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Local Development Framework

# Site Specific Allocations and Policies Development Plan Document

Issues and Options Consultation

September 2011

## Foreword

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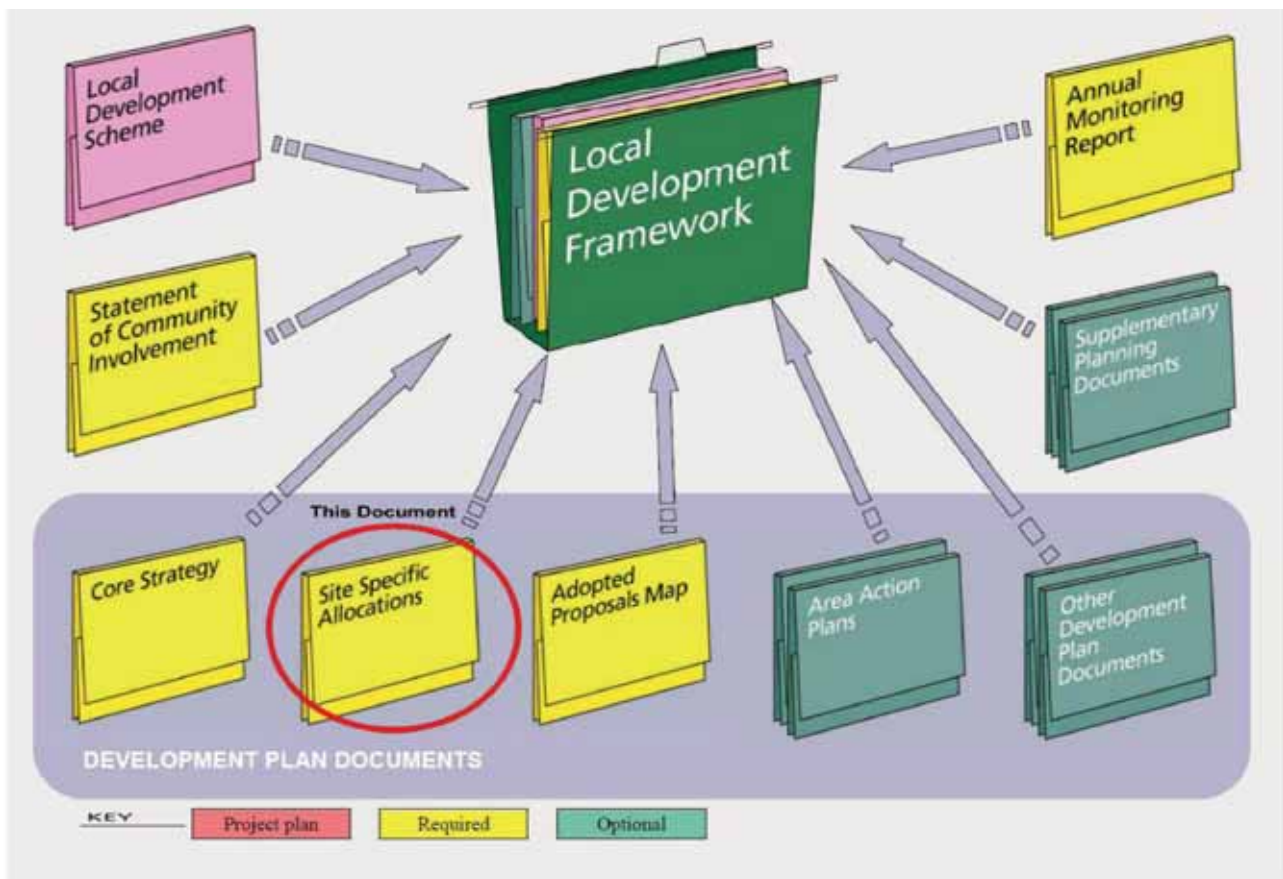
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## Foreword

### 1 Introduction

#### The Local Development Framework

**1.0.1** In 2004 the Government established a new system of plan-making called the Local Development Framework, often referred to as the LDF. The LDF is not a single plan, but an overall term for a package, or portfolio, of separate documents. These separate documents may be prepared at different times and each one must pass through a number of stages before it can be adopted by the Borough Council as part of its LDF. The basic components of the LDF are shown in the diagram below. A full glossary of terms used within this consultation document is contained at Appendix 4.



**1.0.2** We are currently working on a number of documents as part of our LDF. Details of these documents are set out in the Council's Local Development Scheme (LDS) which is available on our website: <http://www.west-norfolk.gov.uk/pdf/KLWN%20LDS%20May%202009.Pdf>

**1.0.3** The Council's Statement of Community Involvement (SCI) was adopted in 2007 and the Core Strategy Development Plan Document was adopted in July 2011 following an independent examination and report into its 'soundness'.

## The Purpose of this Document

**1.0.4** This consultation document relates to the Site Specific Allocations and Policies plan we are preparing and seeks your views on:

A) the Council's preferred sites for future development in the borough up to 2026 through addressing the following uses:

- Housing development;
- Employment and the supply of land;
- Retailing and land for development or redevelopment;
- Redefining environmental areas like green spaces;
- Town centres;
- Site or area specific issues;
  
- Village settlement boundaries that set out exactly where development is allowed.

B) detailed, area specific development management policies, which, in conjunction with the Core Strategy, will be used to determine planning applications.

**1.0.5** All Development Plan Documents follow a similar preparation process. We envisage the following stages for the preparation of this Site Specific Allocations and Policies document (which from here on will be referred to as the 'Site Specific Plan') and are currently at Stage B:

- A) Consultation on the Scope of the Development Plan Document and a Call for Sites. This took place in May and June 2009.
- **B) Consultation - Issues & Options (this document)**
- C) Preferred Options
- D) Submission Process
- E) Examination
- F) Adoption

**1.0.6** Stages A, B and C will incorporate a 6-week consultation period, during which time consultees, stakeholders and other interested parties, including the general public, have an opportunity to comment on the documents. Stages D-F are the more formal stages around the Examination of the document to determine whether it is 'sound'.

**1.0.7** This is Stage B the “Consultation – Issues & Options” during which you are invited to comment on the range of sites available for development and options for development management policies.

## **The Policy Context (National and Regional)**

**1.0.8** Any document which forms part of the LDF must take into account national planning policies, which are issued by the Department for Communities and Local Government (and its earlier equivalent Government Departments). National planning policies are issued in the form of Planning Policy Statements (PPSs), formerly known as Planning Policy Guidance notes (PPGs). Their purpose is to provide guidance to local authorities on planning policy and the operation of the planning system. All of the current PPSs and PPGs were taken into account in preparing our Core Strategy and they will be important considerations in reaching decisions on the selection of development sites for the Site Specific Plan.

**1.0.9** Sustainable development – often defined as ‘development that meets the needs of the present without compromising the ability of future generations to meet their own needs’ – is a core principle of national planning policies and guidance and is thus reflected in the planning approach outlined in the Core Strategy and in the criteria the Council will use to select sites for allocation in the Site Specific Plan.

## **The Policy Context (Local)**

**1.0.10 Sustainable Community Strategy** - The community strategy sets a shared vision for the future of the borough. It has been written by the local strategic partnership - the West Norfolk Partnership – made up of public, private, voluntary and community organisations. The Adopted Core Strategy and other plans (like this one) are the main documents for delivering the spatial and land use elements of the community strategy.

**1.0.11 Core Strategy** - The Core Strategy Development Plan Document sets out the spatial planning framework for the borough's development up to 2026 and is part of King's Lynn and West Norfolk's Local Development Framework. The Core Strategy replaces much of the King's Lynn and West Norfolk Local Plan (1998) and contains policies which are used by the Council when deciding planning applications. All other Development Plan Documents must be in conformity with the Core Strategy.

**1.0.12** The Core Strategy sets out the vision and development strategy for the borough up to 2026. The main elements of the strategy are summarised below:

- Make provision for 16,500 new dwellings across the borough up to 2026, including at least 7,510 in King's Lynn, to develop its role as a sub regional centre. The majority of



new housing (90%) will be located within the main towns, settlements adjacent to main towns and in Key Rural Service Centres.

- Access to good quality jobs is essential and the plan will need to respond to the changing nature of employment in order to deliver 5,000 additional jobs by 2021.
- Improve accessibility for all to services, education, employment, health, leisure and housing and foster sustainable communities with an appropriate range of facilities.
- Protect and enhance the heritage, cultural and environmental assets and seek to avoid possible areas of flooding.
- It establishes a hierarchy of settlements across the borough based on each settlement's current role and service provision:
  - Sub-Regional Centre
  - Main Towns
  - Key Rural Service Centres
  - Rural Villages
  - Smaller Villages or Hamlets
- A copy of the settlement hierarchy from the Adopted Core Strategy can be found in Appendix 2. The settlement hierarchy has an important bearing on where development may occur and at what scale throughout the towns and villages in the borough. Settlements towards the top of the hierarchy are considered more sustainable in terms of services and facilities available and will be the focus for larger scale growth. Settlements towards the bottom of the hierarchy have fewer existing facilities and are generally not as sustainable or suitable for growth.

