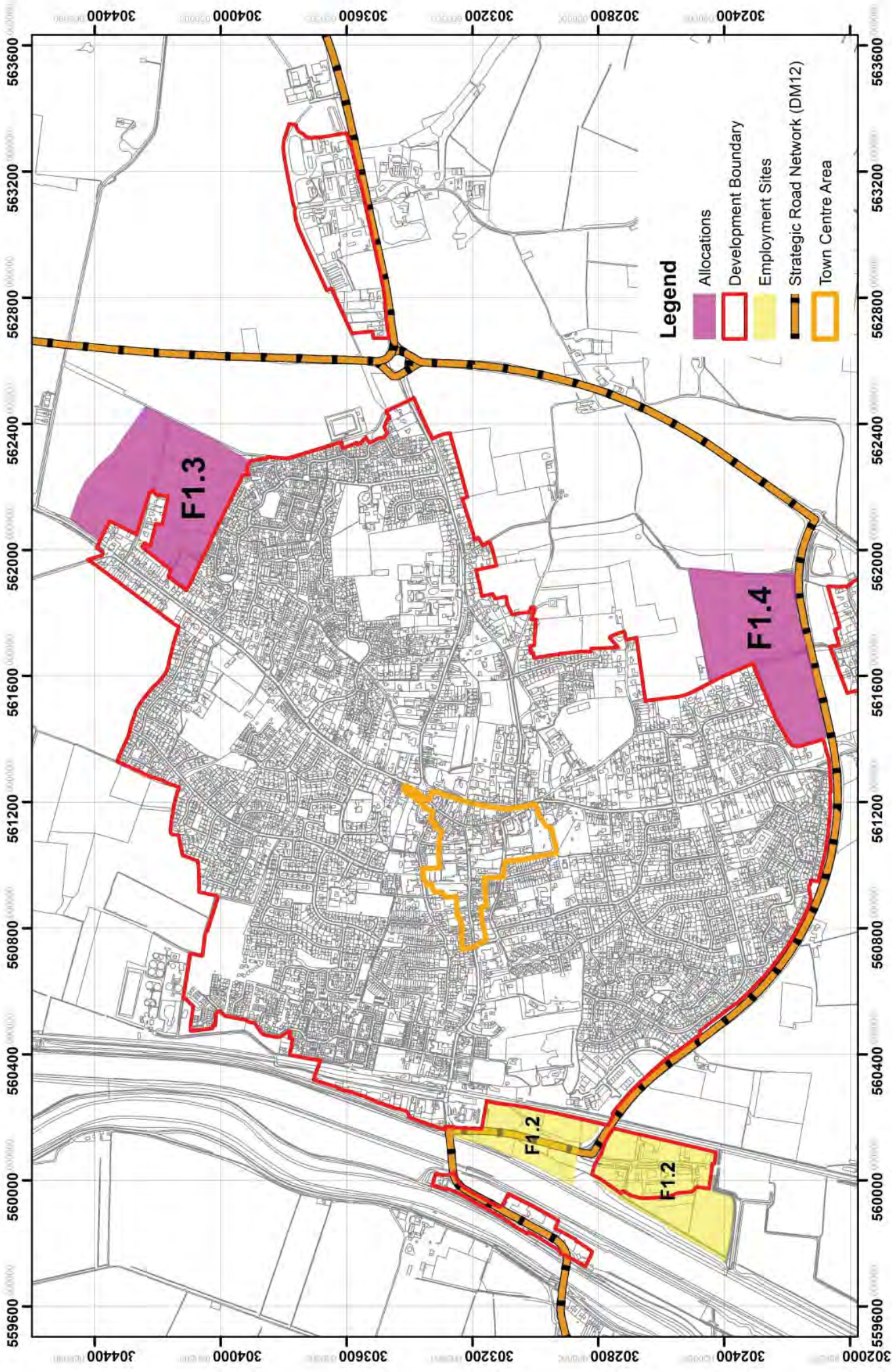
F.1.6 Downham Market was designated a 'Main Town' in the Core Strategy. Although the general strategy is to locate the bulk of new development and growth in the Borough's towns over the plan period to 2026, recognition has been given to the large scale housing growth Downham Market has accommodated in recent years. A lower proportion of the Borough's new growth over the next decade or so has therefore been allocated to this town, compared to others, in order to provide a slower pace of growth allowing the town to settle and for services and facilities to adjust to the increased population.

F.1.7 It is envisaged that growth will still continue, but at a slower pace than in recent times. The Core Strategy planned that the town would receive allocations for at least an additional 390 homes, and 15 hectares of employment land.

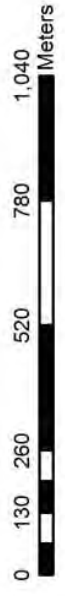
F.1.8 The western side of the town, around the River Great Ouse and the Relief Channel, are constrained by high degrees of flood risk (identified as Flood Risk Zone 3 and Tidal Defence Breach Hazard Zone by the Borough's Strategic Flood Risk Assessment).

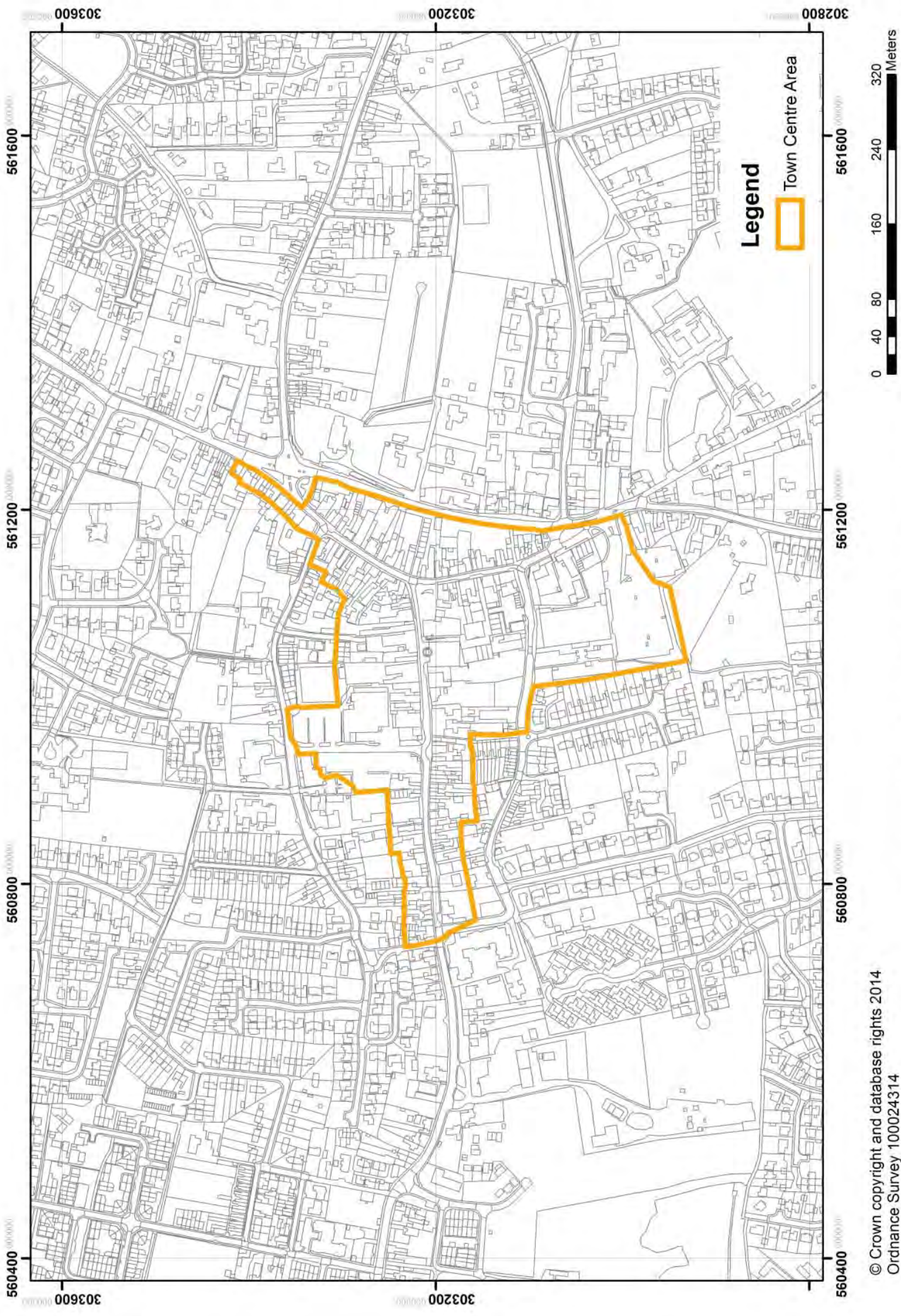
Towns F

F.1.9 The flood risk to the west, and the A1122 by-pass road to the south, form clear geographical and physical constraints to growth of the town in these directions. The Key Diagram in the Core Strategy indicates broad “areas for urban expansion” around the eastern side of Downham Market.



Inset F1 Downham Market





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Downham Market Town Centre Area (Policy F1.1) Zoomed

F Towns

POLICIES

Town Centre Area and Retailing

Policy F1.1 - Downham Market Town Centre Area and Retailing

1. A town centre area for Downham Market is defined on the Proposals Map. This will be taken as the town centre for the purposes of retail development in and around Downham Market, and the application of the sequential test in the National Planning Policy framework.
2. The Borough Council will promote this area as the prime focus in the town for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, both for their own sake and to strengthen the appeal of the town centre.
3. In order to achieve this, development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1, D2 and sui generis theatres) will be particularly encouraged in the area.
4. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
5. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
6. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the retail heart of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the retail heart of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.

Justification

F.1.10 Town centres are changing, and regaining a richer mix of uses, including leisure uses. The policy is intended to support this mix of uses, and the physical and heritage assets of the town, while retaining the town centre as the primary focus for retailing in the town. The latter is in accordance with, and forms the reference area for, the town centre retail policies of the National Planning Policy Framework.

Employment Land

F.1.11 The Core Strategy aims to provide a sufficient and flexible supply of employment land during the plan period (Policy CS10 Economy). This is to include a 16.5ha site allocation in Downham Market.

F.1.12 There is a range of employment land in use around the town, and there are no plans to reduce any of this by allocation for other uses. There is also an existing planning permission for further employment uses on part of a 24 hectare (60 acre) site at Bexwell, to the east of the town.

F.1.13 The new allocation and the existing employment land and planning permissions together provide the potential for further strengthening the area's employment base, and for employment within the town to evolve to provide more employment to match the housing growth of recent years and reduce out-commuting.

Policy F1.2 - Land off St. John's Way, Downham Market

Land in the vicinity of St. John's Way, as shown on the Policies Map, is allocated for employment uses (classes B1, B2 and B8).

Justification

F.1.14 The allocation is in fulfilment of Policy CS04 (Downham Market) of the Core Strategy. This states that 'In supporting the town provision will be made at least 15ha in existing employment areas; combined support for an employment area along the east bank of the Relief Channel south of Hythe Bridge; and as part of a balanced mix of uses within areas of renewal and replacement'. The allocated area is within the broad location indicated by Figure 5 of the Core Strategy Diagram.

F.1.15 The allocation is just over 16.5 ha, and is a continuation and extension of an existing industrial area.

F.1.16 The proposed site is located so as to take advantage of accessibility from the A1122 Primary Route (which links directly to the A10 trunk road) and their proximity to the railway (giving the potential to be served by an alternative freight mode). The sites are also within walking distance of the town centre and the railway station, which is advantageous for access to employment by public transport or on foot or cycle.

F.1.17 Almost the whole of the two areas are at high risk of flooding (Zone 3), but the employment uses allocated are categorized as 'less vulnerable' and compatible with this degree of risk by the National Planning Policy Framework and associated Technical Guidance. The allocated area is also in the flood defence breach Hazard Zone.

F Towns

Housing Land

F.1.18 Two areas to the east of the town are allocated for housing development, one to the south-east and the other to the north-east. The spread of the new housing across two sites will help provide a degree of choice and competition, reduce the impact upon existing residents and businesses in each locality, and mitigate the risk of the development of either area being held up by problems and help ensure timely delivery.

Policy F1.3 - Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane

Land north-east of Downham Market of around 16.2 ha, as shown on the Policies Map, is allocated for a high quality, well landscaped development of 250 dwellings and associated facilities, subject to the following:

1. Inclusion with any planning application of
 - a. a masterplan for the whole allocated area showing how the various considerations and requirements (including those below) can be integrated and delivered.
 - b. a transport assessment to demonstrate how adequate road access and improved walking and cycling facilities and connections would be satisfactorily achieved.
 - c. an ecological study that establishes that either:
 - i. there would be no negative impact on flora and fauna;
 - ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.
 - d. A heritage assets assessment to identify such assets (including archaeology) and measures to conserve these as appropriate.
 - e. an assessment of any contamination of land on the site, and how this will be remediated if necessary.
 - f. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carrstone or silica sand on the site.
2. Incorporation in the development of
 - a. design, layout and landscape planting to form an attractive and firm northern boundary, incorporating a landscape buffer;
 - b. a road access to Lynn Road
 - c. roads and layout to facilitate potential future development to the south and east of the site
 - d. local highway improvements to fully integrate the development in to the surrounding network;
 - e. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre;

- f. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the eastern boundary of the site;
- g. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
- h. land for allotments, and path improvements, in line with the Borough's Green Infrastructure Strategy as it relates to Downham Market;
- i. a proportion of affordable housing provision in accordance with the Council's current standards;
- j. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
- k. financial contributions towards the provision of infrastructure including
 - additional primary and secondary school places,
 - strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;
- l. outdoor play space of at least 1.4 hectares of (based on a population of 582, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- m. protection and enhancement of public rights of way within or adjacent to the site;
- n. retention of wooded area in the south-west corner of the site for its nature conservation and amenity value;
- o. sustainable urban drainage systems to address surface-water run-off (including attenuation), flood risk, biodiversity and the avoidance of groundwater pollution;
- p. Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

Justification

F.1.19 This site is currently mainly un-serviced/agricultural land (Grade 3) bordered by existing farmland and residential development. The site includes part of the former (World War II) Downham Market airfield.

F.1.20 The site is well located in relation to the main highway network and is within easy reach of the Town Centre. The adjacent main road, Lynn Road, has a bus service and a petrol station/convenience store. The Core Strategy Inspector's Report supported growth to the east of the town, including this area.

F.1.21 Traffic leaving the area to head out of town has ready access towards King's Lynn, and via A10 to south and east. Potential to link into and extend existing neighbourhood road network. A public bridleway runs along the eastern edge of the site, and another runs east-west through the site.

F.1.22 The locality is an attractive area of town for future residents, and hence readily marketable for new housing.

F Towns

F.1.23 The site is in multiple ownership, but commitment to develop has been expressed and discussions are said to have taken place between owners. The major landowner has undertaken substantial work already to establish development requirements and parameters.

F.1.24 There appear no fundamental constraints to development, and there is the potential for future expansion to the east and south beyond at some point in the future (subject to future development plans). In the long term this could potentially help link to future employment and leisure development at Bexwell to the east.

F.1.25 The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

F.1.26 The site is at little risk of flooding (Zone 1).

F.1.27 The former WWII airfield use of the site gives rise to both archaeological interest and some potential for land contamination (understood to be minor), both of which warrant further examination.

F.1.28 The allocated site is considered suitable for development of 250 dwellings and any associated neighbourhood facilities. The intention is to provide a firm boundary to the north, preserving a separation between Downham Market and Wimbotsham, with appropriate landscape treatment to that boundary to integrate the development into the landscape and provide an attractive edge to the town. Together with allocation F2.4 (below), the allocation reflects the Town Council's preference for new housing development to be split between different areas around the town.

Policy F1.4 - Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane

Land to the south east of Downham Market of around 13.9ha, as shown on the draft Policies Map, is allocated for a high quality, well designed development of 140 dwellings and associated facilities, making the most of the subject to:

1. Prior submission of
 - a. a masterplan for the whole showing how the various considerations and requirements (including those below) can be integrated and delivered.
 - b. a transport assessment to demonstrate how adequate road access and improved bus links together with walking and cycling facilities and connections would be satisfactorily achieved.
 - c. an ecological Study that establishes that either:
 - i. there would be no negative impact on flora and fauna;
 - ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.

- d. an archaeological assessment, identifying the ;
- e. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carr stone or silica sand on the site.

2. Provision of

- a. high quality local highway improvements to fully integrate the development in to the surrounding network, addressing;
 - b.
 - i. a new road linking to the A1122 to provide access to the site;
 - ii. improved bus links to Downham Market town centre and associated infrastructure;
 - iii. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre and the existing byway on the site's western boundary;
 - iv. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the boundaries of the current allocation (including to the north and east);
- b. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
- c. protection of the existing band of trees across the southern part of the site, subject of a Tree Preservation Order, and incorporation into the overall layout in a way that takes advantage of their potential contribution to the amenity of the area, and is likely to facilitate their long term protection and maintenance.
- d. a proportion of affordable housing provision in accordance with the Council's current standards;
- e. land for allotments, and path improvements, in line with the Borough's Green Infrastructure Strategy as it relates to Downham Market;
- f. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
- g. financial contributions towards the provision of infrastructure including
 - a.
 - i. additional primary and secondary school places,
 - ii. strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;
- h. outdoor play space of at least 0.78 hectares of (based on a population of 326, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- i. protection and enhancement of public rights of way within the site;

F Towns

- j. sustainable urban drainage systems to address surface-water run-off (including attenuation), flood risk, biodiversity and the avoidance of groundwater pollution;
- k. Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

Justification

F.1.29 The site is currently agricultural land (and a single dwelling), bordered by existing residential development to the west, farmland to the east, and the A1122 road to the south.