**1.0.13** The distribution of housing allocations in percentage terms is:

**Source: Adopted Core Strategy**

<b>Main towns – King's Lynn/Downham Market/Hunstanton/ Wisbech fringe</b>	<b>73%</b>
(King's Lynn)	(45%)
Key Rural Service Centres	17%
Rural Villages	8%
Other	2%

**1.0.14** There is a strong relationship between the Site Specific Plan and the Core Strategy. The Core Strategy is the overarching document which sets out the strategic level priorities and policies to direct the future development of the borough. The Site Specific Plan will

identify and allocate land on a Proposals Map for specific land uses and will address detailed, area specific development management policies in order to represent the vision, objectives and policies contained in the Core Strategy.

**1.0.15** It is important to note that following on from the Site Specific Plan, some proposals and allocations will require further detailed work to be undertaken. This may be in the form of a Supplementary Planning Document for an enhancement scheme or it may be a site development brief for a particularly large development. Any site allocations identified within the final Site Specific Plan will be required to go through the planning application process and have permission granted before any development can happen.

## How to use this Document

**1.0.16** This document is divided into two sections. The first section (Chapter 2) deals with the distribution and scale of development across the borough, Chapters 3 - 9 include the Site Specific Proposals and Chapter 10 addresses the proposed Development Management Policies.

**1.0.17** Chapters 3 - 9, setting out the Site Specific Proposals, are split into sections structured around the settlement hierarchy outlined earlier. Each section summarises the main content of the Core Strategy highlighting a future vision for the main towns and rural areas, the new developments which the Council considers are required to help in fulfilling this vision and potential locations for these developments. Options are presented where applicable and questions are posed. Where Site Specific proposals have implications for the development boundary, the preferred new boundary is shown on an inset map. Each of the site options is shown on a map and is accompanied by a summary of its main characteristics and its proposed use.

**1.0.18** Details of all the site options that have been considered by the Authority are included within the document, including rejected site options at Appendix 1. Each of the Site Specific proposals, have been appraised in detail. The results of this appraisal are set out in the Strategic Housing Land Availability Assessment (SHLAA) document which has also been published. The results are summarised in this document. We are seeking comments on **all** aspects of the documents.

**1.0.19** Each of the Site Specific Proposals and the relevant questions have been given a reference number, which should be quoted when submitting comments/making representations.

### Residential Development

**1.0.20** The Borough Council will eventually indicate a preferred set of sites for allocation in the next version of this Site Specific Allocations and Policies Development Plan Document (SSAP DPD). In order to ensure a proper discussion about the merits of potential sites this document outlines the potential options and requests comments about them. These potential sites have been assessed as part of the Strategic Housing Land Availability Assessment

(SHLAA) published by the Borough Council earlier in 2011. In the SHLAA document sites suggested to the Borough council by landowners or agents were assessed and found to be either:

- Acceptable as an option - no significant constraints
- Partially acceptable as an option - some potential constraints, but these could be overcome; or the site was too large for the scale of development likely in that location.
- Rejected as an option - significant constraints that are unlikely to be able to be overcome.

**1.0.21** Sites in the first two categories are considered to be appropriate to put forward as possible options for housing development in the main centres, key rural service centres and rural villages (as defined in the Core Strategy Settlement Hierarchy - CS02). Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site. For the Key Rural Service Centres (Chapter 8) and Rural Villages (Chapter 9) a table of the potential options ('accepted' and 'partially accepted' as above) is included. These are also shown in the relevant map in each village section. Comments are invited on these sites. For completeness the document also contains a schedule of the 'rejected' sites (see Appendix 1 - a separate document), but these are not shown on the relevant maps.

**1.0.22** A different approach has been taken for the sites in King's Lynn; the strategic growth locations and the Wisbech fringe.

## King's Lynn Town

**1.0.23** Normally for sites within the built up area of the town there would be a presumption in favour of development. However in King's Lynn there is an expectation that at least 1000 houses can be delivered in the built up area, so a table is included in the King's Lynn chapter (chapter 3) showing a schedule of potential 'opportunity sites' and relating overall numbers.

## Strategic Growth Locations

**1.0.24** The SHLAA also considered sites put forward in these locations, however because of the large scale growth anticipated in these areas individual sites have been aggregated and the SHLAA gives an overall appreciation of suitability. In this document a broad boundary of the growth location is given on the plans. A 'site context' section gives an overview of the area and constraints, the 'infrastructure requirements' and 'potential development considerations' sections provide further information.

**1.0.25** In some instances alternative options are provided and an extract from the SHLAA tables is given. This pattern is also followed for the Wisbech Fringe. A table is given of sites adjacent to Wisbech and these can be individually identified on an accompanying map.

**1.0.26** In all instances rejected sites and the reasons for rejection are contained in Appendix 1.

**1.0.27** Whether you wish to comment on a particular site (either an 'accepted' or 'partially accepted' option or a 'rejected' site), or a broad growth location, we would welcome your views.

## Development Management Policies

**1.0.28** Chapter 10 consists of detailed, area specific Development Management Policies, which, in conjunction with the Core Strategy, will be used to determine planning applications. These do not cover every type of potential development, but rather those issues upon which the Borough Council considers more guidance is needed. If you consider that a particular topic should be covered that we have not included, please let us know.

## Using the Maps

**1.0.29** The maps in the document include:

**Settlement maps** - these show the proposed options and settlement boundaries for the main towns, strategic growth locations, key rural service centres & rural villages.

**Strategic growth location diagrams** - the diagrams show in greater detail the proposed options for developing the areas including potential phasing, major access routes, cycle & pedestrian access, landscape buffers, existing green space, proposed school expansion etc.

**Proposals map** - this map reflects the most up-to-date spatial plan for the Borough and shows transport issues including "corridors of movement", disused railway beds, and a proposed A148 Rudhams bypass, the coastal flood protection zone, Special Protection Area (SPA) for Stone Curlews, Gaywood Clock area, settlement Insets, development boundaries and areas of green infrastructure.

## Map Legend

### **Proposed development boundary**

**1.0.30** The Council has carried out a mapping exercise to review from the Local Plan the development boundaries for each of the settlements. This has resulted in a number of amendments, which are shown on the maps and included in the consultation document.

### **Potential options for housing**

**1.0.31** The "Potential options for housing" sites have been suggested for allocation by either the landowner or an agent acting on behalf of the landowner. They have been assessed as part of the Strategic Land Availability Assessment (SHLAA) as potentially suitable, available and achievable for housing. Therefore included on the maps as "Potential options for housing," it is the Councils intention to select and eventually allocated the most sustainable and appropriate sites through this Site Allocations process.

### **Potential options for housing (Partial)**

**1.0.32** The “Potential options for housing (partial),” sites have been suggested for allocation by either the landowner or an agent acting on behalf of the landowner. They have been assessed as part of the Strategic Land Availability Assessment (SHLAA) as only partially potentially suitable, available and achievable for housing. The sites are either too large in scale for development in their entirety (development would result in too many houses for the settlement) or are partially constrained and therefore only partially suitable. Following the consultation if agreement can not be reached with the landowner to reduce the site area it is unlikely that any of these sites could be considered as a preferred option in the future.

## **Potential development sites (King’s Lynn)**

**1.0.33** Throughout the Borough a number of sites have been suggested for allocation within existing built environment boundaries. Generally these sites have not been included as options because the Council considers these sites capable of being developed without the need for allocation. However within the built environment of King’s Lynn a large number of sites have been suggested for allocation. These sites have been included on the maps as “potential development sites,” to demonstrate that there is sufficient opportunity for meeting the specific housing requirements in King’s Lynn.

## **Green Infrastructure**

**1.0.34** The Council’s Green Infrastructure (GI) Strategy identifies gaps in the Borough’s current GI network. The strategy also identifies the need for GI to be included within the urban expansion areas, the need to protect the GI assets that currently exist in these areas and to configure new GI provision to create a coherent network. The strategy also proposes a number of project areas aimed at meeting the GI needs of the borough a number of these areas are shown on the maps.

## **Employment Options**

**1.0.35** Core Strategy policy CS10 Economy, sets out the Council’s approach to the provision of employment land. Land will be allocated in King’s Lynn, Downham Market and Hunstanton. In rural areas beyond the three main towns employment land will not be allocated, as the policy provides a criteria approach to promote land. The maps show the “employment options” in the three main towns.

## **How you can have your say**

**1.0.36** The Council will seek to involve local people, businesses and organisations at every stage of the process. You will have the chance of a real say in how the documents progress. The formal consultation period lasts for six weeks from XXXXXX.

**1.0.37** We will consult statutory bodies as well as interested local individuals and groups. Our Statement of Community Involvement, available to view on our website (<http://www.west-norfolk.gov.uk/pdf/Full1.pdf>), outlines the bodies concerned and our approach.