F.1.30 The Core Strategy Inspector's Report supported growth to the east of the town, which includes this general area. The specific allocated site is within easy reach of the town centre. The site is well related to the town's main highway network. A new access will be required onto the town's southern bypass (A1122). The site has cycling and pedestrian access, and this would provide a more direct route to the town centre, thus helping encourage non-car journeys. A restricted byway, Nightingale Lane, runs down the western edge of the site, giving access to a bridge across the A1122 and beyond to the south, and into the residential road network to the north-west.

F.1.31 The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

F.1.32 The allocated land has been actively promoted by the owner's agent, and is said to be readily available for development.

F.1.33 There is the potential for further development beyond the allocated site boundaries at some point in the future (subject to future development plans), but the Council considers that 140 dwellings are an appropriate allocation during the current plan period, and together with allocation F1.3 (above), reflects the Town Council's preference for new housing development to be split between different areas around the town.

F.2 Hunstanton

Hunstanton

Main Town

Description

F.2.1 Hunstanton is the smallest of the three towns in the Borough with a population of 4,229. The town acts as a service centre for the surrounding rural area, a local employment centre and is also a successful seaside resort. It is situated on the Norfolk coast some 16 miles from King's

Lynn and, to the east, the town of Wells-next-the-Sea is 17 miles away. Hunstanton is situated on the west coast of Norfolk at the mouth of the Wash and stands at the highest point on this geological shelf as the land slopes gently downwards to the north, east and south of the town.

F.2.2 Hunstanton evolved from the vision of Henry Styleman Le Strange for a planned coastal holiday village to be built on his own land, with the focal point to be a triangular green sloping down to the sea. The Golden Lion Hotel was the first building (1846) but development remained slow until the Great Eastern Counties Railway decided to build the line from King's Lynn to Hunstanton in 1862. Under the patronage of his son Hamon Le Strange, and spurred on by the investment boom between 1850 and 1870, Hunstanton soon expanded beyond the original planned coastal village to become a fully fledged Victorian seaside resort. Its main buildings are substantial but not over grand; its squares and open spaces are elegant yet informal. It is a comfortable, modest place, small in architectural scale with well-defined boundaries. Its character is spacious, breezy and green, where the effect of the open sea and sky has a strong impact on the light, views and settings of the buildings. The Hunstanton Conservation Area was first designated in 1984 and its boundaries were extended in 2009.

F.2.3 The Wash is recognised internationally, nationally and locally as a critically important site for wildlife. A summary of relevant statutory designations on The Wash includes; Area of Outstanding Natural Beauty (AONB), National Nature Reserve (NNR), Ramsar Site, Site of Special Scientific Interest (SSSI), Special Protection Area, Special Area of Conservation, and European Marine Site.

F.2.4 The Strategic Flood Risk Assessment identifies that broadly the town is not constrained by flood risk, except for an area to the south of the town which is subject to tidal flood zones 2 and 3 (medium and high risk).

F.2.5 The town has limited transport links, with road access to the town from the A149. However there is a regular bus service to King's Lynn, surrounding villages, and also along the Norfolk coast.

F.2.6 The Core Strategy states that the town will provide for at least 580 new homes by the end of plan period, with allocations of at least 220 new dwellings and approximately 1 ha of employment land. The policies below go beyond this and allocates for 330 dwellings in total. It identifies directions of urban expansion for the town and a broad location for employment expansion (Core Strategy, p102, Figure 10). The Core Strategy set general directions of growth for urban expansion to the east of the A149, and immediately south of the town. Research and consultation since that time has clarified the key infrastructure requirements, impact on the environment (natural and historic), and the preferences for growth areas from key stakeholders including Hunstanton Town Council. This has aided the Council in determining the development allocations and policy details.

Policies

F.2.7 The following pages detail the policies for Hunstanton town centre area and retailing, and proposed site allocations including housing and employment land.

567200 000000

567600 000000

Legend

- Development Boundary
- Disused Railway Trackway (DM13)
- Strategic Road Network (DM12)
- Town Centre Area

341200 000000

341200 000000

340800 000000

340800 000000

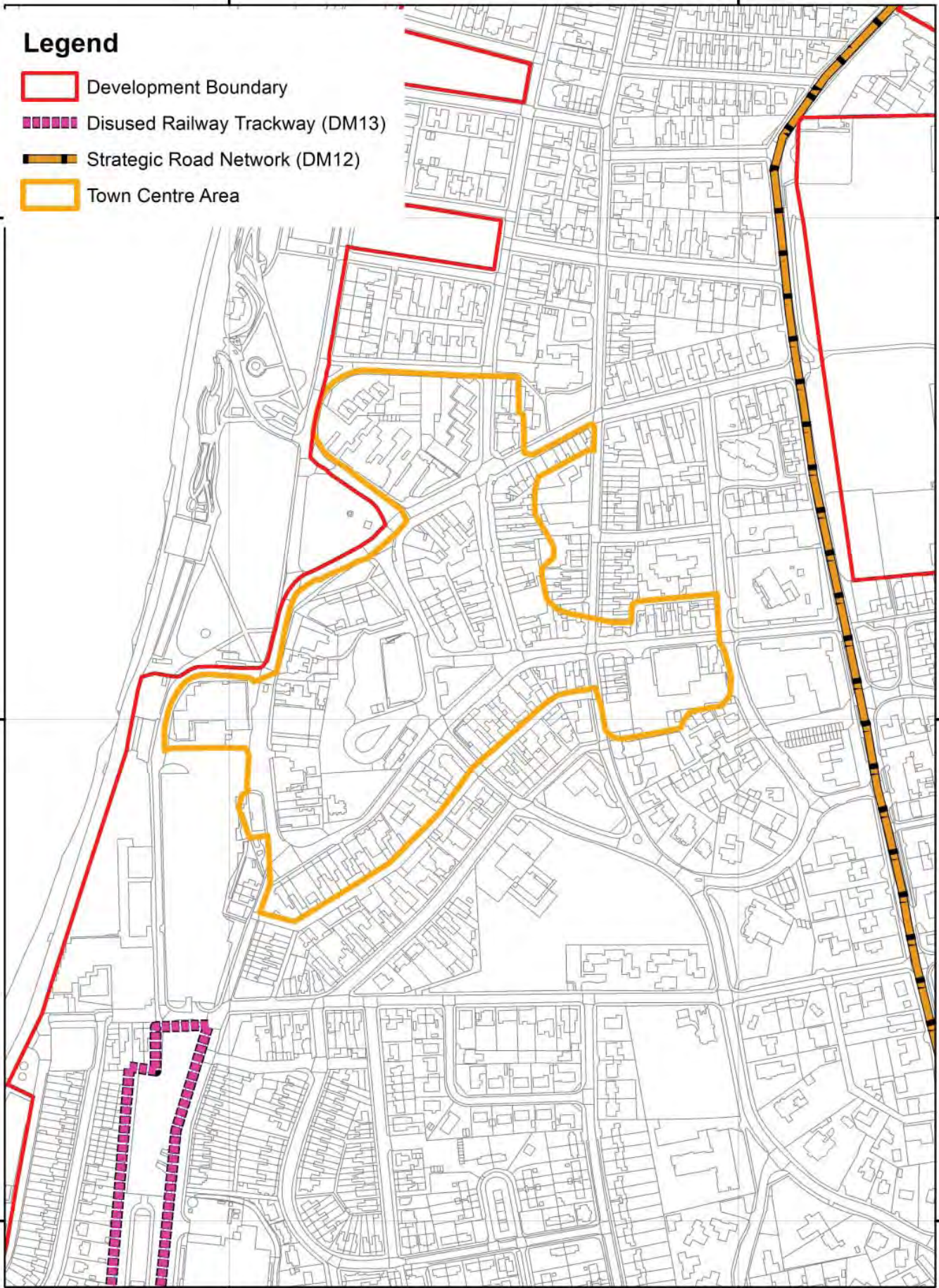
340400 000000

340400 000000

567200 000000

567600 000000

Hunstanton Town Centre Area (Policy F2.1) Zoomed



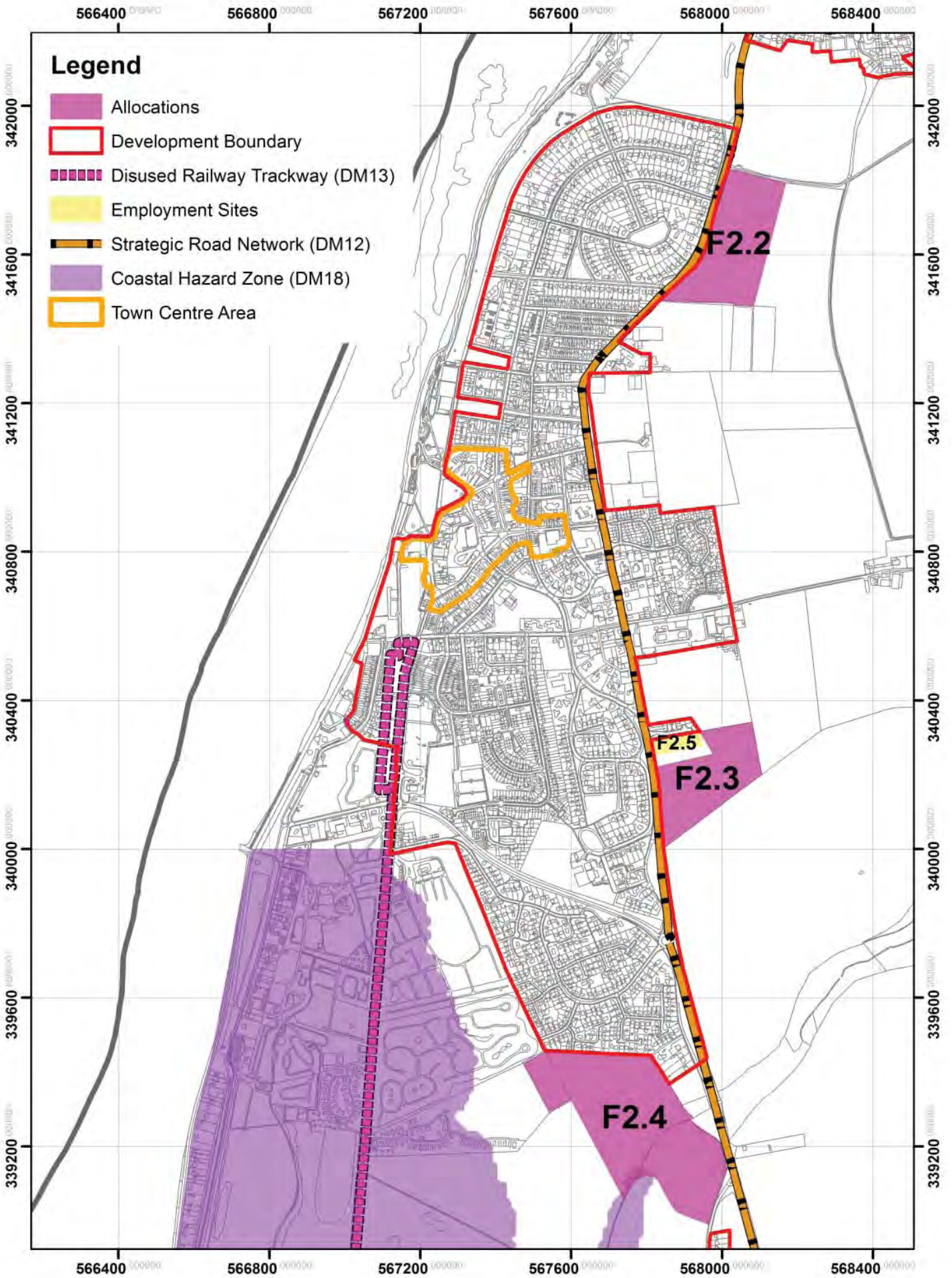
TOWN CENTRE AREA AND RETAILING

Policy F2.1 Hunstanton - Town Centre Area and Retailing

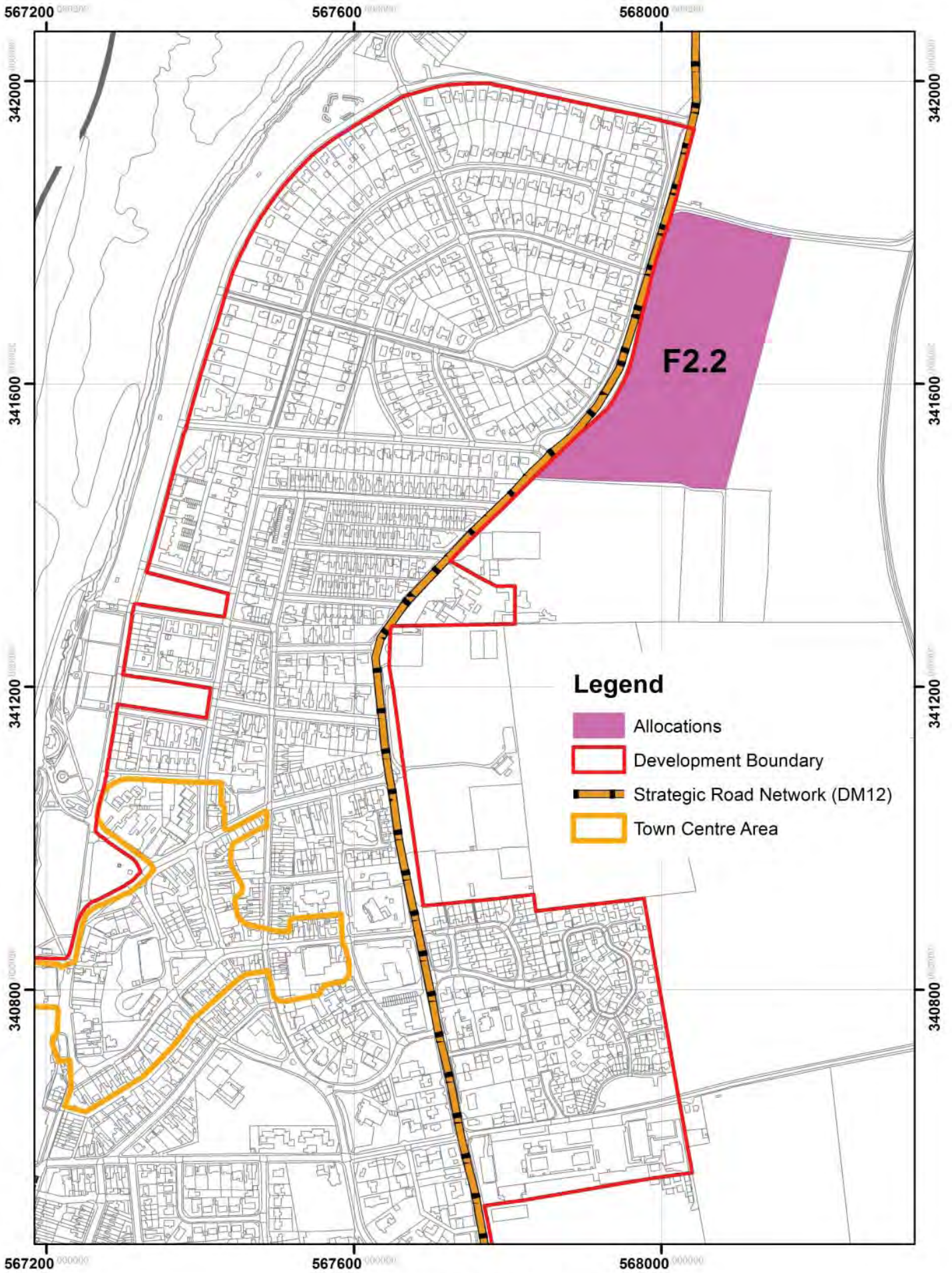
1. A town centre area for Hunstanton is defined on the Proposals Map. This will be taken as the town centre for the purposes of retail development in and around Hunstanton, and the application of the sequential test in the National Planning Policy Framework.
2. The Borough Council will promote this area as the prime focus in the town for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, to strengthen the appeal of the town centre.
3. In order to achieve this, proposals for retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1, D2 and sui generis theatres) will be particularly encouraged in the area and will be assessed against their compliance with Policy CS013.
4. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
5. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
6. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the main streets of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the main retail streets of the town.