**1.0.38** This document is also available in the following locations:

- Borough Council of King's Lynn & West Norfolk Offices, King's Court, Chapel Street, King's Lynn, Norfolk during normal office hours. Monday, Tuesday, Thursday 8.45am - 5.15pm, Wednesday 9.30 - 5.15pm, Friday 8.45am - 4.45pm.
- Borough Council of King's Lynn & West Norfolk Hunstanton Offices, Valentine Road, Hunstanton, Norfolk during normal office hours. Monday - Thursday 9am - 5.15pm, Friday 9am - 4.45pm.
- Borough Council of King's Lynn & West Norfolk Downham Market Offices, Priory Road, Downham Market, Norfolk during normal office hours. Monday - Thursday 9am - 5.15pm, Friday 9am - 4.45pm (closed 1-2 pm).
- King's Lynn Central Library (For opening hours telephone 01553 772568)
- Gaywood Library (For opening hours telephone 01553 768498)
- Hunstanton Library (For opening hours telephone 01485 532280)
- Dersingham Library (For opening hours telephone 01485 540181)
- Downham Market Library (For opening hours telephone 01366 383073).

**1.0.39** We want as many people as possible to be involved in this process so we will also publish this document on our website, along with advice on where and when paper copies are available for inspection. We would encourage the use of our electronic consultation package for responses to the document. We will place advertisements in the local press and produce a summary in the Local Development Framework newsletter. We will also .....(Consultation arrangements to be decided).

## Ways to Respond

**1.0.40** The fastest and easiest way to comment upon this document is to use the Council's online consultation system for the document available at: <http://consult.west-norfolk.gov.uk> where you will also be able to view comments already submitted and validated. Other methods are:

- Via email to [LDF@west-norfolk.gov.uk](mailto:LDF@west-norfolk.gov.uk) attaching your document in Word or plain text format.
- Should you wish to submit your comments via post then comments must be made in accordance with the forms attached and sent to - Development & Regeneration Services, The LDF Team, Borough Council of King's Lynn & West Norfolk, King's Court, Chapel Street, Kings Lynn, Norfolk, PE30 1EX. Should you wish to submit your comments by letter or email then it is essential that these are structured and brief with the paragraph or issue to which they relate clearly indicated. Any that are not clearly set out may be returned with a form or forms and a request that the comments be resubmitted.
- Or alternatively please hand to a member of staff at our Council Information Centre in our Council Offices or one of our LDF consultation events, the details of which can be found at: [www.west-norfolk.gov.uk](http://www.west-norfolk.gov.uk).

**1.0.41** The closing date is at midnight on **XXXXXX**

## Sustainability Appraisal

**1.0.42** Legislation requires plans to go through a European process called Strategic Environmental Assessment (known as SEA) and a national process called Sustainability Appraisal (known as SA) which together consider the social, economic and environmental effects of a plan's proposals. This is to ensure 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.

**1.0.43** The SA process, incorporating SEA, has been fully integrated into the plan making process to date. The site assessment criteria have been assessed against the sustainability appraisal objectives and these were consulted on in May/June 2009. In selecting site specific proposals, sites have been assessed against the SA objectives. A draft of the SA Report is published separately alongside this document also for consultation.

## Habitat Regulation Assessment

**1.0.44** European legislation requires an Appropriate Assessment (AA) of any plans or projects likely to have a significant effect on a designated feature of a European Site. These sites are defined by the Habitats and Birds Directives and give protection to sites of exceptional importance in Europe. These sites consist of Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Offshore Marine Sites (OMSs).

**1.0.45** Appropriate Assessment is an assessment of the potential effects of a proposed plan on all European site, both within and adjacent to the plan area. The intention is that a plan or project should only be approved after determining that it will not adversely affect the integrity of any European Site.

**1.0.46** If a negative assessment is made of a policy alternative solutions should be sought. If these cannot be found and the plan must go ahead due to an overriding public interest compensatory measures must be made to ensure overall protection of the European Site.

## 2 Distribution of Development

### Broad Levels of Development in Settlements

**2.0.1** The Core Strategy provides the Settlement Hierarchy for the borough in Policy CS02. This groups settlements into categories:

- Sub Regional Centre
- Main towns
- Settlements adjacent to Kings Lynn or main towns
- Key Rural Service Centres
- Rural Villages
- Smaller villages and hamlets.

**2.0.2** The Core Strategy also outlines the number and size of new residential allocations to be provided within our settlements. These are shown in the table below.

<b>Settlements</b>	<b>Homes</b>
King's Lynn	5,070
Downham Market	390
Hunstanton	220
Wisbech fringe	550
Key Rural Service Centres	660
Rural Villages	215
<b>Total</b>	<b>7,105</b>

**2.0.3** It is anticipated that the 5070 allocation for King's Lynn will be distributed between the town itself in opportunity and regeneration sites, and in the settlements adjacent including South Wootton, North Wootton, South East Lynn (West Winch and North Runcton area) and North East Lynn (adjacent to Knights Hill). The King's Lynn section of the document sets out in more detail the issues and options for distributing the allocation in and around the town.



## Distribution of Development Between Villages

**2.0.4** While the allocations within the towns are ring fenced to that settlement, the proposed allocations for each village are yet to be decided. The Core Strategy gives no indication of which villages classed as Key Rural Service Centres or Rural Villages should receive an allocation and the size of this. It is important that the Council can establish an agreed approach to the distribution of growth; a uniform method for all villages.

**2.0.5** However this will be further informed by the availability of suitable sites within a village, free from constraints, well located to local services and available to come forward for development. As part of the Strategic Housing Land Availability Assessment (SHLAA) all sites were assessed subject to agreed criteria and this information is summarised within this document.

**2.0.6** There are a number of ways the allocations for these rural settlements could be determined, and these are set out below. It is important to note that in some villages development may not be appropriate and therefore the number of homes allocated for elsewhere in the borough may increase accordingly. Four potential methods of distributing potential development between villages in a particular category are outlined below.

### 1. Hierarchical based on population

**2.0.7** The Council could base the size of an allocation for a village on the existing population. The table below indicates the potential number of homes in each settlement under this method. These figures come from Norfolk County Council's mid 2009 parish population estimates.

#### Key Rural Service Centres -

Settlement	Parish Population	Parish Population %	Potential no. of homes to be allocated
Brancaster, Brancaster Staithe, Burnham Deepdale	820	1.70	11
Burnham Market	980	2.03	13
Castle Acre	820	1.70	11
Clenchwarton	2,140	4.43	29
Dersingham	4,610	9.53	63
Docking	1,130	2.34	15
East Rudham	550	1.14	8

<b>Settlement</b>	<b>Parish Population</b>	<b>Parish Population %</b>	<b>Potential no. of homes to be allocated</b>
Feltwell (2,750)/ Hockwold Cum Wilton (1,340)	4,090	8.46	56
Gayton (1,450)/ Grimston, Pott Row (1,930)	3380	7.00	46
Great Massingham	890	1.84	12
Heacham	4,600	9.51	63
Marham	2,750	5.69	38
Methwold (1,760)/ Northwold (1,170)	2,930	6.06	40
Outwell (2,130)/ Upwell (2,291)	4,421	9.14	60
Snettisham	2,550	5.27	35
Stoke Ferry	1,010	2.09	14
Terrington St Clement	4,120	8.52	56
Terrington St John, St Johns Highway(890) / Tilney St Lawrence (1,690)	2,534	5.24	35
Watlington	2,320	4.80	32
West Walton/Walton Highway	1,710	3.54	23
<b>Total</b>	<b>48,355</b>	<b>100</b>	<b>660</b>

## Rural Villages

<b>Settlement</b>	<b>Parish Population</b>	<b>Parish Population %</b>	<b>Potential no of homes to be allocated</b>
Ashwicken	467*	2.14	5
Burnham Overy Staithe	210	0.96	2
Castle Rising	220	1.00	2

<b>Settlement</b>	<b>Parish Population</b>	<b>Parish Population %</b>	<b>Potential no of homes to be allocated</b>
Denver	890	4.07	9
East Winch	800	3.66	8
Fincham	500	2.23	5
Fritcham	200	0.91	2
Great Bircham/Bircham Tofts	450	2.06	4
Harpley	350	1.60	3
Hilgay	908	4.15	9
Hillington	300	1.37	3
Ingoldisthorpe	750	3.43	7
Marshland St James, St Johns Fen End (1270)/ Tilney Fen End (46*)	1,316	6.02	13
Middleton	1,430	6.54	14
Old Hunstanton	450	2.06	4
Runcton Holme	630	2.88	6
Sedgeford	550	2.52	5
Shouldham	630	2.88	6
Southery	1,260	5.76	12
Syderstone	500	2.23	5
Ten Mile Bank	382*	1.75	4
Thornham	390	1.78	4
Three Holes	390*	1.78	4
Tilney All Saints	560	2.56	6
Walpole Cross Keys	500	2.29	5
Walpole Highway	720	3.30	7

Settlement	Parish Population	Parish Population %	Potential no of homes to be allocated
Walpole St Peter/Walpole St Andrew /Walpole Marsh	1,740	7.96	17
Welney	500	2.29	5
Wereham	660	3.02	6
West Newton	228*	1.04	2
Wiggenhall St Germans	1,340	6.13	13
Wiggenhall St Mary Magdalen	710	3.25	7
Wimbotsham	610	2.79	6
Wormegay	330	1.52	3
<b>Total</b>	<b>21,870</b>	<b>100</b>	<b>213 (215)</b>

Those villages marked with a \* fall within a larger parish and so these population figures have been calculated using the number of households in the settlement.

## 2. Pro Rata

**2.0.8** Each village within a category would receive an equal share of the growth. In the Key Rural Service Centres within each village there would be an allocation of 33 homes (660 divided by 20) and in Rural Villages each village would allocate for 7 homes (215 divided by 33).

## 3. Needs based

**2.0.9** In some villages within our rural area there is a significant shortage of affordable homes. The Council monitors housing need and this could be used as a factor when determining how housing should be distributed.

**2.0.10** Those villages most at need could receive an allocation of a sufficient size to also deliver/ generate an element of affordable housing. This would create larger allocations in communities of need, compared to others, and could result in an unequal pattern of development across the borough. Notwithstanding this, potential for exception housing would still remain outside of development boundaries.

## 4. Employment Opportunities

**2.0.11** A final approach could be to consider those villages with employment-generating land uses as favourable locations for growth. The fact that there is employment locally may reduce the need for local people to travel to work, and therefore growth in these locations would be more sustainable.

**2.0.12** This would have to be used alongside another method of distribution due to the fact that many of the Key Rural Service Centres, in particular, are likely to have some level of employment use. Again this is likely to create an irregular distribution of growth across the borough.

### **Question - Distribution of Development**

National planning policy and the Core Strategy both dictate a sustainable approach to growth and this will be the over-riding consideration in determining the choice of places where development will be proposed.

a. So the Council is seeking your views on which of these options you favour to determine the distribution of development; or do you think we should use a combination of these?

- Hierarchical - based on population
- Pro Rata (shared equally)
- Needs based
- Employment Opportunities based.

b. Or could you suggest an alternative approach?

## 3 King's Lynn

### Introduction

**3.0.1** King's Lynn originally developed on the east bank of the River Great Ouse as a significant port and market town. The town expanded rapidly in the 20<sup>th</sup> Century from its historic core and now accommodates a population of approximately 37,030<sup>(1)</sup>. King's Lynn acts as a sub-regional centre to the surrounding rural hinterland providing an important service and retail function.

**3.0.2** King's Lynn is the largest settlement in the Borough and has previously received Growth Point status and designation as a Key Centre for Development and Change in the Regional Spatial Strategy. The Core Strategy has sought to further develop the role of King's Lynn as a sub regional centre by concentrating new growth including housing, retail and employment in the settlement.

**3.0.3** Further growth in King's Lynn is constrained by the River Great Ouse to the west, and by the A149 strategic road transport link to the east of the settlement. Much of the undeveloped land around King's Lynn is at risk of tidal and/or fluvial flooding. Therefore, opportunities for expansion are limited to the lower risk areas selected as strategic directions of growth in the Core Strategy for the Borough.

**3.0.4** King's Lynn has a distinctive identity which is strengthened by its natural and historic assets including:

- Historic town centre which comprises 5 Conservation Areas, over 200 Listed Buildings and two historic market places
- River Great Ouse
- Gaywood Valley
- Reffley Wood
- The Walks and Tower Gardens (parks and gardens)

**3.0.5** The town has two key sustainable transport hubs with a central bus station connecting surrounding rural settlements to King's Lynn and a railway station which has hourly services to Cambridge and onwards to London. The town also has strategic road transport links to coastal towns via the A149, to the cities of Norwich and Peterborough via the A47T and towards Cambridge via the A10.

**3.0.6** King's Lynn role as the largest centre in the area means that there are a number of significant subjects that need to be addressed. These elements of development in the area include:

- Housing growth

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1 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

- Regeneration in the town
- Employment land provision
- Green infrastructure
- Town centre expansion including retail
- Transport issues
- The waterfront area
- The Gaywood area

## Housing Growth - background

**3.0.7** The Core Strategy distributes the majority of future residential development within the borough to King's Lynn as the most sustainable location for growth. Policy CS09 Housing set a target of 5,070 new houses to be allocated within and around the town to provide for an expanding population over the next 15 years.

**3.0.8** Flood risk, accessibility and connectivity, and the impact on the environment including the Area of Outstanding Natural Beauty were key considerations in the selection of appropriate locations for growth in the Core Strategy. The process of sustainability appraisal and public and stakeholder consultation helped to refine the options to three areas for urban expansion.

**3.0.9** The three areas for urban expansion are outlined in the Key Diagrams in the Core Strategy - King's Lynn Diagram 1 (Figure 7) include:

- South Wootton (North Wootton).
- South East of King's Lynn – West Winch & North Runcton area.
- North East King's Lynn – adjacent to Knights Hill.

**3.0.10** Section 4 explores each strategic development site in detail, setting a background which outlines:

- Introduction/site context;
- Infrastructure requirements;
- Potential development considerations.

**3.0.11** Whilst the principle of development on these sites is already established through the Core Strategy, there are still many factors to consider in planning for long term growth. In order to develop a more detailed masterplan for each site, we want to know what you think about the proposed boundary, possible layout and potential phasing of development for each site.

**3.0.12** A location map and a broad diagram have also been prepared for each site / group of sites. These diagrams are intended to form the basis for discussion during the public consultation period for this document. This will result in the formulation of more detailed guidance for each site.

**3.0.13** This will show significant factors such as:

- Vehicular access points and routes
- Pedestrian/cycle and other links
- Broad layout of housing
- New local centres
- Areas of green space
- Significant landscape features

**3.0.14** Whilst some 1,900 houses could potentially be developed on opportunity sites within the development limits of the town, there is not enough space available within the town to meet the total housing need. Therefore, a proportion of housing will be delivered on sites outside the current development boundaries (see Core Strategy diagram).

**3.0.15** The table below provides indicative numbers of how the allocations for the town could be distributed based on the sites suggested for consideration in this document. More detail is provided on these numbers in the remainder of this section and section 4. The total represents the requirement based on the target of 5,070 set out in Core Strategy Policy CS09 Housing.

Location	Homes
Urban Area	1,920
South Wootton (North Wootton)	800
South East of King's Lynn	1,600
North East of King's Lynn	750
<b>Total</b>	<b>5,070</b>

## Housing within the Urban Area

**3.0.16** It is anticipated approximately 1,900 plus houses will come forward within the urban area of King's Lynn. These will most likely come from the redevelopment of existing uses or vacant sites. Given these sites are currently in other uses it is difficult to identify the exact amount for the whole period to 2026 at the present time. Therefore the plan for the town shows 'opportunity sites'. These are sites are within the existing urban areas which have been either previously allocated but not yet developed; or sites where the principle of development has been accepted through the grant of planning permission (but have lapsed); or where the potential of an area has been identified through the RSS strategic site



identification process. These sites are in addition to the smaller infill plots or conversions which will continue to come forward. The intention is to show that broadly the figures from the Core Strategy can be delivered.

**3.0.17** The table below shows the "opportunity sites" for King's Lynn taken from the housing trajectory in the Annual Monitoring Report and the Strategic Housing Land Availability Assessment 2011. The table only shows sites capable of providing 50 units or more.

Site Ref	Site Address	Status	Total Identified Supply
KL1	Marsh Lane	Residual allocation from 1998 Local Plan	153
KL2	Boal Quay	Residual allocation from 1998 Local Plan	350
KL3 (1032)	Land East Of the King's Lynn Academy, Queen Mary Road.	SHLAA site	260
KL4	Lynnsport	Strategic site put forward to Regional Spatial Strategy call for sites in 2009.	437
KL5	Town Centre Redevelopment	Strategic site put forward to Regional Spatial Strategy call for sites in 2009.	285
KL6 (1097)	Land to the rear of Hillen Road and along Wisbech Road	SHLAA site	137
KL7 (739)	East of St Peters Road, West Lynn	SHLAA site	149
KL8 (28)	Land at Columbia Avenue	SHLAA site	97
KL9	Hardings Pits	Residual allocation from 1998 Local Plan	50
<b>Total</b>			<b>1918</b>

**3.0.18** The maps of King's Lynn which include the opportunity sites and the proposed development boundary are shown in Appendix 2.

## Question - King's Lynn Housing

- a. Do you agree with the development boundaries shown on the maps in Appendix 2?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

## Economy

**3.0.19** 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.

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

**3.0.21** The Employment Expansion areas are clearly notated and the Core Strategy has indicated the size of allocation. The land adjacent to Hardwick Industrial Estate is an existing Local Plan allocation and has since been identified as a strategic employment site for the County. The site area for this is fairly fixed at approximately 27ha.