Justification

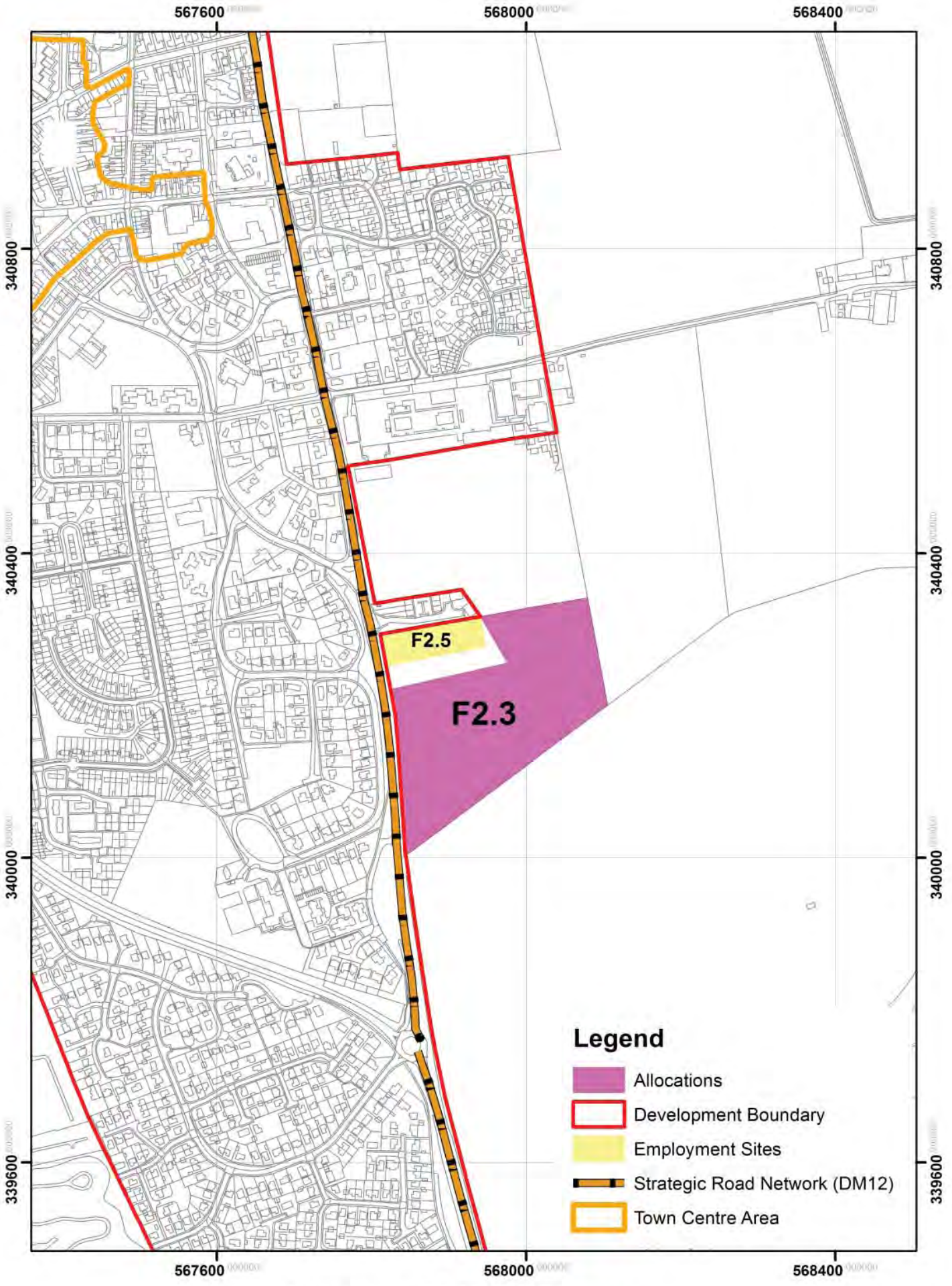
F.2.8 Ensuring the vitality of town centres is a fundamental part of national planning policy. In order to remain competitive, and to avoid 'dead' shop fronts, it is desirable to promote a range of different uses in addition to retail in town centres. This policy should help to promote a year round economy in Hunstanton as a coastal resort and enhance its role as a market town offering a range of services within a rural hinterland. The defined town centre is the prime focus for services and amenities. A mixture of uses is also desirable in the surrounding seafront area to complement the town centre and to provide facilities for residents and tourists visiting the sea front.



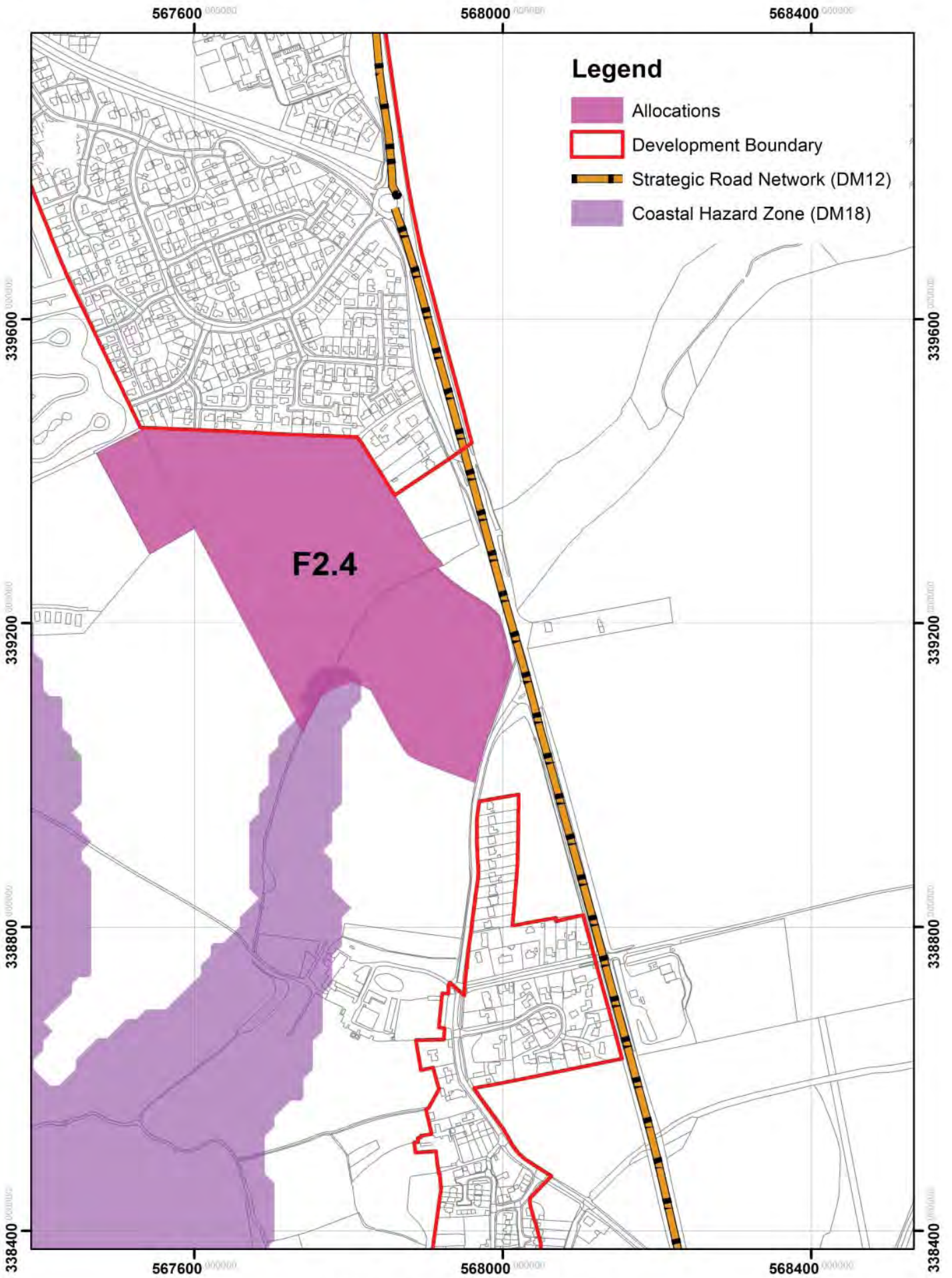
Inset F2 Hunstanton



Hunstant (F2.2) Zoomed



Hunstanton (F2.3&F2.5) Zoomed



Legend

- Allocations
- Development Boundary
- Strategic Road Network (DM12)
- Coastal Hazard Zone (DM18)

F2.4

Hunstant (F2.4) Zoomed

F Towns

Site Allocations

Policy F2.2 Hunstanton - Land to the east of Cromer Road

Land amounting to 6.2 hectares is allocated for residential development of 120 dwellings. Development will be subject to compliance with all of the following:

1. Provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point and access to sustainable transport links,
2. Provision of affordable housing in line with current standards;
3. Submission of details of layout, phasing, and appearance;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts and woodland to the north and east boundaries to minimise the impact of the development on the setting of Old Hunstanton Conservation Area, the Grade I Listed Hunstanton Hall as well as the Hall's park and gardens which are listed as Grade II and the North Norfolk Coast Area of Outstanding Natural Beauty (AONB);
6. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
7. Outdoor play/recreation space of at least 0.67 ha (based on a population of 280, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons);
8. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This may require open space provision over and above the Council's normal standards for play space detailed in the previous clause, and may consist of some combination of
 - informal open space (over and above the Council's normal standards for play space);
 - pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
 - a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.
9. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and

the North Norfolk Coast Protection Area, and the sensitivity of those areas to dog walking and other recreation.

10. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.
11. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
12. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.

Justification

F.2.9 This site (submitted site ref. no. 828/851), together with allocations F2.3 and F2.4 (see below) provide the most sustainable opportunities, of the available options, to deliver the additional housing needed in the town. Site F2.2 is in reasonable proximity to the town centre and other facilities of the town, and avoids the adverse landscape impacts of the alternative potential development sites to the south of the town. H1 alone, however, is insufficient to meet the full amount of development identified as needed in Hunstanton by the adopted Core Strategy at a density commensurate with the character of the town and the site's surroundings.

F.2.10 The site is flat, meaning it could be fairly easily screened from the wider countryside, in comparison to land to the south of the settlement which is highly visible on the approach to Hunstanton from the A149 due to the topography of the site. The flat topography of the site makes it easy to develop and will encourage new residents to walk and cycle from their homes.

F.2.11 The built extent of Old Hunstanton is approximately 400m north of the site, and is a designated Conservation Area. Undeveloped agricultural land separates the two settlements, and distant views of the southern extent of Old Hunstanton can be seen from the northern boundary of the site. However, any new development on the site would not extend beyond the northern built extent of Hunstanton, situated to the west of the A149. Additionally, a significant 400m belt of agricultural land would maintain the gap between the settlements. The policy contains a clause to ensure that a significant, high quality landscaping scheme will be delivered on the northern and eastern boundaries. This will help screen new development from the wider countryside and reduce the visual impact on the setting of Old Hunstanton Conservation Area to the north, the setting of Hunstanton Hall and Listed Buildings to the north east and the Area of Outstanding Natural Beauty to the east.

F.2.12 The site comprises agricultural land (Grade 3) with some established hedgerow/trees forming the site boundary. There are no major landscape features of importance within the site boundary. Whilst the Council will seek to retain established trees and hedgerow, new development will result in the loss of productive agricultural land. It is not possible to allocate the level of growth

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sought for Hunstanton on previously developed land, therefore the Council considers that a balance should be struck to enable some growth in Hunstanton whilst ensuring the remaining surrounding agricultural land can remain productive and accessible to agricultural vehicles.

F.2.13 The Plan's Habitats Regulations Assessment Report identified the need for a range of measures to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These measures are set out in the policy.

F.2.14 The Council's Green Infrastructure Study (Stages 1 & 2, 2009 & 2010) identifies enhancements to the footway network around the town and including the vicinity of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements, and this ties in with the desire to ensure high standards of amenity and quality of life for residents of the new development, and the need for additional green infrastructure mentioned in relation to habitat protection.

F.2.15 There are Historic Environment Records relating to some archaeological finds such as Iron Age pottery and potential evidence of post-medieval banks. Therefore, the policy requires the developer to submit a Heritage Asset Statement and conduct an Archaeological Field Evaluation to understand the potential archaeological impact of new development.

F.2.16 Anglian Water has indicated the presence of a water mains crossing the site. Further discussion would be required between the Council, Anglian Water and the developer to identify whether this would affect the layout or construction of development if this site is allocated for housing.

Policy F2.3 Hunstanton - Land south of Hunstanton Commercial Park

Land south of Hunstanton Commercial Park Land amounting to 5 hectares, as identified on the Draft Policies Map, is allocated for 50 residential units comprising a mixture of

- market housing;
- affordable housing; and
- housing with care.

Development will be subject to compliance with all of the following:

1. Provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point (to serve proposals F2.3 and F2.5) and access to sustainable transport links;
2. Submission of details of layout, phasing, and appearance;
3. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts to the north, east and southern boundaries to minimise the impact of the development on the setting of Grade II* listed Smithdon High School and gym, Grade II* listed and scheduled remains of St Andrew's Chapel and the North Norfolk Coast Area of Outstanding Natural Beauty;

4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site, if required;
6. Provision of affordable housing on site, or an equivalent financial contribution, to meet current standards.
7. Outdoor play/recreation space of at least 0.28 ha (based on a population of 233, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons);
8. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of
 - informal open space (over and above the Council's normal standards for play space);
 - pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
 - a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.
9. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Special Protection Area, and the sensitivity of those areas to dog walking and other recreation.
10. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.
11. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.

Justification

F.2.17 The topography of the site is relatively flat and the site is surrounded by development on two sides (adjacent to industrial estate and secondary school to the north, and residential development to the west). The site is a smaller and more enclosed field than most of the agricultural land to the east of Hunstanton. All of these factors will aid visual screening of the site from the wider countryside, reducing any potential detrimental impact on the Area of Outstanding Natural Beauty. The policy includes a clause to ensure that the existing hedgerow on the southern and eastern border is improved to help screen development from the wider area.

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F.2.18 The option of new development on land to the south of Hunstanton Commercial Park has received the greatest level of positive response from infrastructure providers, key stakeholders, local interest groups, Hunstanton Parish Council and the public. This site is located closer to the town centre and local services of all the potential options for development outside the proposed development boundary. The site therefore offers the greatest opportunity for new residents to walk and cycle to local services. Norfolk County Council Highways Authority has indicated this land as their preferred option for housing. They have specified that local highway improvements would be required including a crossing point for the A149 and extension to the 30mph limit to deliver this allocation.

F.2.19 The Council would prefer to allocate a mix of specialist residential development (defined as accommodation which has been specifically designed and built to meet the needs of the elderly which could be of varying tenure), market dwellings and affordable housing to complement the proposed Care Home on F2.3. Such proposals will offer a wider choice of residential accommodation for local people and new residents in an area which is characterised by an ageing population.

F.2.20 The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

F.2.21 Development in this location would not compromise the strategic gap between Hunstanton and adjacent settlements. The site is adjacent to Smithdon High School Development and the Grade II* listed and scheduled remains of St Andrew's Chapel to the south-east. The policy includes a clause to give emphasis to the importance of addressing impacts upon heritage assets and their settings in the design of the proposed housing.

F.2.22 Whilst the site is currently in productive agricultural use (grade 3) as previously stated, it is not possible to allocate the level of growth sought for Hunstanton on previously developed land. The Council considers that a balance should be struck to enable some growth in Hunstanton whilst ensuring the remaining surrounding agricultural land can remain productive and accessible to agricultural vehicles.

F.2.23 The Plan's Habitats Regulations Assessment Report identified the need for a range of measures to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These measures are set out in the policy.

F.2.24 The Council's Green Infrastructure Study (Stages 1 & 2, 2009 & 2010) identifies enhancements to the footway network around the town and including the vicinity of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements, and this ties in with the desire to ensure high standards of amenity and quality of life for residents of the new development, and the need for additional green infrastructure mentioned in relation to habitat protection.

F.2.25 Anglian Water have indicated the presence of a water mains crossing the site. Further discussion would be required between the Council, Anglian Water and the developer to identify whether this would affect the layout or construction of development if this site is allocated for housing.

Policy F2.4 Hunstanton - Land north of Hunstanton Road

Land north of Hunstanton Road amounting to 12.6 hectares should be allocated for development of 163 dwellings on 6.2 ha of the site, and open space on 6.4 ha of the site subject to:

1. Provision of affordable housing in line with current standards
2. Provision of safe vehicular and pedestrian access
3. Submission of a final masterplan for the site incorporating details of layout, phasing and conceptual appearance
4. Details of plans for the proposed open space with regards to public access, recreational and ecological opportunities, potential hard and soft landscaping including play space(s) and arrangements for the ongoing management of the space.
5. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of:
 - informal open space (over and above the Council's normal standards for play space);
 - pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
 - a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.
6. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area, and the sensitivity of those areas to dog walking and other recreation.
7. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.
8. Incorporation of a high quality landscaping scheme to limit the visual impact of proposed development on the countryside and on the southern approach to Hunstanton
9. Submission of details of sustainable drainage measures and how they will integrate with the design of the development and how they will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission

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10. An Archaeological Field Evaluation of the site should be undertaken following on from the results of the desk based Archaeological Assessment. This should be undertaken prior to consideration of extraction of minerals from the site.
11. Submission of an Environmental Statement that satisfies Norfolk County Council that:
 - the applicant has carried out investigations to identify whether the resource (sand, gravel, carr stone) is viable for mineral extraction; and if the mineral resource is viable, that:
 - the applicant has considered whether it could be extracted economically prior to development taking place; and if the mineral resource can be extracted economically, whether (or not):
 - there are opportunities to use the onsite resource during the construction phase of development.
12. A financial contribution to existing infrastructure and/or services or provision of new infrastructure necessary to serve the development to be determined upon submission of the planning application.

Justification

F.2.26 The site is grade 3 agricultural land surrounded by a golf course to the west, a residential estate to the north, the A149 to the east and agricultural fields to the south. The topography of the site rises from a low point in the south east corner to higher ground on the northern boundary and the site is therefore open to view, particularly when approaching the town from the south. Technical reports submitted relating to Ecological Feasibility, Archaeology Assessment and Visual Assessment suggest that land be left undeveloped to the south, thereby reducing the potential for landscape intrusion and also allowing for enhanced ecological and recreational benefit. The policy contains provision for archaeological investigation. The existing tree belt to the west provide a degree of screening which should be reflected in detailed layouts.