**3.0.22** This leaves an area of approximately 23ha for the land adjacent to the Saddlebow roundabout. The landowners have put forward a much larger piece of land for consideration than that suggested as allocation. Both suggested employment allocations are indicated on Map xxx (page? Fig?).

## Policy - King's Lynn Economy

The sites marked on Map x for 'Employment options' 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.

## Option - King's Lynn Economy

1. The nature of the use, the site area and the direction of growth are all specified in the adopted Core Strategy. However there may be alternative options for the precise siting of the allocations.
2. Is there sufficient justification to suggest that the Council should seek to allocate more land for employment uses in King's Lynn than that stated in the Core Strategy? If so, where could this be accommodated?

## Question - King's Lynn Economy

- a. Do you agree with the proposed employment expansion sites?
- b. If not, what alternative site would you suggest? (it should be in line with the broad directions illustrated in the Core Strategy).
- c. Are there any additional sites we should consider allocating for employment?

## Retail

**3.0.23** The policy approach to retail development in King's Lynn is specified in Policy xx 'Town Centres'. This outlines the Town Centre Zone and also the Primary and Secondary Retail Zones, specifying the types of development and potential uses deemed acceptable within these zones.

**3.0.24** The Core Strategy, in policy CS03, refers to the need to provide at least 20,000sqm 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 Map xx illustrates a proposed area. 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 Extension Development Framework was published and endorsed by the Council in November 2008.

**3.0.25** The Gaywood Clock area acts as a district shopping centre for the large residential areas in the east of King's Lynn with two supermarkets, local shops, library, chemist, health centre, takeaways, and other services.

## Policy - King's Lynn Town Centre Expansion

The area shown on Map x for town centre expansion will be the preferred location for new retail floorspace. It will involve redevelopment and or improvements to existing buildings. It should include a mixture of retail, leisure, community and office (on upper floors) uses, as well as elements of residential use and the relocation of the bus station.

## Option - King's Lynn Town Centre Expansion

1. An alternative approach to extending the town centre.
2. An alternative area for extension of the town centre.

## Question - King's Lynn Town Centre Expansion

- a. Do you agree with the Town Centre Extension Area? If not, what alternative would you suggest?
- b. Are there any additional sites we should consider allocating for this use?

## Regeneration Areas

**3.0.26** 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 an asset for 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.'**

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

**3.0.28** 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 from 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 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 water front area. The scheme will increase King's Lynn's day and evening economies and significantly add to the town's tourism offer.

## Transport

**3.0.29** In support of the overall approach to regeneration and growth in King's Lynn the Council worked with the County Council to produce the King's Lynn Area Land Use and Transportation Strategy (KLATS). A draft implementation plan has been prepared to take the Strategy proposals forward. Six key interventions were identified in KLATS which form part of the Implementation Plan. These interventions were:

- Town centre gyratory
- "Sand Line" public transport corridor
- South East Quadrant bus rapid transit
- Queen Elizabeth Hospital public transport and access
- Town centre car park rationalisation and Park & Ride
- A149 Roundabout and access improvements

**3.0.30** In addition the Plan looks at the strategic cycling network for King's Lynn and seeks to further develop it by identifying targeted and affordable improvements.

## Green Infrastructure

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

- 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 north-west of the town.

**3.0.32** 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 already underway. It is 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 runs until summer 2012 and involves 15 partners from across the North Sea Region who are all working together to test ideas to improve the social, economic and environmental quality of urban fringe areas. The Gaywood Valley Project will provide 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 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.

**3.0.33** 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 demonstrated 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 construction of such provision in commercial areas can make such sites more appealing with a related positive impact upon rental prices.

## Policy - King's Lynn Green Infrastructure

Strategic Green Infrastructure will be provided within the Gaywood Valley SURF Project Area and in the Bawsey/Leziate Countryside Sports and Recreation Zone as shown on the Proposals Map. Opportunities will be sought to include Green Infrastructure within the urban extensions shown on the Proposals Map.

## Option - King's Lynn Green Infrastructure

1. No policy, rely on national guidance
2. Do not make specific provision for GI, rely on negotiation with developers.

## Question - King's Lynn Green Infrastructure

- a. Is the approach to Green Infrastructure set out here an appropriate response to the recommendations in the Green Infrastructure Strategy?

## 4 Settlements Adjacent to King's Lynn and Strategic Growth Locations

### 4.1 South Wootton

#### Introduction

**4.1.1** South Wootton adjoins the built up area of King's Lynn but is a separate parish. The parish has an estimated population of 4,040 <sup>(2)</sup>. The built environment of South Wootton predominantly consists of modern two story semi detached and detached residential development although more traditional buildings surround St. Marys Church and the village green and pond.

**4.1.2** South Wootton has a diverse range of services and facilities but due to its location in relation to King's Lynn and the proximity to higher order facilities in the town it has been classified as a settlement adjacent to King's Lynn rather than a Key Rural Service Centre. Frequent bus services run between King's Lynn and Hunstanton via South Wootton and a cycle path network runs through the area which offers a choice of sustainable commute to employment locations.

**4.1.3** Part of South Wootton is immediately adjacent to Reffley Wood and is close to the Gaywood River Valley. Reffley Wood is currently a well used recreational area and protected habitat and several organisations are working together on the Gaywood Valley SURF project which aims to improve biodiversity and recreational use of this corridor. To the east of South Wootton lies mixed woodland on common land and arable fields, much of which is in the Area of Outstanding Natural Beauty (AONB). To the west of South Wootton built area there is a mix of grazing and arable land (some of which is within tidal flood risk zone 2 and 3) leading further out to drained coastal marshes.

**4.1.4** South Wootton forms one of three significant strategic locations for development identified in the Adopted Core Strategy. 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 a specific site choice to be made. This is likely to be best achieved through the development of a masterplan for the whole area. This consultation is an early stage in the process.

**4.1.5** The strategic site 'North East King's Lynn (adjacent to Knights Hill)' outlined in Section 4.4 also partially falls within the parish of South Wootton.

#### The site context

- Low lying arable and pastoral farmland (classified grade 3 agricultural land) divided by hedgerow with some drainage ditches.

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2 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

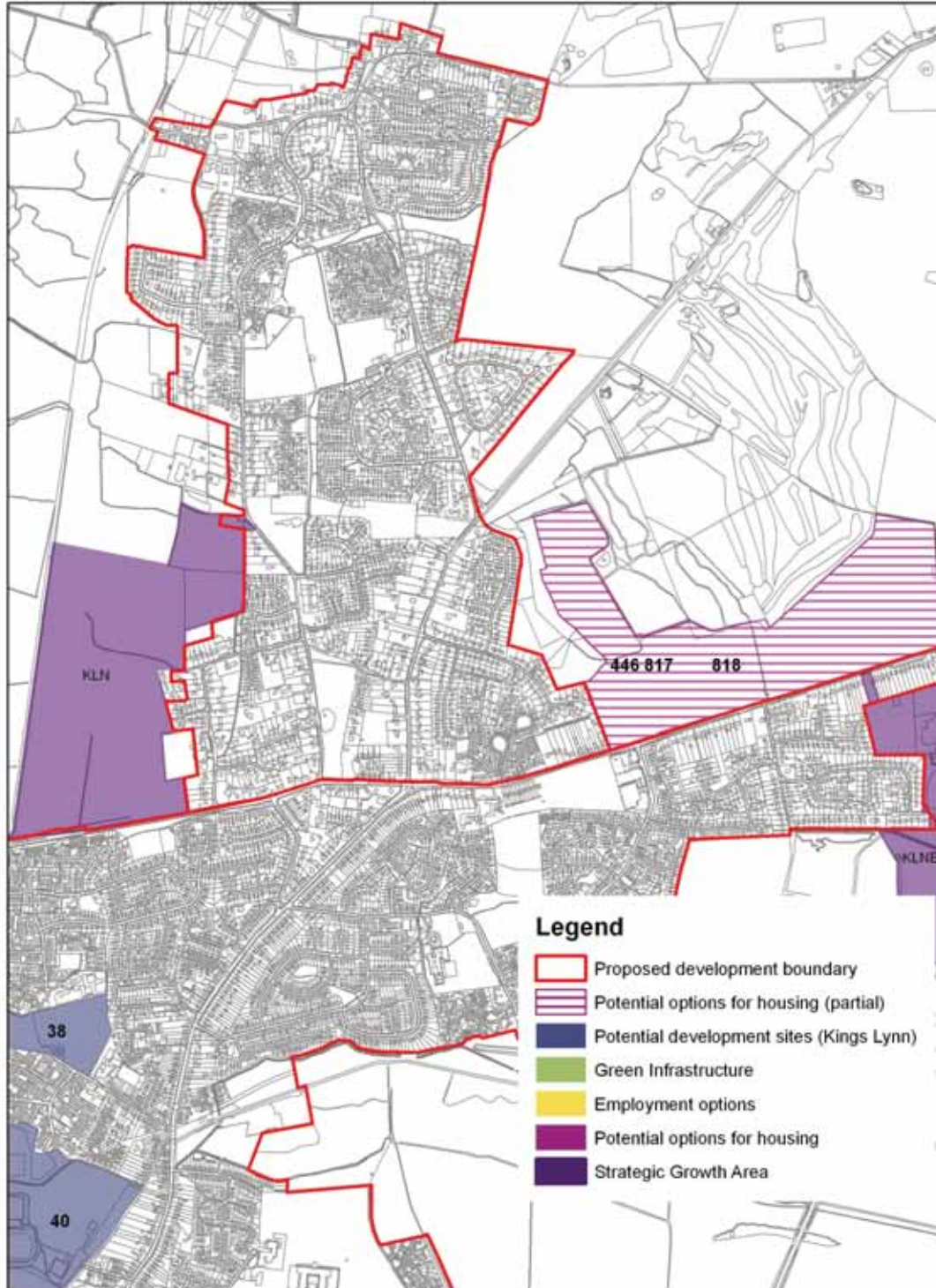
- Flat topography, long distance views limited by established hedgerow.
- Site bordered to the west by the linear trackbed of the former railway line from King's Lynn to Hunstanton.
- Site bordered to the south and east by existing development with potential for major access point on Edward Benefer Way and smaller access point onto Nursery Lane.
- Western half of site classified at potential future risk of tidal flooding (zone 2 tidal, climate change scenario for 2115).
- Currently private land with no public access.
- All landowners have been identified and have demonstrated an initial intention to develop, indicating that the land is available.
- There are relatively few landowners, likely to lead to a less complicated process of creating a comprehensive master plan for the area.

## **Growth area summary**

**4.1.6** The area is a highly significant strategic housing location which is potentially capable of providing 800 new houses. The location is well located to services and King's Lynn town centre but requires public consultation, discussion with landowners and agents as well as continuing work with key stakeholders and public bodies to enable development on the site. The flood risk on part of the site (tidal zone 2, climate change scenario for 2115) is an issue that must be further considered through joint working with the Environment Agency.

**4.1.7** The following diagram shows the proposed strategic growth area, a "partially acceptable" option site arising from the SHLAA process and the development boundary in South and North Wootton.





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South Wootton

0 0.125 0.25 0.5  
Miles

## Question - South Wootton 1

- a. Do you agree with the extent of the strategic growth area shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?
- c. Do you agree with the development boundary shown on the map?

### Infrastructure requirements

Utilises information from the Infrastructure Study and SHLAA.

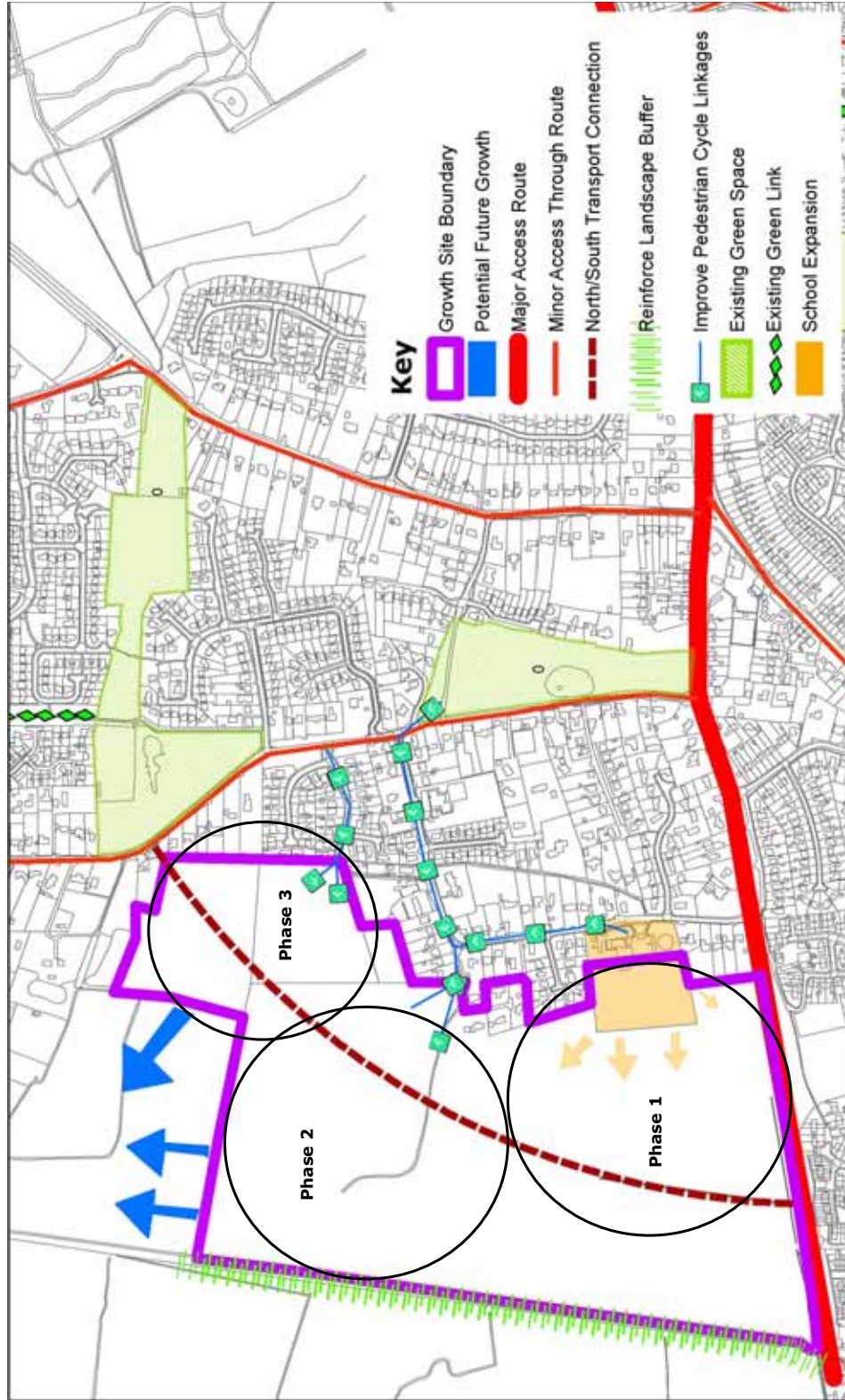
<b>Education</b>	From September 2011 the age range of the two village schools will change. South Wootton Junior will have four year groups instead of three, whilst the first school will become South Wootton Infant with three year groups. The Junior school is receiving two new modular classrooms to accommodate their new year group.
<b>Health</b>	Health – Expansion of the Woottons Surgery. Additional funding may be required towards a new primary care facility for King’s Lynn to provide GP and dental care for an expanded population (to accommodate all new growth areas).
<b>Transport</b>	Norfolk County Council stated there would be no objection to this broad area as this was their preferred growth area with good transport link. Detailed requirements to be determined by Norfolk County Council.
<b>Utilities</b>	Utilities (water, gas, electricity) – Where there is existing capacity in the network, contributions will be sought to connect new development to the existing grid and to reinforce systems. Further consultation with utility providers will be required to establish precise requirements, particularly in relation to electricity where providers have indicated very limited capacity for growth in King’s Lynn.
<b>Green Infrastructure</b>	Provision of open space on site will be required. Suitable linkages off site are required as appropriate.

## Potential development considerations

### These include:

- Integrating the new community with the existing community – extensive consultation is required to ensure involvement in the planning and design process and to promote long term community cohesion.
- Increased traffic – Design and Access Statement required considering safety and cumulative impact on the existing network. Consultation with Highways Authority to identify potential solutions.
- Secondary highway linkages at suitable points to the existing village road network are possible, which could help relieve traffic from the existing network.
- Flood risk, attenuation and drainage – site specific flood risk assessment required to identify risk. Joint working with Environment Agency to identify potential solutions. The cost of addressing any risk as a result of the development is currently unknown, but may affect the viability of the development.
- Potential for creation of a Local Centre, acting as a focal point and supplementing existing facilities to serve the local population.
- Further development could fund appropriate improvements to existing infrastructure, particularly expansion to existing schools and health care facilities.
- A potential high market value due to the desirable location could help towards meeting infrastructure needs, but will not solve any major deficiencies.
- Improving local connectivity by expansion of the existing cycle/footpath network.
- Impact on landscape and biodiversity – Landscape Impact Assessment and, potentially, ecological survey required.
- Creation of new publicly accessible green space.
- Consideration of screening development from wider countryside by retaining/improving existing hedgerow and creating new green areas for potential wildlife habitat.
- Provision of new housing will increase the local housing stock which should improve local affordability (in addition to the provision of some affordable housing).
- Financial constraints of infrastructure providers may delay housing delivery on this site.