F.2.27 The majority of the site is not at high risk of flooding and the housing development itself should not be affected by flooding. There are some general infrastructure issues relating to the capacity of the Waste Water Treatment Works which apply to all allocations in Hunstanton. The principle of access from the A149 has been established to the satisfaction of the Highway Authority. The junction details can be determined at application stage. Provision needs to be made for pedestrian and cycle access to Hunstanton town through existing development to the north. Any new road would need to cross a tributary of the Heacham River; consent would be required from the Lead Flood Authority.

F.2.28 The maintenance of a strategic gap between Heacham and Hunstanton is of great importance. It is acknowledged that part of the allocation site falls in Heacham Parish, however the proposed housing does not. In addition, although the site is not in the Norfolk Coast AONB, it forms part of its setting and any development on the site should address views in and out of the AONB.

F.2.29 The Plan's Habitats Regulations Assessment Report identified the need for a range of measures to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These measures are set out in the policy.

F.2.30 The Council's Green Infrastructure Study (Stages 1 & 2, 2009 & 2010) identifies enhancements to the footway network around the town and including the vicinity of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements, and this ties in with the desire to ensure high standards of amenity and quality of life for residents of the new development, and the need for additional green infrastructure mentioned in relation to habitat protection.

Employment Land

Policy F2.5 Hunstanton - Land south of Hunstanton Commercial Park

Land south of Hunstanton Commercial Park Land amounting to 1 hectare is and identified on the Polices Map is allocated for employment use, subject to the following:

1. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, highways etc. necessary to serve the development.
2. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination'.

Justification

F.2.31 The Core Strategy sought to renew an allocation for employment of 1 hectare in size to the east of the A149 which had originally been identified in the 1998 Local Plan.

F.2.32 The site is a smaller part of submitted site 833, currently the north-west corner of an agricultural field immediately south of Hunstanton Commercial Park and Smithdon High School. As detailed in the justification for F2.3, the site is chosen for a number of factors but mainly because it is a sustainable location for growth adjacent to existing development and it's the closest of all options to Hunstanton Town Centre and associated services and facilities. There is an established access to the commercial area from the A149, however, depending on the nature of the employment use it may be preferable to develop the site in conjunction with allocation F2.3 which will require a new access point onto the A149. Linking these developments may optimise the viability of the development enabling a greater contribution to new infrastructure.

F.2.33 Hunstanton Town Council has promoted the use of the site for a care home. The Borough Council would accept such a use on this site having regard to the employment opportunities associated with such development and the level of identified need for such accommodation in Hunstanton and the nearby villages of Heacham and Dersingham. Hunstanton is one of relatively

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few settlements in the northern coastal area of Norfolk that have a sufficient population to sustain a high level of services and facilities and therefore this site comprises an ideal location to situate a new Care Home.

F.2.34 It would also offer the potential for the integration of the development of this site with housing allocation F2.3 adjacent. However, the site's owners have other aspirations, there are no detailed proposals for such a development, and it remains to be seen whether this type of development can actually be delivered on this site. Nevertheless, the Borough Council is keen to further explore this potential, invites comments on the possibility, and would be happy to discuss with prospective developers and service providers the potential for development of a residential care home on this site.

F.3 Wisbech Fringes (inc.Walsoken)

Settlements adjacent to Wisbech

Description

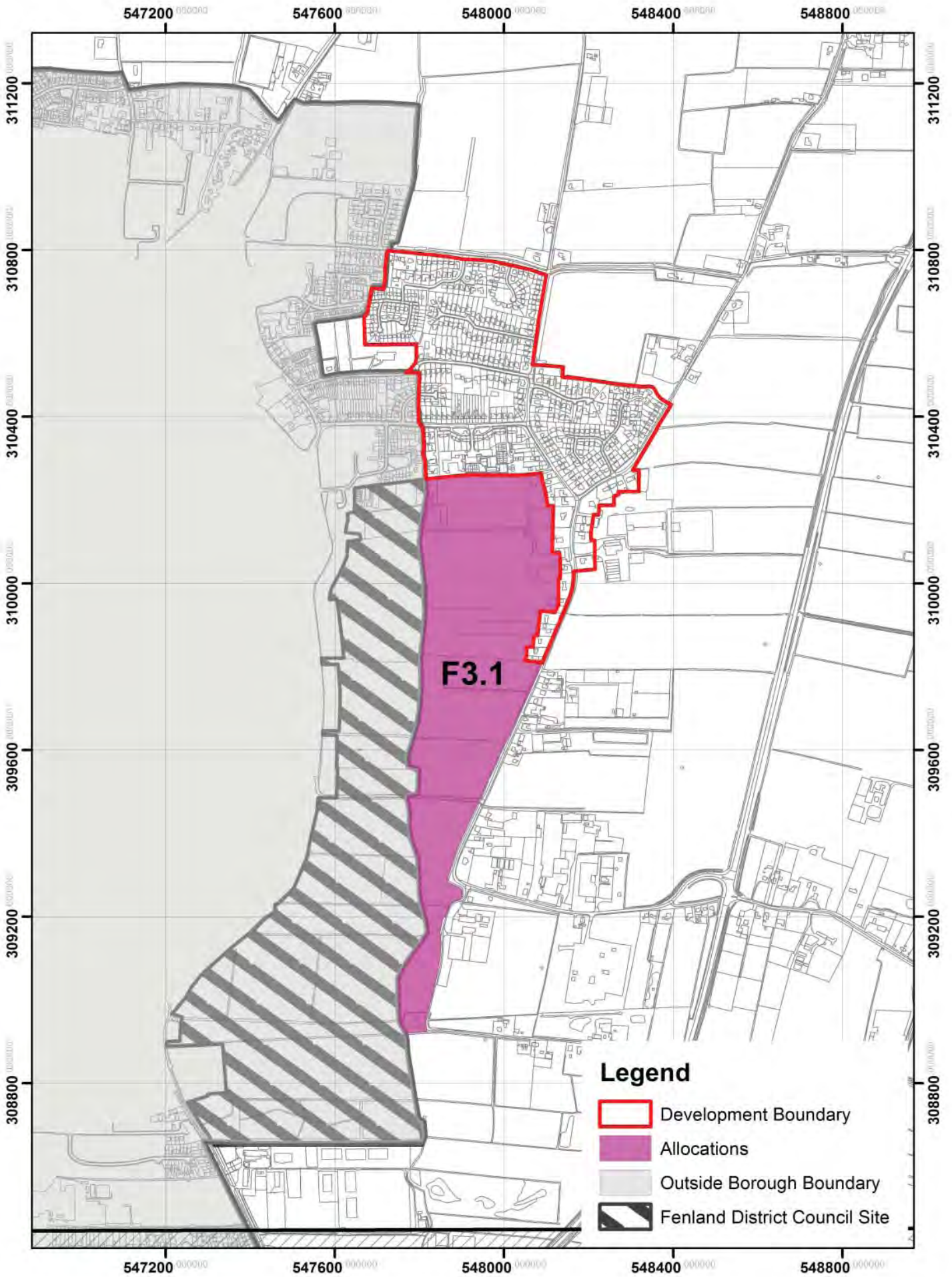
F.3.1 The Core Strategy acknowledges the fact that for Wisbech (which is in the Fenland District Council Area) to cater for growth within its catchment some of the growth would likely need to take place in the adjacent district of West Norfolk. Wisbech is located at the edge of West Norfolk, and taking into account constraints to development in other parts of the Wisbech area it is likely that some development would need to be accommodated in West Norfolk. Wisbech, with a population of some 20,000 people is the largest settlement in Fenland district and has a significant range of services and facilities. It is an important destination for the surrounding rural settlements (including some of those in West Norfolk). However, the growth of Wisbech is constrained by the capacity of the highway network both internal (i.e. within the town) and external (i.e. the A47) and flood risk issues in some sectors. This makes the area adjacent to the town in West Norfolk a significant opportunity for sustainable growth.

Strategic Background

F.3.2 The boundary with Fenland District Council is close or adjacent to the north and east of the town. Development in these areas is subject to continuing joint working with Fenland District Council, Cambridgeshire County Council and Norfolk County Council. Of particular importance in this regard is the need to ensure that development proposed for Wisbech in the Fenland Local Plan successfully complements existing and/or new development proposed at Wisbech which falls within the Borough Council area.

F.3.3 The Borough Council's Core Strategy makes provision for a minimum of 550 houses for the edge of Wisbech in the period to 2026. Strategic directions of growth are indicated in the Core Strategy towards Walsoken and West Walton as well as towards Emneth. The area to the edge of Wisbech is a suitable and sustainable location for growth in West Norfolk, but joint planning with Fenland District Council is necessary to establish the ultimate form of planned expansion for Wisbech.

F.3.4 The resulting development will comprise (in Fenland) the whole of the land to the east of Wisbech as identified in the Fenland Local Plan and shown on the accompanying plan, plus additional adjoining land to the east and/or south of that land as falling in King's Lynn and West Norfolk Borough Council's administrative area. The precise boundaries for this additional land is considered below.



Legend

-  Development Boundary
-  Allocations
-  Outside Borough Boundary
-  Fenland District Council Site

Inset F3 Wisbech Fringes

Wisbech Fringe

Policy F3.1 Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)

Land to the east of Wisbech (approximately 25.3 hectares), as shown on the Policies Map, is allocated for 550 dwellings, subject to:

1. Prior to the submission of a detailed planning application, the applicant should provide
 - a. an ecological study that establishes either:
 - i. there would be no negative impact on flora and fauna; or
 - ii. if any negative impacts are identified, establishes that these could be suitably mitigated.
 - b. an archaeological assessment;
 - c. a landscape assessment to determine whether existing areas of mature orchards, could be retained and enhanced to serve as multi functional public open space areas with amenity and biodiversity value.
 - d. A broad concept plan / masterplan for the wider development area (including the adjacent Fenland allocations) showing how the various considerations and requirements (including those below) can be integrated and delivered. This is to be agreed jointly by both Fenland District Council and the Borough Council of King's Lynn & West Norfolk.
2. An application should include the provision of:
 - a. The proposed access(es) to serve the development must ensure that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity. Access towards the A47 will probably be in the form of a new junction, with the arrangements for delivering such upgrade being agreed as part of the comprehensive delivery scheme for the allocation.
 - b. Local highway improvements to fully integrate the development into the surrounding network;
 - c. Improved bus links to Wisbech town centre and associated infrastructure;
 - d. Pedestrian and cycle ways within and beyond the site, including links to Wisbech town centre.
 - e. Additional primary and secondary school places, and if required the provision of a site for a new primary school.
 - f. Strategic infrastructure for the wider area proportionate to the size of the development
 - g. Protection and enhancement of public rights of way within the site;
 - h. Sustainable urban drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.
 - i. Provision of affordable housing in line with current standards

F Towns

Site Justification and factors to be considered in the wider expansion

F.3.5 Transportation

- The Highways Authorities in Cambridgeshire and Norfolk together with the Highways Agency consider that adequate arrangements for the scale of traffic likely to be generated can be designed:
 - The adjacent development and road network on the edge of Wisbech provides opportunity to link to already established routes.
 - Suitable improvements to local connectivity for public transport; cycle and pedestrian linkages into Wisbech town primarily through the Fenland area proposals which abut the town itself.
 - Improvements to the Broadend Road junction with the A47.
- As part of the planning for the expansion of Wisbech Fenland District Council are preparing a transport strategy for the town.
- Increased traffic – Design and Access Statements will be required considering safety and cumulative impact on the existing network.

F.3.6 Design

- The site is contained in the local context by Broadend Road and to the north by the development fronting on to Chapall Road. Further to the west it adjoins open land abutting Wisbech and Stow Road. There will be a need to screen development from the wider countryside (particularly to the east towards the A47 by retaining/improving existing hedgerows and creating new green areas for potential wildlife habitat.
- The distance and intervening landscape and fragmented views provides some of this screening.
- The boundary between Fenland and West Norfolk is an administrative boundary, but physically on the ground it is difficult to see any obvious dividing line or feature.
- It is important that there is a comprehensive approach to the wider development which will straddle the administrative boundary. The wider context of the expansion as part of the growth of Wisbech is the determining factor. Hence the policy requirement for a co-ordinated and comprehensive layout.
- Careful consideration of the historic landscape is needed using local factors to influence new designs, but also ensuring recorded and unrecorded finds are protected.
- Incorporation of Sustainable Drainage Systems is needed but reflecting the existing drainage patterns.

F.3.7 Infrastructure

- Further development will need to fund improvements to existing infrastructure, particularly expansion to existing schools. In this regard a joint approach with Cambridgeshire has been initiated as the majority of children are like to attend Wisbech schools.

- Green Infrastructure – There is capacity to create new publicly accessible green space with reference to existing local features. Suitable linkages offsite are required as appropriate.
- Electricity – electrical supply capacity is tight, the area is likely to require its power infrastructure to be upgraded in response to growth, but again as part of wider Wisbech considerations. The Adopted Fenland Local Plan addresses the wider infrastructure situation..

F.3.8 Community facilities

- Integrating the new community with the existing community will be required, but there are existing structures in Wisbech to build on and enhance. There is potential to have community involvement in the planning and design process and to promote long term community cohesion.
- Health – All options require expansion of facilities especially when the total scale of development in Wisbech is taken into account.

F.3.9 Affordable Housing

- Provision of new housing will increase the local housing stock which should improve local choice and affordability (in addition to the provision of some affordable housing).

F.3.10 Flood Risk

- A small portion of the site falls in flood zone 2, and a smaller portion in flood zone 3. It should be possible to avoid this land (in the extreme south east of the site) or use it for less vulnerable uses.

F Towns

Walsoken

F.3.11 The village of Walsoken is situated on the outskirts of Wisbech to the northeast of the town. There is little, if any, visible separation between Wisbech and Walsoken. The population of Walsoken is approximately 1,540.

F.3.12 The area within the borough is characterised by a uniform residential pattern, apart from the open space around the Church of All Saints. The buildings are predominantly modern in character and the material is mainly brick with interlocking tile roofs.

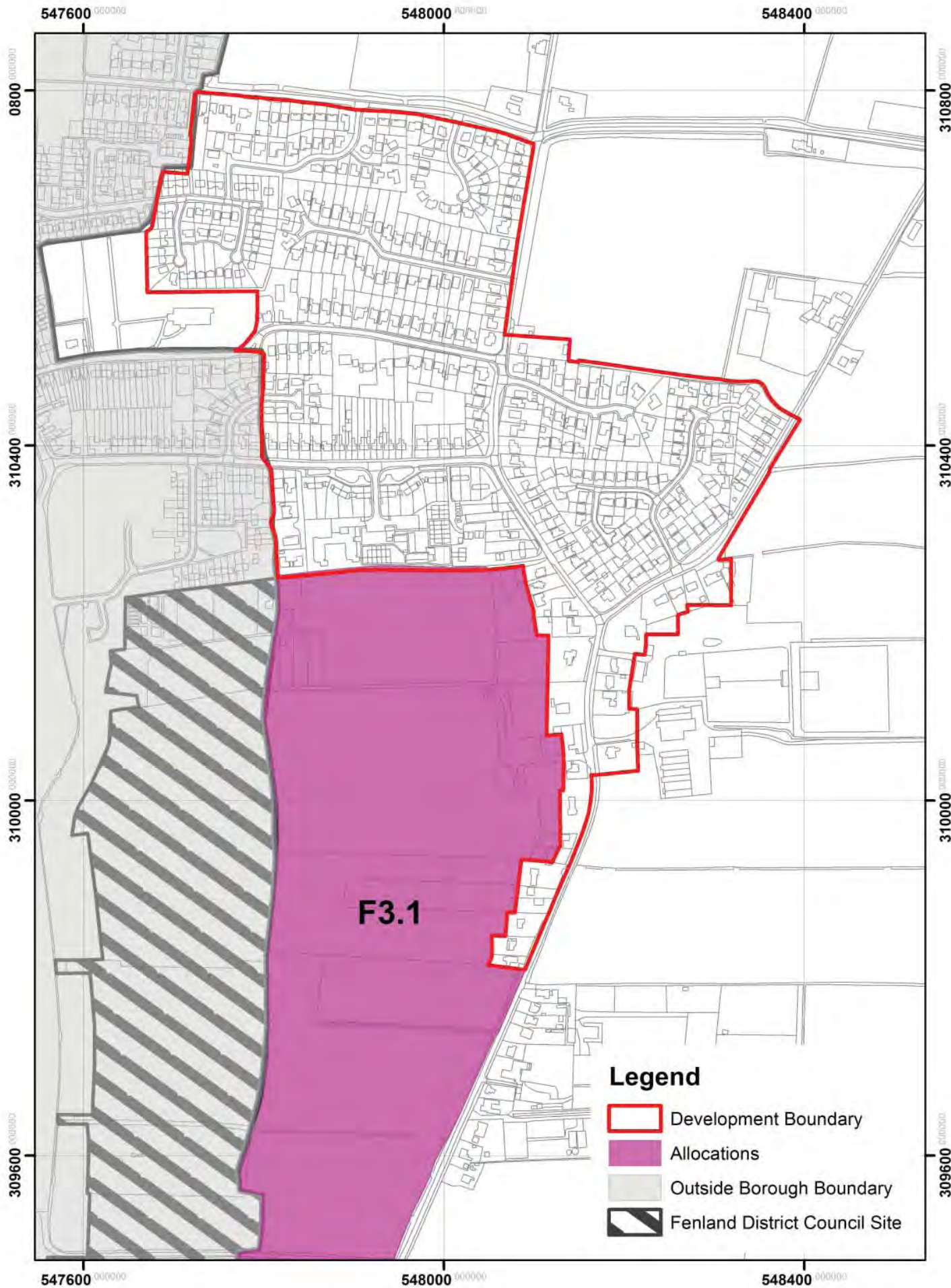
F.3.13 The Infrastructure Study (2010) identifies a number of issues which would need to be addressed as part of any new development within the area around the village. This includes the expansion of schools and healthcare, and potential improvements to the capacity of utilities. These are considered further below.