**4.1.8** The following diagram shows potential layout and site phasing:



**South Wootton - Growth Area**

Proposed land use within the Development Site:

- \* 800 dwellings
- \* Land for school expansion
- \* Open space with playground
- \* Local centre comprising 2 small units and ancillary car park
- \* Sustainable Drainage System (SUD)

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0 0.035 0.07 0.14 0.21 Miles

## Question - South Wootton 2

- a. Do you agree with the potential phasing strategy?
- b. Are there any additional factors that should be considered in association with the development of the Strategic growth location.

### Other option considered

**4.1.9** The following table details the partially acceptable option arising from the SHLAA process and shown on the map (page 25). The site is considered as a potential option for residential development but is not capable of accommodating major development due to it being situated in an Area of Outstanding Natural Beauty. Therefore it is not considered as a realistic alternative to the strategic growth area.

Site ref:	Name/ Address	Current Use	Proposed Use	Site Area (ha)	Notes
817/ 818/ 446	Land to the north of Grimston Road	Agricultural	Residential/ employment/ leisure	38.6	Three separate submissions were made on an extensive piece of arable land to the north of Grimston Road, South Wootton. The land is entirely within the AONB and therefore only minor scale development if any is likely to be acceptable. The area was not an identified location for strategic growth in the Core Strategy and therefore is not be considered as an alternative option to the growth to the west of South Wootton.

## **Question - South Wootton 3**

- a. Are there any additional factors that should be considered in association with the development of this site?

## 4.2 North Wootton

**4.2.1** The parish of North Wootton has an estimated population of 2,380 <sup>(3)</sup>. Residential development predominates in North Wootton with the built environment largely made up of modern two storey semi detached 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. 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.

**4.2.2** 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 the 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.

**4.2.3** Two sites were submitted for consideration in North Wootton in the Strategic Housing Land Availability Assessment. One site was rejected from the assessment (reason listed in Appendix 1) and the other site is within the settlement boundary so does not require allocation.

**4.2.4** Currently there are no suitable, available and deliverable sites proposed for allocation in North Wootton. However this is an opportunity to raise any new sites with us, or discuss any sites which were rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process.

**4.2.5** The development boundary for North Wootton is shown in the South Wootton section on page 25.

### Question - North Wootton

1. Do you agree with the development boundaries shown on the map (see South Wootton map)?
2. Are there any other sites you wish to bring to our attention? Why would they be suitable?

3 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

## 4.3 South East King's Lynn - West Winch and North Runcton Area

### Introduction

**4.3.1** West Winch has a population of 2,630 <sup>(4)</sup> and is a linear settlement falling mainly between the A10 to the east and common land to the west and, further over, the main King's Lynn - Cambridge - London railway line. To the south the village of Setch (or Setchey) falls within the Parish, with the Garage Lane employment area.

**4.3.2** North Runcton has a population of 490 <sup>(5)</sup> and is situated off the A47 Trunk Road, 4 miles south/south-east of King's Lynn. It has an L-shaped form. The village limits are well-defined, particularly to the north by well-treed parkland. The Church is a grade 1 listed building by the architect, Henry Bell. There are no services within the main core of the village.

**4.3.3** West Winch has a good range of services including a primary school, social club, Post Office and shops.

**4.3.4** The Landscape Character Assessment identifies West Winch and North Runcton as being within the "Farmland with Woodland and Wetland" landscape character type. This is a medium scale, transitional landscape – separating the low lying areas of Fens to the west, from the more elevated area of the Rolling Open Farmland to the east. To the west and south the landscape type borders "The Fens – Open Inland Marshes".

**4.3.5** The Strategic Flood Risk Assessment shows land to the west of West Winch as falling within Flood Zones 2 and 3.

**4.3.6** South East King's Lynn forms one of three significant strategic locations for development identified in the Core Strategy. 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 a specific site choice to be made. This is likely to be best achieved through the development of a masterplan for the whole area. This consultation is an early stage in the process.

### The site context

- First identified as a potential growth location in the Borough Local Plan (1998). After reappraisal as part of the Core Strategy it was found to have greater potential than originally identified, and compared well to other potential growth locations in the town.
- The plan shows the wide area within which specific sites could be chosen for the first phase of 1,600 houses, then a subsequent phase to potentially total 6,000.
- The site is broadly bounded by the River Nar and the fen edge to the west and south; the A47 to the north and north east, with North Runcton being the eastern extent.

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4 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

5 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



- Two gas pipelines and associated buffer zones cross the site.
- Land does not require remediation and is not at risk of flooding
- The land is in multiple ownership, with several agencies involved in promoting sites, however all owners are known and have indicated an intention to develop.
- The development cost is thought to be achievable given the potential capacity of the area and contributions this could yield.
- Master planning of the area could safeguard against unacceptable impacts on the A10, requiring a link road from the A10 and A47. This would not only facilitate growth within that plan period, but would allow the opportunity to expand the growth location for the second phase to 6,000 dwellings.
- Master planning provides opportunities to include networks of open space, local centres with a potential retail and service function, and provide enhanced public transport routes in addition to housing.

**4.3.7** The existing villages of West Winch and North Runcton fall within the boundary on the plan above. It is important that these settlements do not lose their local character as development takes place.

**4.3.8** A further significant area of land to the north of the A47 was put forward during both the Strategic Housing Land Availability Assessment (SHLAA) process and the Core Strategy Examination. The Inspector did not recommend that it form part of the strategic direction of growth. Whilst it was considered a potential site in the SHLAA it has not been included in this document as it is detached from the main potential site by the A47; has potential detrimental impacts on the valley and longer distance views to the site; and is partly subject to flood risk.

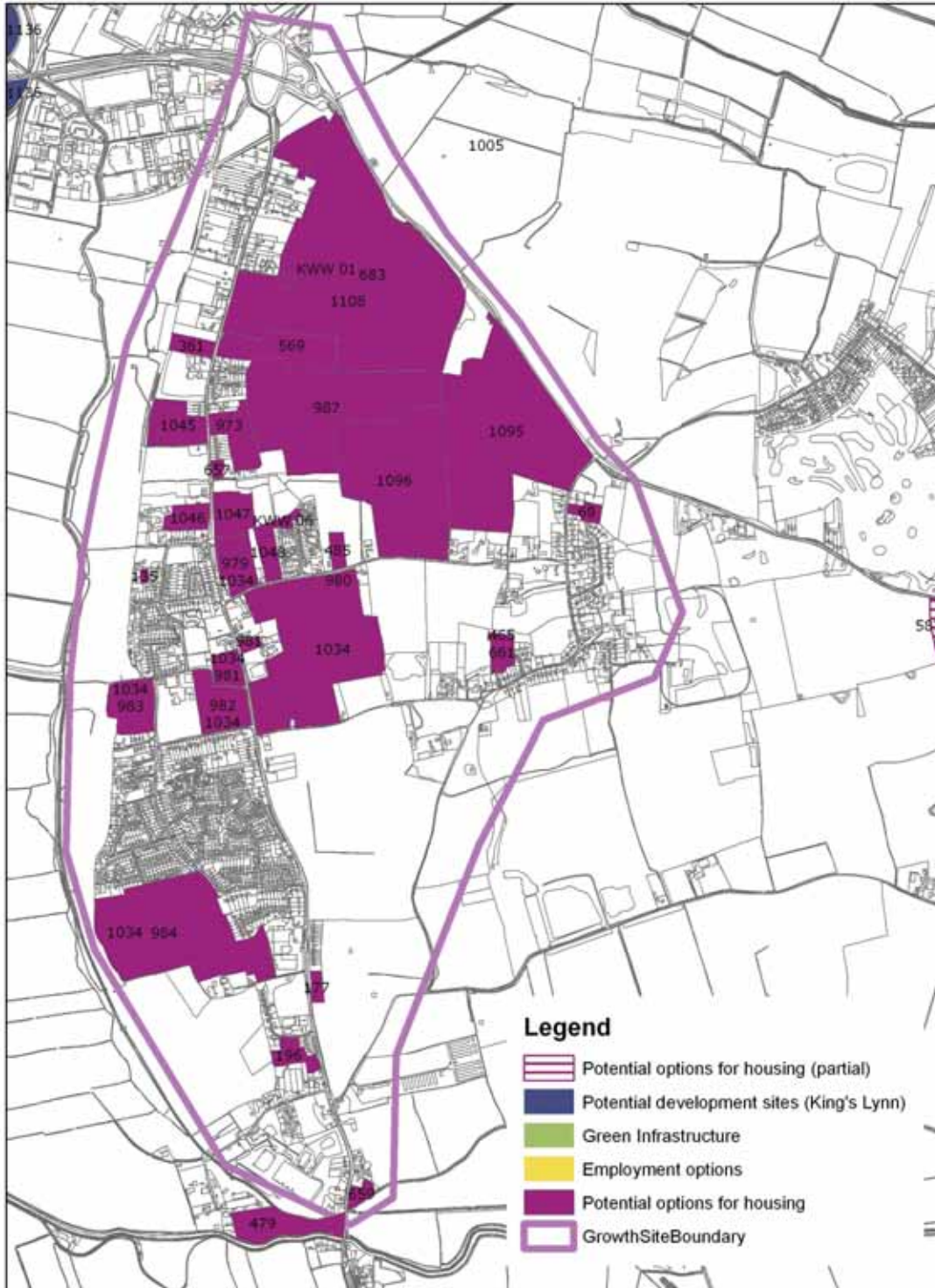
## **Growth area summary**

**4.3.9** This is a key strategic growth location which has the potential to enable the most significant housing growth in the borough in the region of 1,600 new houses. This is subject to continued and future extensive consultation, negotiation and neighbourhood planning.