F.3.14 The Landscape Character Assessment (2007) refers to Walsoken bordering the 'Open Inland Fens' to the east and encompassing a rich mix of arable fields, fruit orchards, plantations and pasture. It has an intact mature landscape structure including the rows of poplars and large concentration of fruit orchards with panoramic views across the area, frequently framed by the orchards. There is a historic drainage network, and a strong sense of tranquillity throughout the area.

F.3.15 In terms of flood risk only a small part of the built area of the village is constrained and this is at low to medium risk (category 2).

F.3.16 The Core Strategy identifies Walsoken as a 'Settlement Adjacent to a Main Town', because although it has a range of services within the village itself, its proximity to Wisbech means that the settlement benefits from the range of services, facilities and employment opportunities in the town.

F.3.17 A development boundary has been defined for Walsoken as shown on the next page.



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0250 100 150 200
 Meters

Walsoken Zoomed

F Towns

Rural West Norfolk G

G Rural West Norfolk

Rural West Norfolk Settlements

G.0.1 The following list of designated settlements is presented in alphabetical order.

G.1 Anmer (SVAH)

Smaller Village and Hamlet

G.1.1 Anmer is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.1.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.2 Ashwicken (RV)

Rural Village

Description

G.2.1 Ashwicken is a small village that falls within Leziat Parish five miles east of King's Lynn. The village has a scattered form with part falling south of the B1145 road along East Winch Road and part along the B1145 itself. Leziat Parish has a population of 592⁽⁴⁾. (Ashwicken itself is estimated at 467). The services in the village include a primary school, a church and bus service.

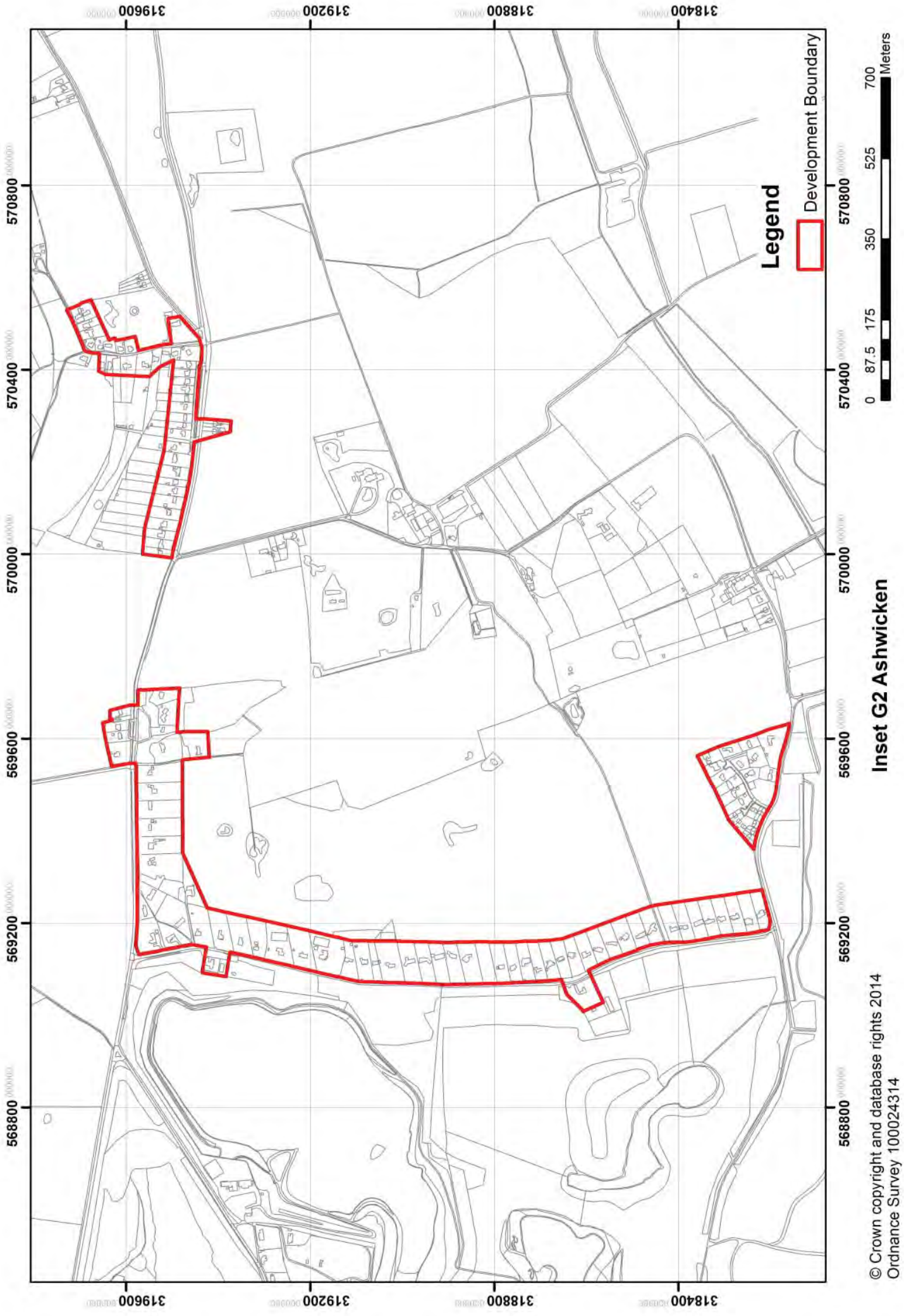
G.2.2 In relation to landscape, Ashwicken is situated within the 'Farmland with Woodland and Wetland'. This is defined in the Landscape Character Assessment⁽⁵⁾ as mixed agricultural fields, interspersed with woodland and areas of open water creating a medium scale landscape with a varied sense of enclosure. The landscape is flat to gently undulating, relatively undeveloped and largely contributes to the distinctive character of the settlement.

G.2.3 Ashwicken is designated a Rural Village in the Core Strategy capable of accommodating modest growth to support essential rural services. On a population pro-rotta basis, the Council's preferred distribution of development (see Distribution of Development section) Ashwicken would receive an allocation of 5 new dwellings (including, at current standards, 1 affordable dwelling).

G.2.4 No suitable development site was identified in Ashwicken in terms of form, character and highway constraints, and results of consultation. Therefore no allocations are made in this settlement.

4 2011 Population Census Data

5 King's Lynn & West Norfolk Landscape Character Assessment 2007



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Inset G2 Ashwicken

G Rural West Norfolk

G.3 Bagthorpe with Barmer (SVAH)

Smaller Village and Hamlet

G.3.1 Bagthorpe with Barmer is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.3.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.4 Barmer - See Bagthorpe

G.4.1 Barmer is designated part of a joint 'Smaller Village and Hamlet' by the 2011 Core Strategy. Allocations and policies for this location can be found under Bagthorpe.

G.5 Barroway Drove (SVAH)

Smaller Village and Hamlet

G.5.1 Barroway Drove is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.5.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.6 Barton Bendish (SVAH)

Smaller Village and Hamlet

G.6.1 Barton Bendish is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.6.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.7 Barwick (SVAH)

Smaller Village and Hamlet

G.7.1 Barwick is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

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G.7.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.8 Bawsey (SVAH)

Smaller Village and Hamlet

G.8.1 Bawsey is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.8.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.9 Bircham Newton (SVAH)

Smaller Village and Hamlet

G.9.1 Bircham Newton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.9.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and Development Management policies in this document. The exception to this is outlined in DM13 as this relates to development associated with the National Construction College at Bircham Newton.

G.10 Bircham Tofts - See Great Bircham

G.10.1 Bircham Tofts is designated part of a joint 'Rural Village' by the 2011 Core Strategy. Allocations and policies for this location can be found under Great Bircham.

G.11 Blackborough End (SVAH)

Smaller Village and Hamlet

G.11.1 As a result of the Minor Amendments to the Core Strategy, (see earlier Section B in the document) Blackborough End is designated a 'Smaller Village and Hamlet'. As such it does not have any specific site allocations or a development boundary.

G.11.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

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G.12 Boughton (SVAH)

Smaller Village and Hamlet

G.12.1 Boughton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.12.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.13 Brancaster / Brancaster Staithe / Burnham Deepdale (KRSC)

Key Rural Service Centre

Description

G.13.1 Brancaster, Brancaster Staithe and Burnham Deepdale are coastal settlements within the Norfolk Coast Area of Outstanding Natural Beauty which have developed in a linear pattern along the A149. The settlement hierarchy designated the settlements as a joint Key Rural Service Centre, according to their proximity to each other providing the opportunity for mutual support, with a combined population of 797⁽⁶⁾.

G.13.2 The highest concentration of local services is in Burnham Deepdale which contains a local centre focused around a set of small business and retail outlets adjacent to a petrol station and convenience store and a tourist information centre and camping business. Additionally the settlements also contain pubs, a school, churches, a village hall and other businesses associated largely with tourism. The villages are connected via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells-next-the-Sea.

G.13.3 The settlements contain a mix of traditional buildings constructed of local materials; knapped pebble flint with red brick quoin, some clunch and pitched roofs with pantiles. The use of local / traditional building materials is striking and provides a strong recognisable sense of place. Part of Brancaster has been designated a Conservation Area for its historic interest. The settlements are interspersed with small-scale infilling of modern development.

G.13.4 The Landscape Character Assessment⁽⁷⁾ characterises the area from Holme-next-the-Sea to Brancaster as 'Coastal Slopes'. The area encompasses gently sloping landform (from higher plateau to the south towards the coast). This higher, mainly arable landscape to the south facilitates extensive, uninterrupted and often panoramic views towards the coast with an intricate network of saltmarshes and creeks visible in the distant foreground.

G.13.5 The area is rich in natural and historic assets including:

6 Census data 2011

7 [1] Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

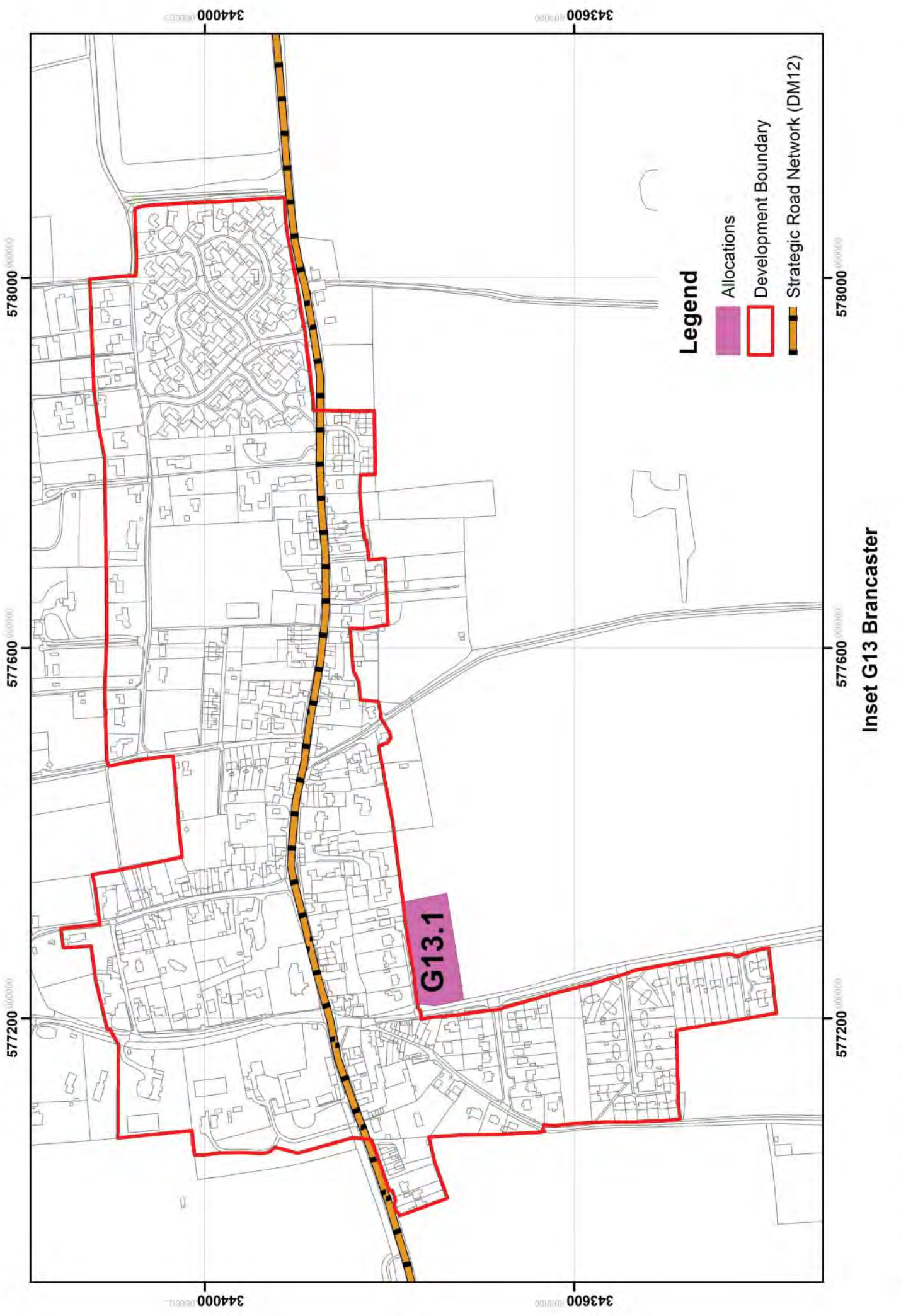
Rural West Norfolk G

- Remains of roman fort: Branodunum in Brancaster
- Peddars Way and the Norfolk Coast Footpath
- Titchwell Marsh RSPB Reserve
- Tidal creeks which are navigated for sailing
- Salt marsh.

G.13.6 Brancaster, Brancaster Staithe and Burnham Deepdale are located next to the undeveloped coast which is protected by national and international designations for its natural, environmental and historic significance. Further development in these settlements must be particularly sensitive in terms of visual impact and the impact new residents could have on the immediate surroundings. For this reason, the Council considers only a modest level of development would be appropriate in these settlements. The potential impact of development on the Area of Outstanding Natural Beauty designation, the Designated Ancient Monument of Branodunum Fort and on the protected Conservation Area in Brancaster has been key considerations in the Sustainability Appraisal of all sites.

G.13.7 The policies below allocate fifteen houses altogether; five houses in Brancaster and ten houses in Brancaster Staithe. This provides the opportunity to deliver three affordable dwellings.

G.13.8 Brancaster Parish Council is preparing a neighbourhood plan and once finalised and approved this will help shape the character, layout and detail of development in the village.



Site Allocation

Policy G13.1 Brancaster - Land to the east of Mill Road

Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of 5 dwellings. Development will be subject to compliance with all of the following:

1. Provision of new road to access the site from the B1153
2. Submission of an ecological study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - or, if any negative impacts are identified, establishes that:*
 - ii) these [negative impacts] could be suitably mitigated against;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty and the setting of Brancaster Conservation Area;
4. Incorporation of a high quality landscaping scheme to integrate the development into the landscape of the Area of Outstanding Natural Beauty, and minimise its impact of the development on the wider countryside, with particular attention to the south and east boundaries, including incorporating existing planting here as far as practicable;
5. Provision of affordable housing in line with the current standards;
6. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;

Site Description and Justification

G.13.9 The site is one of the Council's allocated sites for development following the comparative assessment in the Sustainability Appraisal. The site offers the opportunity to create a small development on land which is currently unused to the south of the A149 away from more sensitive locations near the coast or the remains of the Roman Fort. Vehicular access to the B1153 could be achieved through creating a new separate access road, this is supported by the local highways agency. The location of the site offers safe walking and cycling access to nearby local services and Brancaster Primary School. Whilst the site is classified as agricultural land (Grade 2) the site is situated immediately adjacent to existing residential development and remains unused, therefore development would not in practice result in the loss of productive agricultural land.

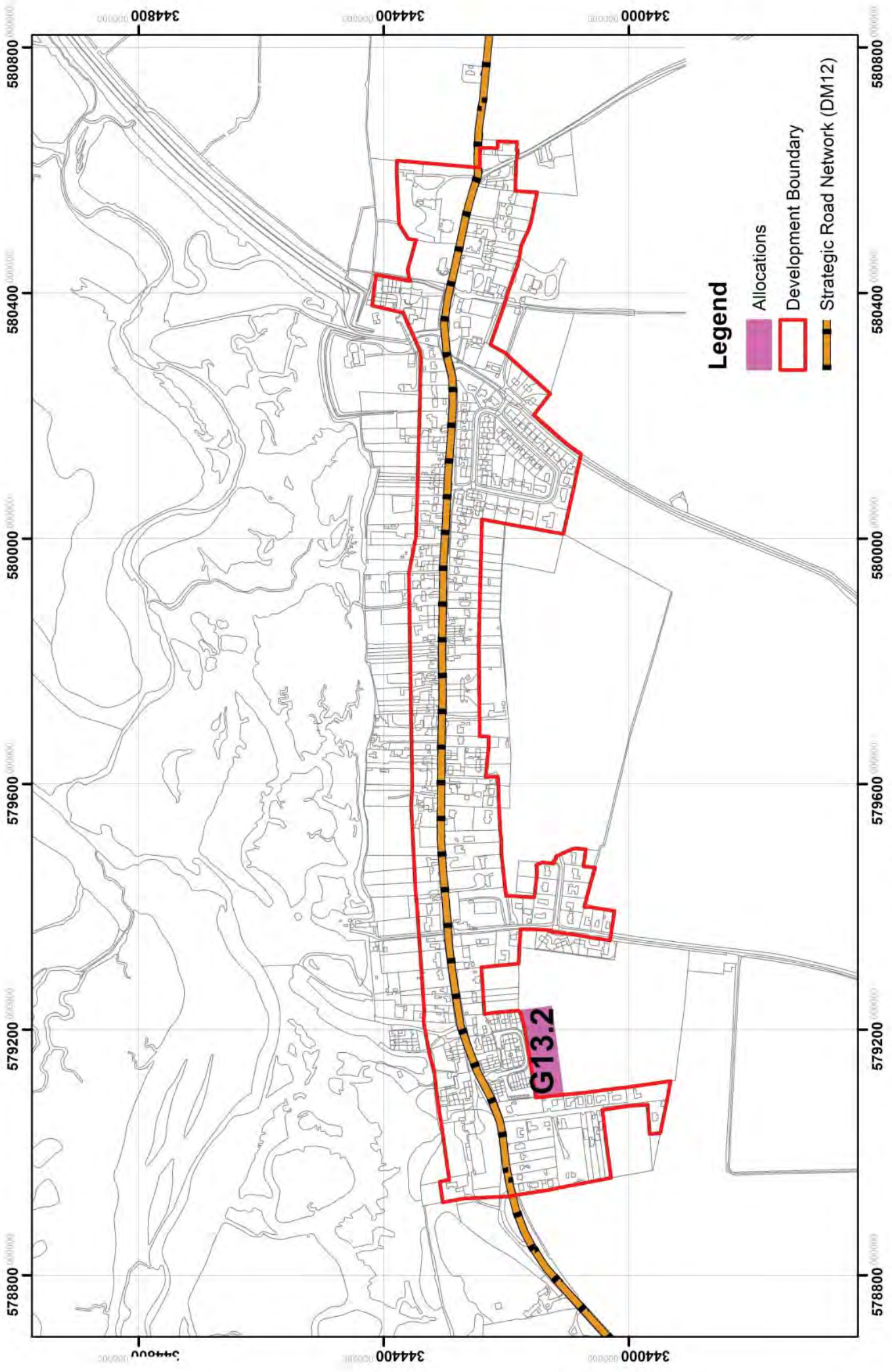
G.13.10 Whilst the site is within the Area of Outstanding Natural Beauty, the site is bordered by existing development to the south and east which provides a semi-urban backdrop reducing the visual impact on the wider countryside. The site is currently heavily overgrown with flora and

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bounded by hedgerows, some of which could be utilised to provide natural screening from the wider countryside. However, an ecological survey is to be undertaken to determine the potential impact on biodiversity and identify necessary mitigation strategies.

G.13.11 The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. The Conservation Area extends to the opposite side of Mill Road (to the north west of the site). It is possible to view the Grade 1 Listed Church above the existing properties to the north of the site. It is not considered that development of the site would have a material impact on the setting of this Heritage Asset. The policy contains a clause to ensure that new development would not have an adverse impact on the setting of the Conservation Area and on the Area of Outstanding Natural Beauty designation.

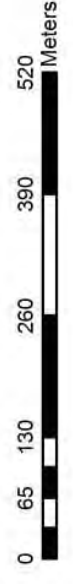
G.13.12 Housing affordability is a key issue for local people within settlements in the Area of Outstanding Natural Beauty. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of five houses on the preferred site would enable the delivery of one affordable home (at current standards).



Legend

- Allocations
- Development Boundary
- Strategic Road Network (DM12)

Inset G13 Brancaster Staithe/Burnham Deepdale



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Site Allocation

Policy G13.2 Brancaster Staithe and Burnham Deepdale - Land off The Close

Land amounting to 0.7 hectares, as shown on the Policies Map, is allocated for residential development of 10 dwellings. Development will be subject to compliance with all of the following:

1. Submission of details demonstrating safe access provision onto The Close;
2. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;
3. Incorporation of a high quality landscaping scheme to the south and east boundaries to minimise the impact of the development on the wider countryside;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Provision of affordable housing in line with the current standards.

Site Description and Justification

The Council considers that the site (part of submitted site 183) is considered to have the least impact on the visual amenity of the Area of Outstanding Natural Beauty than any other suggested options. The site is largely surrounded by development (on three of its four sides), with undeveloped arable farmland to the south and a small portion of open space to the north. Norfolk County Council, as Highways Authority have indicated the site is one of their preferred options for development in the settlement providing safe access can be obtained onto The Close. The site has the advantage of being well related to other built development and safe pedestrian access is achievable to the village services. The site is currently used for agriculture (Grade 2) and development would result in a loss of productive agricultural land. However, there are no alternative options for development on previously developed land and the remainder of the field could still be farmed.

Views of the site are limited but it would have some impact on adjacent properties and the site can be partly seen from Common Lane. However, the site would present a continuation of existing development around The Close and therefore it is not considered to have a significant detrimental impact on the wider scenery as existing housing can already be seen from Common Lane. Effective natural screening will be sought to reduce the wider visual impact on the countryside. The policy contains a clause to ensure the form of development will be designed with special regard to the potential impact on the Area of Outstanding Natural Beauty.

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Housing affordability is a key issue for local people within settlements in the Area of Outstanding Natural Beauty. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of ten houses on the preferred site would enable the delivery of two affordable homes at current standards.

G.14 Brancaster Staithe - See Brancaster

G.14.1 Brancaster Staithe is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under Brancaster.

G.15 Brookville (SVAH)

Smaller Village and Hamlet

G.15.1 Brookville is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.15.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.16 Burnham Deepdale - See Brancaster

G.16.1 Burnham Deepdale is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under Brancaster.

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G.17 Burnham Market (KRSC)

Key Rural Service Centre

Description

G.17.1 Burnham Market is situated close to the coast within the Norfolk Coast Area of Outstanding Natural Beauty and has a traditional village form consisting of a high street occupied by small independent retailers and a pub fronting the village green. Built character within the village comprises a mixture of colour-washed buildings, interspersed with brick, which provide strong definition to the streets. There is a high concentration of Listed Buildings surrounding the village green which is part of a Conservation Area.

G.17.2 The parish of Burnham Market has a population of 877⁽⁸⁾. As with the surrounding coastal villages, the area has long been popular with local people, retirees, and tourists which has led to limited affordability of the local housing stock. Burnham Market is one of few rural settlements which does not suffer from declining services, managing to retain and attract small businesses and therefore provide a sustainable service offer to surrounding villages and hamlets. Burnham Market is connected to coastal villages via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells-next-the-Sea.

G.17.3 The Landscape Character Assessment⁽⁹⁾ highlights that the settlement has spread along a valley following the course of the Goose Beck, a short tributary of the River Burn. The village falls within the 'Rolling Farmland' landscape character type and the area surrounding the village has a mature landscape structure including belts and copses, woodland, mature trees and patches of intact hedgerow.

G.17.4 Burnham Market has a lower than average population size but has a good range of services in comparison to other settlements designated as Key Rural Service Centres by the Core Strategy. Tourists help to sustain the village services but there is no dedicated parking facility for visitors. The Parish Council and Norfolk Green, the local bus service provider have identified that parking is a key issue in the village centre, particular in the peak tourist season.

G.17.5 The village is in a scenic location within the Area of Outstanding Natural Beauty and the central part of the village is designated a Conservation Area. In assessing sites for development the Council have considered the potential impact of development on the rural and historic character of the village and surrounding scenic countryside.

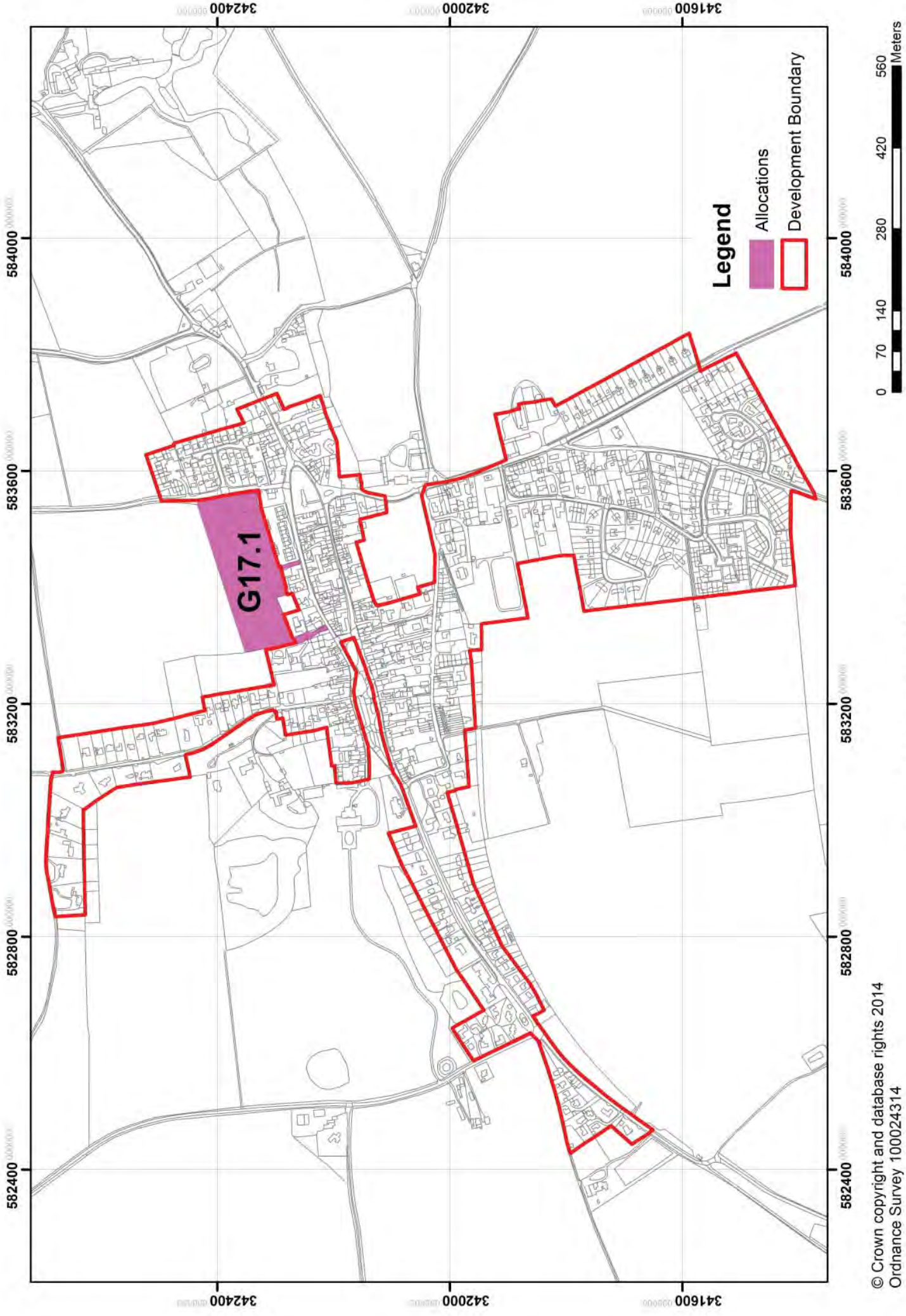
G.17.6 Based on the Council's preferred method of distributing new development (as outlined in the first section), Burnham Market would receive an allocation of twelve new houses including two affordable homes. However, one central development site could deliver an exceptional benefit to the village by providing a public car park and toilet facility if the level of housing allocation was increased to thirty two new homes. This would also increase the total affordable housing contribution

8 Census data 2011

9 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

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to at least six houses. The Council considers this is a unique opportunity which is supported by the Parish Council and therefore the allocation provides for this. This is further explained below (see Justification section).



Inset G17 Burnham Market

Site Allocations

Policy G17.1 Burnham Market - Land at Foundry Field

Land amounting to 2.7 hectares, as shown on the Policies Map, is allocated for residential development of 32 dwellings. A minimum of 1.2 hectares of public car parking space will be provided on site along with related landscaping and public toilets. Development will be subject to compliance with all of the following:

1. Subject to suitable improvements to pedestrian links from the site to the village green and a safe access and local improvements being made to the satisfaction of the local highways authority;
2. Submission of an Environmental Statement that satisfies Norfolk County Council that:
 - i) the applicant has carried out investigations to identify whether the resource (sand and gravel) is viable for mineral extraction;

and if the mineral resource is viable, that:

 - ii) the applicant has considered whether it could be extracted economically prior to development taking place;

and if the mineral resource can be extracted economically, whether (or not):

 - iii) there are opportunities to use the on-site resource during the construction phases of the development;
3. Submission of details relating to the sewer that crosses the site together with mitigation (easement / diversion) to the satisfaction of Anglian Water;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Development will be subject to the submission of an archaeological field evaluation prior to development, in accordance with paragraph 128 of the NPPF;
6. A programme of publicity aimed at occupants of the development and other residents in Burnham Market highlighting the opportunities for recreation (especially dog-walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Special Protection Area. This will highlight the sensitivity of those protected areas to dog-walking and other recreation;
7. Submission of a suitable plan for the future management and maintenance of the car park and public facilities;
8. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Burnham Market Conservation Area and the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;

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9. Incorporation of a high quality landscaping scheme to the northern boundary to minimise the impact of the development on the wider countryside;
10. Provision of affordable housing in line with the current standards.

Site Description and Justification

G.17.7 The allocation site scores well in the Sustainability Appraisal, and has support from Burnham Market Parish Council and members of the public, primarily because the site is centrally located and will provide a much needed car park facility. The amount of housing involved is greater than would normally be considered appropriate within the Area of Outstanding Natural Beauty (AONB). However, this is an exceptional circumstance where the Council considers that the benefit to the amenity of existing residents and local businesses through the creation of a public car park and toilet facilities, justifies the increase in the level of development proposed in this case. Enabling a greater level of development will generate the finance required for the developer to provide these, which will become a lasting public facility for the village.

G.17.8 The site is currently used for agriculture, although is not classified as the highest quality (Grade 4). Whilst development would result in the loss of productive agricultural land, this applies to all potential development options located outside the village boundary and the remainder of the field could still be farmed.

G.17.9 The site is bordered by development on three sides and is therefore viewed in large measure against a semi-urban backdrop. The natural topography of the site, being in a dip, would help to lessen the impact of development on the surrounding area therefore limiting the impact on the visual amenity of the Area of Outstanding Natural Beauty (AONB). Comments from Natural England and the Norfolk Coast Partnership on the options for development indicated a preference for development on this site over other options at the edge of the settlement in relation to the potential impact on the AONB.

G.17.10 In August 2014, during the preparation of this plan, planning permission was granted for development along these lines: Ref. No. 13/01810/FM Land at Foundry Field Burnham Market: Construction of 32 new dwellings, the provision of a public car park (186 spaces), retail units (Class A1, A2 or A3), public toilets and public open space and proposed Pedestrian Works and the demolition of the former day care centre and replacement with dwelling (previously approved under planning reference 10/01582/F). It is considered that this allocation should stand in order to provide policy in the event that any variations or alternatives to the permitted development are sought.

G.17.11 The Borough Council considers that easing parking around the Green and other areas within the settlement would improve the visual appearance of the locality. Whilst English Heritage have expressed concerns regarding the impact of development of the site on the adjacent Conservation Area, the Council considers, due to the site's natural topography outlined above, that sensitive planning and quality design, layout and materials could address these concerns.

G.17.12 This allocation is Norfolk County Council Highways Authority's preferred site for this settlement. Subject to safe access, that should be made to Bellamy's Lane or North Street, local improvements and appropriate pedestrian links.

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G.17.13 The Plan's Habitats Regulations Assessment Report identified the need for a programme of publicity measure, as set out in the policy, to ensure no adverse impact on the nearby designated nature conservation area through exacerbation of existing adverse recreational impacts.

G.17.14 Sand and gravel deposits have been identified in this part of the village. Norfolk County Council, as minerals planning authority, have indicated they would object to development on sites containing mineral deposits above 1 hectare in size, unless supported by an Environmental Statement. The statement determines whether the resource is viable for mineral extraction. If extraction is viable, the applicant would need to consider whether this could be done prior to development taking place or whether the mineral can be used in the construction phase.

G.17.15 The Surface Water Network has been identified as being at capacity meaning a sustainable urban drainage system (SUDS) would be sought to serve new development.

G.17.16 The site is identified as having archaeological potential, therefore an archaeological field evaluation must be submitted with any planning permission, in accordance with paragraph 128 of the NPPF.

G.17.17 The site lies to the north of the village immediately adjacent to the proposed development boundary. The area currently comprises the lower slopes of the valley and is currently in arable use with vegetation confined to the site margins. Apart from the hedgerows there are no other landscape features of importance within the site boundary, although the Conservation Area and a number of Listed and locally important buildings lie in proximity of the site to the south and north.

G.17.18 The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from across the valley to the south and south east. In these views the site is seen in the context of the existing village.

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G.18 Burnham Norton (SVAH)

Smaller Village and Hamlet

G.18.1 Burnham Norton is designated a ‘Smaller Village and Hamlet’ by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.18.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.19 Burnham Overy Staithe (RV)

Rural Village

Description

G.19.1 The small-nucleated village of Burnham Overy Staithe in the Norfolk Coast AONB nestles at the edge of Overy Creek and Marshes. The village lacks convenience facilities and a school but does have a pub, a small harbour and facilities related to recreational sailing.