**4.3.10** The following diagram shows potential sites in South East King's Lynn.

### **Question - South East King's Lynn 1**

- a. Do you agree with the growth site boundary shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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0 0.15 0.3 0.6 Miles



## South East King's Lynn West Winch & North Runcton Area

## Infrastructure requirements

Utilises information from the Infrastructure Study and SHLAA.

Education	<ul style="list-style-type: none"> <li>• Expansion of schools generally in King's Lynn for growth anticipated.</li> <li>• Particular need for new primary school in the south east King's Lynn area.</li> </ul>
Health	Expanded primary care and dental care facilities needed for growth in the King's Lynn area.
Transport	<ul style="list-style-type: none"> <li>• No specific input to Infrastructure Study exercise.</li> </ul> <p>However from subsequent Core Strategy Examination work:</p> <ul style="list-style-type: none"> <li>• Need for relief from A10 traffic for the village of West Winch as extra volume of traffic occurs from new development.</li> <li>• Need for specific infrastructure to serve the new development. This could be designed to perform a dual role.</li> <li>• Need for public transport and cycle links in to King's Lynn and employment areas.</li> </ul>
Utilities	<p>Electricity – General issues about capacity in the King's Lynn area.</p> <p>Gas –</p> <ul style="list-style-type: none"> <li>• Some local capacity, but to serve larger development reinforcement of the medium pressure network is needed.</li> <li>• There are 2 high pressure gas mains which cross the site. This restricts development in proximity to it, but does not prevent development.</li> </ul> <p>Water – Area less favoured by water company and drainage board for provision and disposal.</p>
Green Infrastructure	<ul style="list-style-type: none"> <li>• Provide strategic green infrastructure linking the pond and steep slope on the northern portion of the site to the woodland on the eastern boundary.</li> <li>• Explore the potential of the gas main corridors as green corridors across the development area.</li> <li>• Provide green links between the commons at West Winch, North Runcton and Hardwick.</li> </ul>

## Potential development considerations

**4.3.11** From work done so far on the strategic growth at South East King's Lynn the following factors are particularly important:

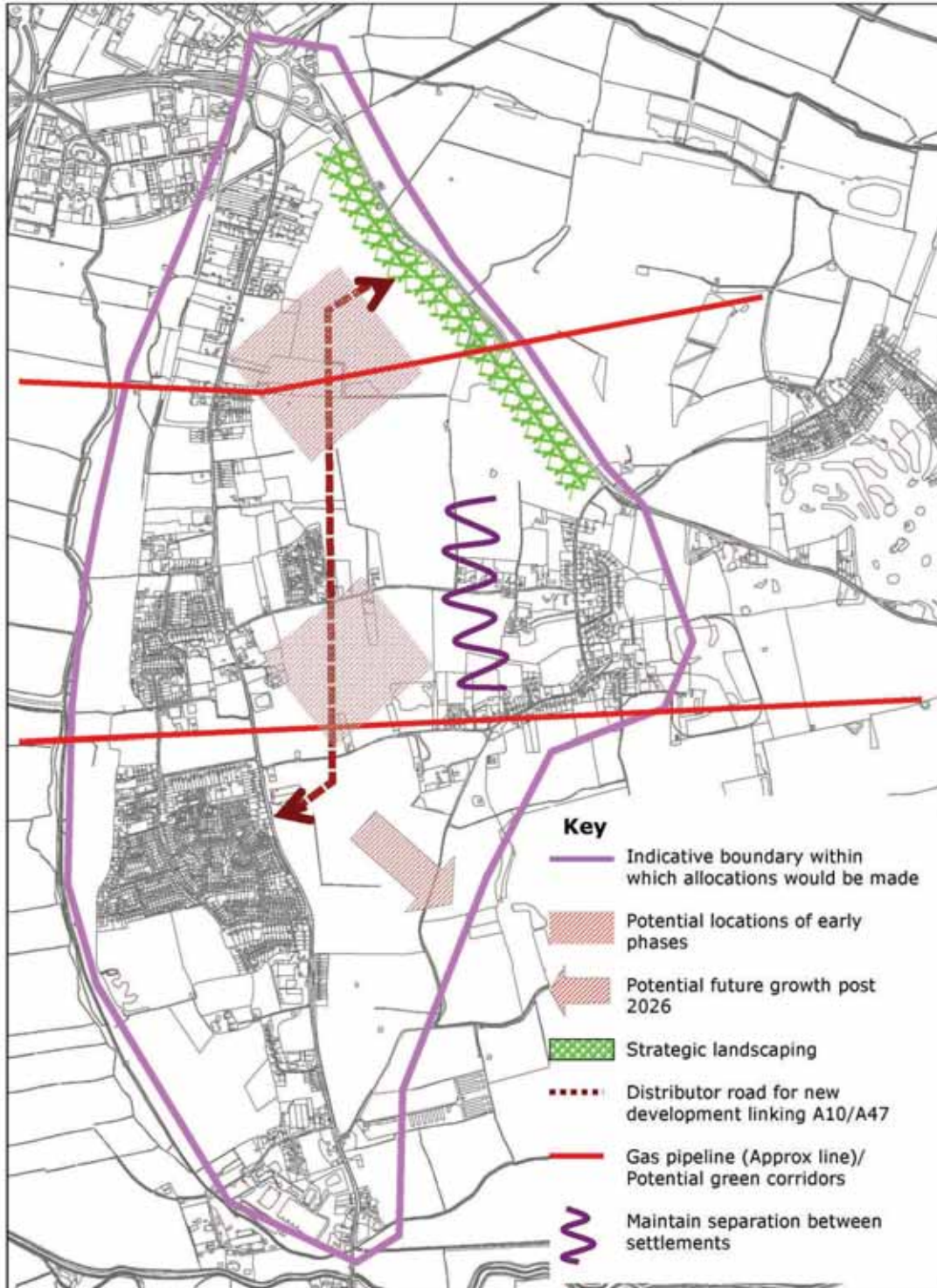
- Integration of a significant new area of development into the structure of King's Lynn, but respecting the distinctive village character and topography of the landscape.
- A new road link from the A10 to the A47 and possibly A149 would have a dual role to provide road infrastructure for the new development as well as distributing traffic flows to ease congestion on the A10. An opportunity to address the traffic issues on the A10 which divides the village.
- Dealing with connections beyond the site at the Hardwick roundabout and A149.
- It is expected that the A47/ A10 Hardwick junction will need to be improved to mitigate the impacts for the growth area.
- Key transport infrastructure should accompany development.
- New development could start at more than one location including around existing facilities and services at West Winch, but an overall plan is required in advance of development starting.
- Provide public transport and cycle links into employment and retail areas at Hardwick.
- Providing a significant increase in housing choice in the area.
- Provide affordable housing and lower cost / shared equity housing.
- New development should be built to appropriate densities and with consideration for views and landscape boundaries, such as the ridge line between West Winch and North Runcton.
- Any growth next to North Runcton should respect the current separation between West Winch and North Runcton.
- Green landscape corridors between neighbourhoods would need to be retained along the gas pipelines as these areas are important for surface water drainage and wildlife connections. Open space should be provided within the development.
- Providing appropriate supporting infrastructure for the new development - social facilities, such as schools, and health facilities should be provided, with efforts to integrate the new communities.
- Develop a masterplan to guide a phased approach that will reinforce the existing centre of West Winch and allow development to grow organically over time.
- Create a legible network of streets that reduces the existing conflicts between vehicle and pedestrian movement (i.e. around the A10) and creates walkable neighbourhoods.
- Enhance local identity and character by incorporating the historic landscape character and natural landscape assets such as the fenland edge and the ridge line between West Winch and North Runcton into a masterplan.
- Enhance village vitality by encouraging a mix of new housing, services and employment uses that build on existing local economic strengths.

- Use traditional and vernacular styles and locally sourced materials and skills to inform the design of new development.
- Encourage community and landowner promotion of growth strategy by creating an open and transparent consultation process, throughout the masterplan and development plan preparation.

**4.3.12** The diagram which follows the question shows strategic directions of the growth area. The diagram after shows the proposed settlement boundaries.

## **