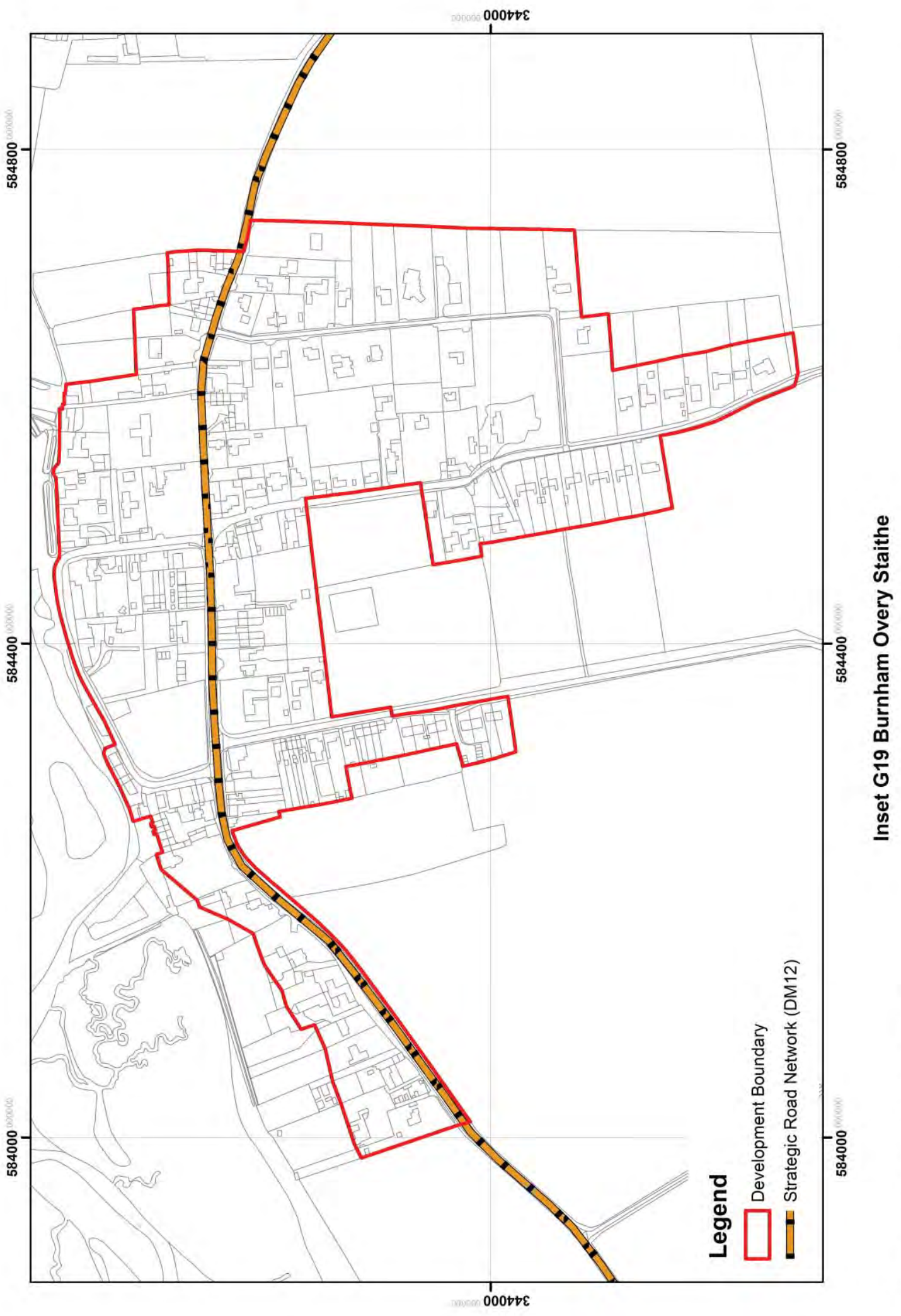
G.19.2 The diverse mixture of orange brick and pantile traditional buildings, with contrasting chalk clunch, flint and pebble facings are distinctive characteristics of buildings in the village which is designated a Conservation Area. Burnham Overy Parish has a population of 134 ⁽¹⁰⁾.

G.19.3 The Landscape Character Assessment⁽¹¹⁾ characterises the area as ‘Coastal Slopes’ due to the topography which slopes gently from south (rolling farmland) to north. The assessment notes that woodland associated with Holkham Park provides a sense of enclosure within views eastwards. Views north and westwards from the village across the expanse of saltmarshes present a tranquil setting and contribute to a recognisable sense of place.

G.19.4 Burnham Overy Staithe has the smallest parish population of all designated ‘Rural Villages’ in the settlement hierarchy. It is in a particularly sensitive location, within the Area of Outstanding Natural Beauty, on the edge of the undeveloped coastline subject to a number of national and international designations for its environmental and heritage significance. Based on the Council’s preferred method of distributing new development (as outlined in the first section), Burnham Overy Staithe would receive an allocation of one new house. Due to the minimal level of housing sought in the settlement and the level of constraints to development identified on the one proposed site for housing, the Council has not allocated any new houses in Burnham Overy Staithe. This decision is supported by Burnham Overy Parish Council and the Norfolk Coast Partnership.

10 Census data 2011

11 Borough Council of King’s Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



Inset G19 Burnham Overy Staithe

G Rural West Norfolk

G.20 Burnham Overy Town (SVAH)

Smaller Village or Hamlet

G.20.1 Burnham Overy Town is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.20.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.21 Burnham Thorpe (SVAH)

Smaller Village and Hamlet

G.21.1 Burnham Thorpe is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.21.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.22 Castle Acre (KRSC)

Key Rural Service Centre

Description

G.22.1 Castle Acre is a considerable rural settlement that is situated along the upper northern slope of the Nar valley to the west of the A1065, 15 miles east of Kings Lynn and 5 miles south of Swaffham. The origin of the form of the settlement lies in the Norman Castles. The High Street, Bailey Street and Stocks Green have a strong urban character and these linear spaces also have a strong sense of enclosure. The rest of the village is more rural in character, and generally new dwellings have been incorporated well into the village.

G.22.2 Castle Acre has a number of historic character buildings and a large part of the village is designated a Conservation Area to preserve and enhance its special historic and architectural quality. In the main the older buildings are of two storeys with pitched roofs, and the predominant building material is rough knapped flint with orange / red brick quoin and also red brick itself. Roofs are normally in orange / red clay pantiles.

G.22.3 Castle Acre benefits from a range of services including a school, good bus service, a shop, pub, employment, etc. The population was recorded as 848 in the 2011 Census⁽¹²⁾.

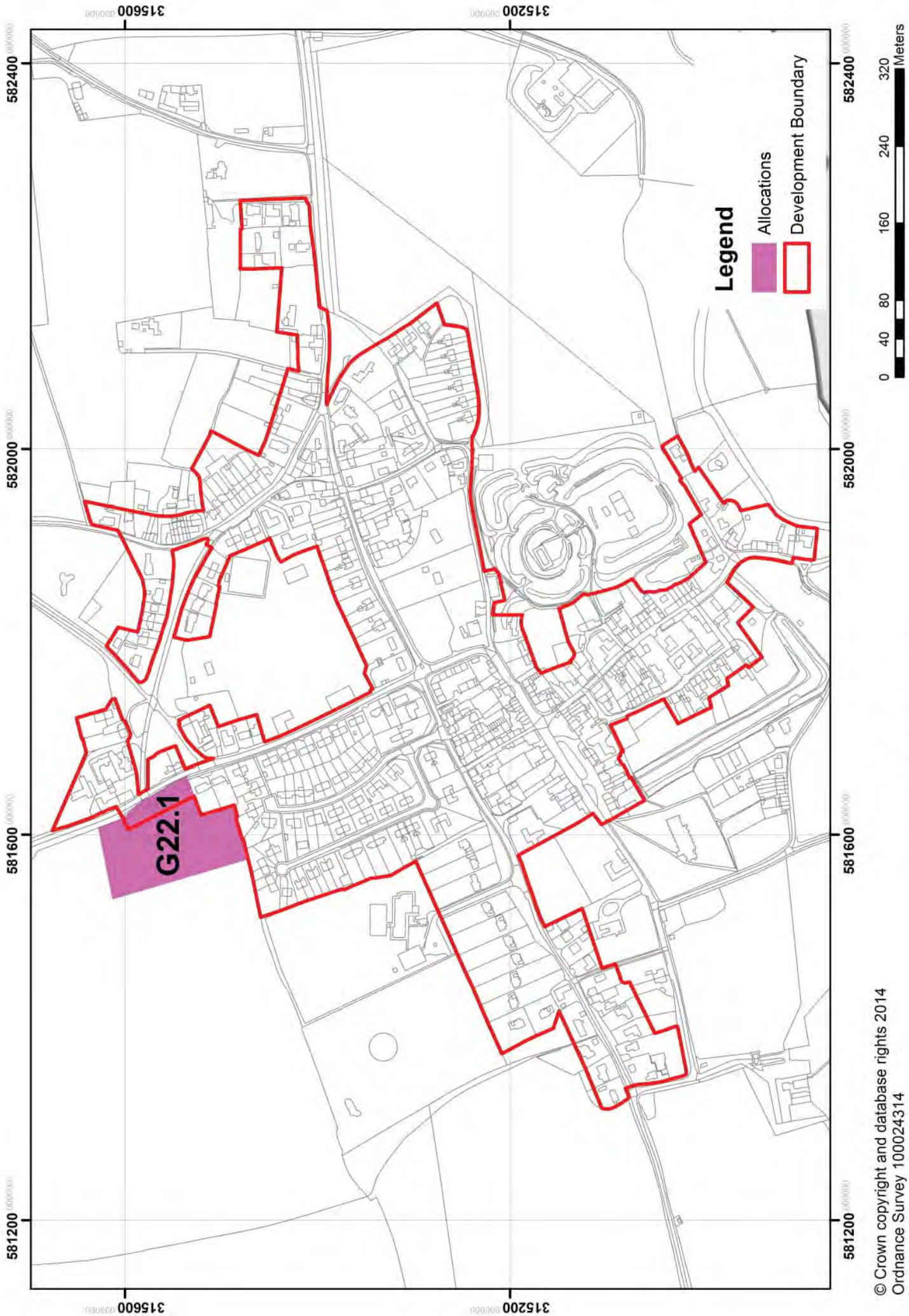
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G.22.4 The Landscape Character Assessment⁽¹³⁾ groups Castle Acre with Little Massingham and a wider area of surrounding countryside. It is characterised by a mature landscape structure including belts and copses, woodland, mature trees and patches of intact hedgerow. Landscape is important both within and outside the village, there is a strong sense of tranquillity and isolation throughout the area and a strong sense of openness, with open views over the farmland and this openness makes a valuable contribution to the unique character of the settlement.

G.22.5 Castle Acre is designated a Key Rural Service Centre in the adopted Core Strategy, identified as having potential to accommodate growth to sustain the wider rural community. On a population pro-rotta basis (see Distribution of Development section) Castle Acre would be allocated 11 new dwellings including 2.2 (at current standards) affordable housing dwellings or the equivalent financial contribution.

G.22.6 The proposed site includes land within the development boundary. Given the sensitive nature of this area, the Council would seek careful relationship and coordination in terms of design and layout between any development within and outside the development boundary. The entire area is allocated for development of 15 dwellings to ensure a comprehensive scheme.

13 King's Lynn & West Norfolk Landscape Character Assessment (2007)



Site Allocation

Policy G22.1 Castle Acre - Land west of Massingham Road

Land amounting to 1.1 hectares to the west of Massingham Road, as shown on the Policies Map, is allocated for residential development of 15 dwellings. Development will be subject to compliance with all of the following:

1. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the adjacent Grade II Listed Building.
2. The design and layout of the development, and in particular its massing and materials, shall preserve and enhance Castle Acre Conservation Area;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. In order to achieve development that preserves and enhances the character of this part of the village, the Council requires a coordinated scheme on the entire site and the incorporation of a significant landscaping belt along the northern and western site boundaries to soften any impact of development on the wider landscape. Details of this shall be agreed by the LPA prior to use of the land taking place;
5. Development is subject to the demonstration of safe highway access and provision of appropriate footway improvements that meets the satisfaction of the local highway authority;
6. Provision of affordable housing in line with the current standards.

Site Description and Justification

G.22.7 The allocated site (part of submitted site Ref. No. 508) is situated on the northern part of Castle Acre, adjacent the proposed development boundary. The landscape of the site is undeveloped and comprises of Grade 3 (moderate quality) agricultural land although it is not currently in agricultural production. Other than the boundary hedgerows there are no landscape features of importance on the site.

G.22.8 The site is located in a fairly built up part of the settlement with housing development to the east and south and mature planting mostly screening the site from the wider landscape on the northern and western sides. Views of the site are limited to near distance from adjacent roads, properties and public rights of way. Medium and long distance views are possible from the north and west however in this view development would mainly be seen in the context of the existing settlement. It is considered that development on the site would not be visually intrusive in the landscape. In addition, a policy is included to ensure that any potential conflict of built development with the landscape when viewed from the north-west would be mitigated using appropriate and high quality landscaping.

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G.22.9 The Council considers that the site is capable of accommodating the dwellings sought in the settlement at a density consistent with its surrounding without detriment to the form and character of the locality. Development would form an extension to housing development on Foxes Meadow and on Massingham Road. Castle Acre Parish Council supports the site over other options in the settlement.

G.22.10 The site is well located to services scoring positively in the sustainability appraisal in terms of proximity and access to services. Site access and egress is obtainable from Massingham Road as supported by Norfolk County Council Highway Authority subject to local footway improvements and demonstration of safe access.

G.22.11 The eastern site boundary immediately abuts Castle Acre Conservation Area. Three Grade II Listed Buildings are also to be found close to the eastern part of the site. The sensitivity of the site will require careful design to ensure that the site makes a positive contribution to the Conservation Area and the setting of the nearby Listed Buildings. Standard housing designs are unlikely to achieve this.

G.23 Castle Rising (RV)

Rural Village

Description

G.23.1 Castle Rising is a small, historic village with a population of just 216⁽¹⁴⁾ and is approximately five miles northeast of King's Lynn. The settlement contains a small number of services including tea rooms, a furniture shop, a pub and the Church of St. Lawrence. A greater number of services are located nearby in North Wootton and South Wootton. Older buildings in the village have been constructed using local materials including local bricks, Carrstone and Silver Carr. Castle Rising contains a significant 12th Century Castle which is a Scheduled Ancient Monument and is a visitor attraction in the village.

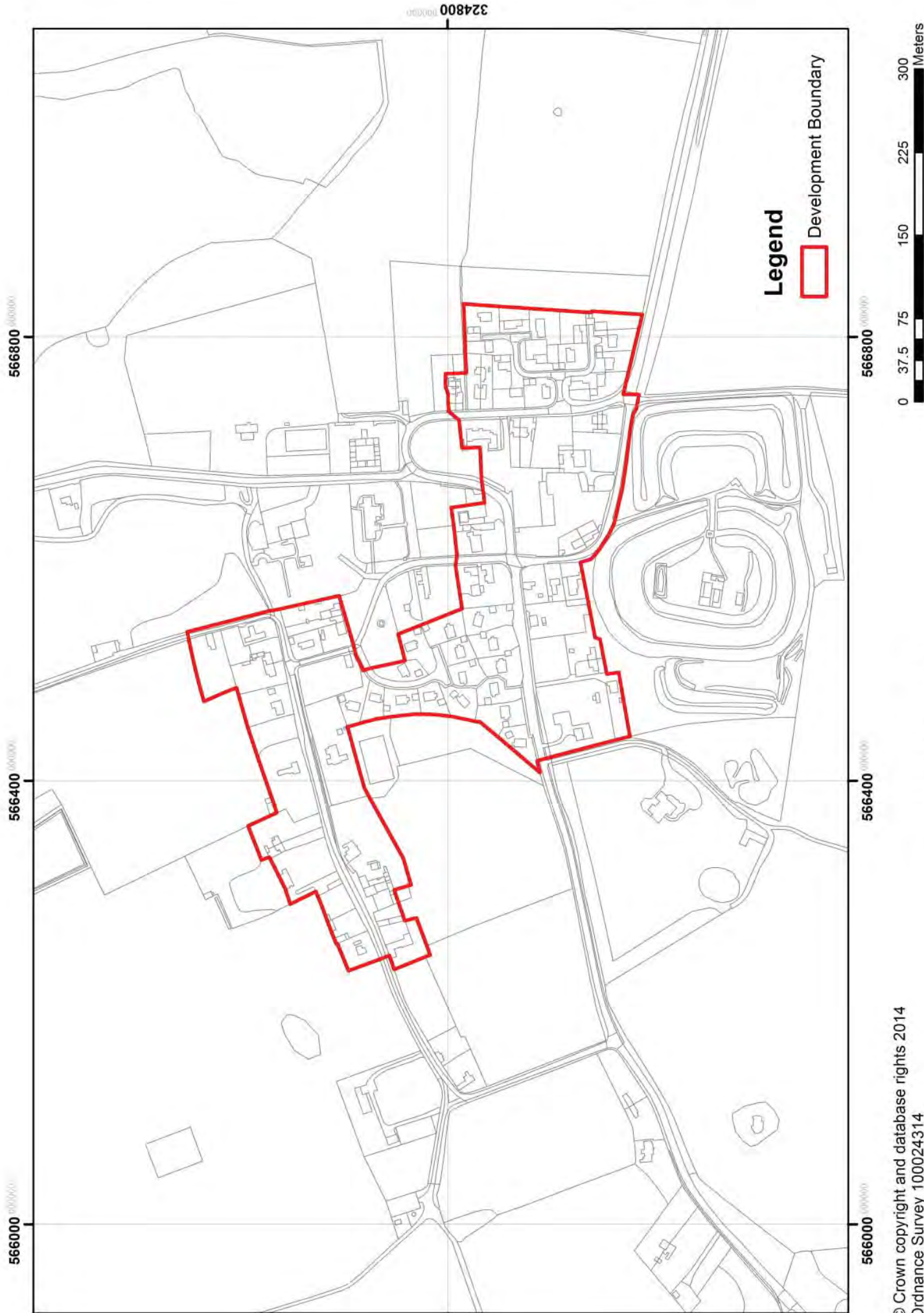
G.23.2 The area surrounding Castle Rising is characterised by 'Wooded Slopes with Estate Land' as defined in the Landscape Character Assessment⁽¹⁵⁾. The area is dominated by the presence of coniferous and mixed plantation woodlands and mixed estate woods in addition to land used for arable farming.

G.23.3 Castle Rising has a small population size and an average level of services for its designation as a Rural Village by the Core Strategy, except for a lack of a primary school.

G.23.4 Based on the Council's preferred method of distributing new development (as outlined in the earlier section of the Plan) Castle Rising would receive an allocation of 2 new houses. However, the Council has been unable to identify any sites suitable for development within the constraints of the area.

14 Census Data 2011

15 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



Inset G23 Castle Rising

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G.24 Choseley (SVAH)

Smaller Village and Hamlet

G.24.1 Choseley is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.24.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.25 Clenchwarton (KRSC)

Key Rural Service Centre

Description

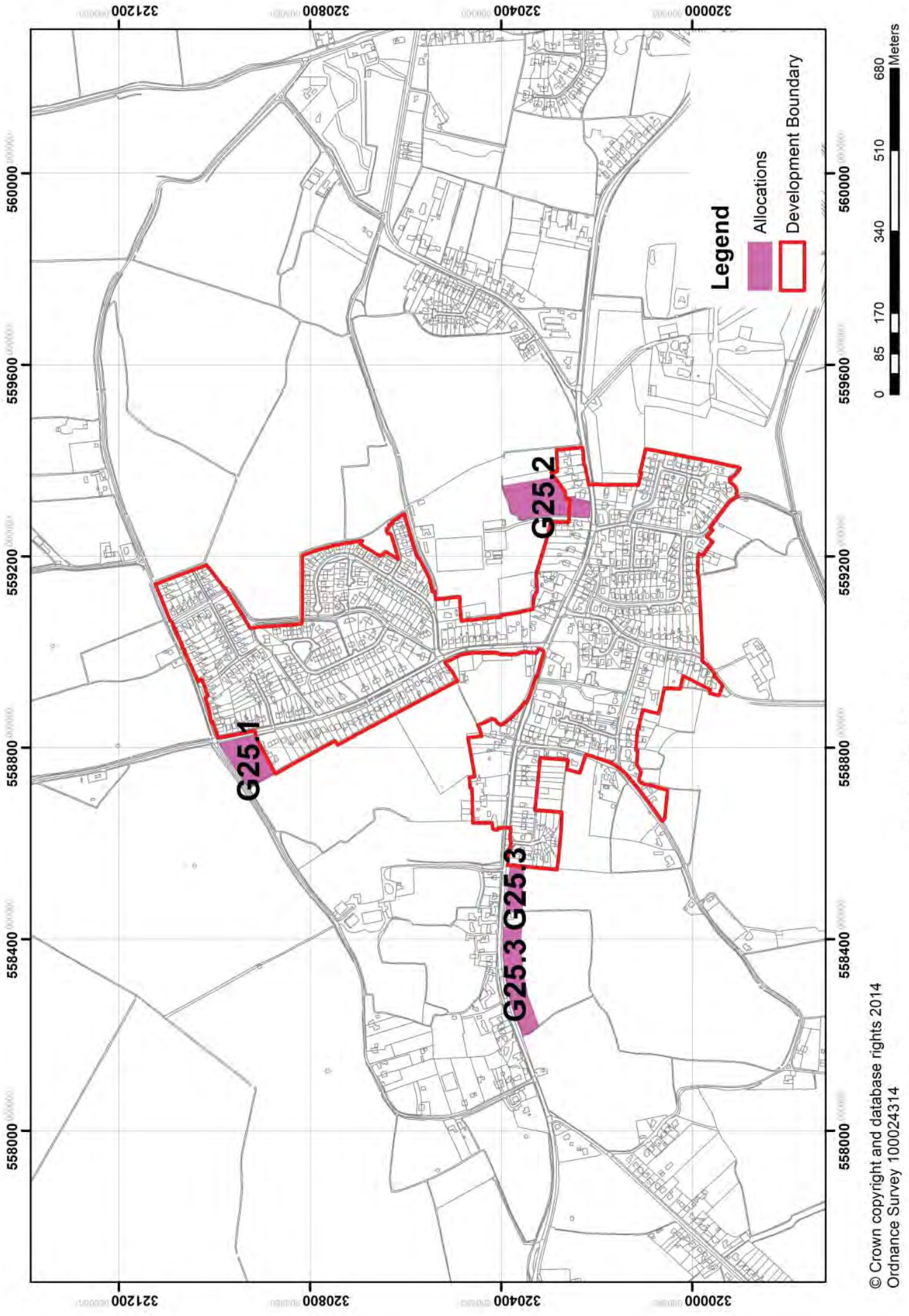
G.25.1 Clenchwarton is a large, scattered village situated on the old A17 (now by-passed) on the west side of the River Great Ouse about two miles west of King's Lynn. There is a high proportion of single storey developments in the village particularly amongst the newer development. The majority of the buildings in Clenchwarton are constructed from red or yellow brick with plain or interlocking roof tiles. The settlement has a population of 2171⁽¹⁶⁾. Clenchwarton benefits from a range of facilities including surgery, school, bus route, post office, pub, church and other employment and retail uses.

G.25.2 In relation to landscape, Clenchwarton is situated within "The Fens – Settled Inland Marshes". This is described in the Landscape Character Assessment⁽¹⁷⁾ as having panoramic views across the area and beyond, over the adjacent fen landscape, a strong historic integrity and a historic drainage network, with a moderate to strong sense of tranquillity throughout the area.

G.25.3 Clenchwarton is designated a Key Rural Service Centre in the Core Strategy, identified as having the potential to accommodate growth to sustain the wider rural community. On a population pro-rotta basis (see Distribution of Development section), Clenchwarton should receive an allocation of 29 new dwellings. However it was considered that Clenchwarton could accommodate development above the guideline due to the range of services available and the large number of sites submitted. Therefore in order to maximise development potential and affordable housing delivery Clenchwarton has an allocation of 50 new dwellings (including at current standards 10 affordable housing units or the equivalent financial contribution). The entire settlement falls within the highest flood risk area and is largely within a tidal hazard risk area, identified by the Environment Agency. Appropriate site mitigation measures will be required as advised by site specific flood risk assessments.

16 Parish Population Census Data 2011

17 King's Lynn & West Norfolk Landscape Character Assessment (2007)



Inset G25 Clenchwarton

G Rural West Norfolk

Site Allocation(s)

Policy G25.1 Clenchwarton - Land between Wildfields Road and Hall Road

Land amounting to 0.7 hectare to the south of Wildfields Road as shown on the Policies Map is allocated for residential development of 10 dwellings. Development will be subject to compliance with all of the following:

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Suitable improvements to pedestrian links from the site to existing highway infrastructure;
3. Submission of details relating to the sewer that crosses the site together with mitigation if required (i.e. easement/diversion) to the satisfaction of Anglian Water;
4. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
5. Provision of affordable housing in line with the current standards.

Site Description and Justification

G.25.4 The allocated site (submitted site Ref. No. 474) is situated north of Clenchwarton in a built up part of the village, with its southern and eastern boundaries immediately abutting the proposed development boundary. The site comprises Grade 2 (good quality) agricultural land. Whilst development on the site would result in the loss of good quality agricultural land, majority of the site options in the settlement fall within the same category and the need to allocate additional housing to sustain existing services outweigh this constraint.

G.25.5 The site is considered to be suitably located for residential development. It is situated on the edge of a built up area with established residential development on the east and south. Development would form a natural continuation of housing along Hall Road without detriment to the form and character of the surrounding area. The site is relatively close to village services and provides some opportunity for residents to walk or cycle to these services. The local Highway Authority identifies the site to be well located and has no objections to the allocation of the site subject to a safe access and provision of the appropriate footway links.

G.25.6 Landscape features within the site include boundary hedgerows and trees, a ditch along the northern boundary, and a number of trees within the site but these are not subject to any tree preservation orders. The site is well integrated with its surrounding and it is considered that

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development would not be visually intrusive in the landscape as the site is well screened and the mature planting along the western site boundary forms a natural boundary with existing line of development. Views are limited to near distance from adjacent roads and properties.

G.25.7 The site falls within flood zone 3 (high flood risk area) and the flood hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

Policy G25.2 Clenchwarton - Land north of Main Road

Land amounting to 1.07 hectares to the north of Main Road as shown on the Policies Map is allocated for residential development of 20 dwellings. Development will be subject to compliance with all of the following:

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
3. Provision of affordable housing in line with the current standards.

Site Description and Justification

G.25.8 The allocated site (submitted site Ref. No. 152) is located on the eastern part of Clenchwarton in a built up part of the settlement. The site comprises Grade 2 agricultural land but is not currently in agricultural production. The site is bordered by mature trees and hedgerows but there are no identified biodiversity constraints.

G.25.9 The site is well located within the built-up area of the village and is mostly surrounded by existing residential development. It is well screened and views are limited to long distance from the wider landscape, but in this view the site is seen in context of the existing built environment. Near distance views are limited to glimpses from adjacent roads and from neighbouring properties.

G.25.10 The site is identified as the highest scoring site in terms of proximity to services. Clenchwarton is well serviced and the central location of the site makes it easily accessible to a number of local services including the school, bus route, shop and Post Office. Thus providing an opportunity for residents to walk and cycle to these services. Safe access into the site can be

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achieved from the existing access to the south of the site from Main Road. Norfolk County Council Highways has no objections to the allocation of the site provided safe access is delivered and has shown a preference to the allocation of the site over some other sites in the settlement.

G.25.11 The Council considers that the site is of a suitable scale to accommodate 20 dwellings at a density consistent with its surrounding area and without detriment to the form and landscape character of the locality.

G.25.12 The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

Policy G25.3 Clenchwarton - Land south of Main Road

Land amounting to 1.2 hectares to the south of Main Road as shown on the Policies Map is allocated for residential development of 20 dwellings. Development will be subject to compliance with all of the following:

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
3. Development is subject to demonstration of safe access and visibility to the satisfaction of the local Highway Authority and the provision of the appropriate footway links;
4. Provision of affordable housing in line with the current standards.

Site Description and Justification

G.25.13 The allocated site (submitted site Ref. No. 336) is situated on the western edge of Clenchwarton south of Main Road. The eastern site boundary immediately abuts the proposed development boundary. The site, classed as grade 2 agricultural land, comprises of two separate sections with a detached two storey dwelling between the two sections. There are no landscape features of note within the site.

G.25.14 The surrounding area comprises of existing development to the north and east with open fields to the south and west. The site scores positively in terms of proximity and access to services; it is situated on Main Road where majority of the local services in the settlement are

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located with a public house immediately opposite. Safe site access and egress is obtainable off Main Road as supported by the Local Highway Authority subject to provision of adequate footpath links.

G.25.15 The site is on the edge of a line of established development. It is considered that in comparison to some other site options, development on the site would have minimal impacts on the form and character of the locality but would form a natural continuation of existing housing along Main Road. The site is capable of accommodating 20 dwellings at a density consistent with its surrounding area.

G.25.16 The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

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G.26 Congham (SVAH)

Smaller Village and Hamlet

G.26.1 Congham is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.26.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.27 Crimplesham (SVAH)

Smaller Village and Hamlet

G.27.1 Crimplesham is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

G.27.2 Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

G.28 Denver (RV)

Rural Village

Introduction

G.28.1 Denver is situated one mile south of Downham Market and has a range of facilities and services that serve the local community including a primary school, bus route, Post Office and other retail and employment uses. The village has a linear form although the centre focuses on the Church of St Mary at the crossroads between Sluice Road, Ryston Road and Ely Road. The approach to the centre is characterised by a gently curving village street. The Grade II* Denver Windmill is a key landmark situated within the village. The older buildings within the village comprise of Cambridge yellow brick and carstone with pitched roofs of Welsh slate or Norfolk clay pantiles. The Parish of Denver has a population of 890 ⁽¹⁸⁾.

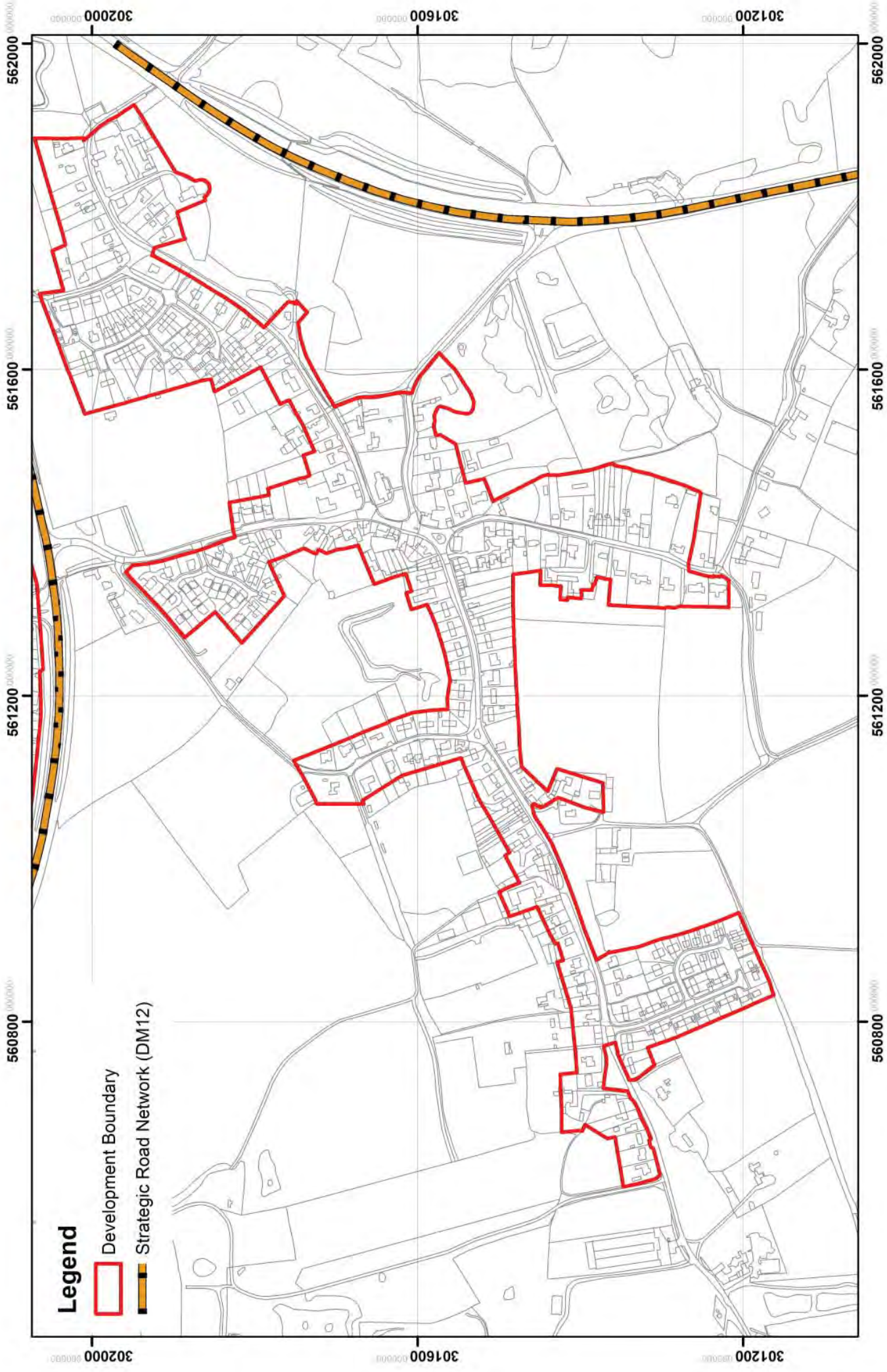
G.28.2 The village is situated in the 'Settled Farmland with Plantations' landscape character type⁽¹⁹⁾. This is defined as having a strong landscape structure apparent in places including intact, mature field boundaries, strong historic integrity with historic features including the landmark church, windmill, hall, two moated sites and areas of common land.

G.28.3 Denver is designated as a Rural Village by the Core Strategy and is considered to have a good range of services and facilities. Based on the Council's preferred method of distributing new development (see Distribution of Development Section) Denver would receive an allocation of 8 additional dwellings.


G.28.4 However, having had regard to the form and character of the village, which is noted for large areas of undisturbed common land interspersed with a network of wildlife habitats and heritage assets and to the servicing/access and other constraints, the Council considers there are no available sites suitable for allocation.

18 2011 Census Data

19 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



Legend

-  Development Boundary
-  Strategic Road Network (DM12)

Inset G28 Denver

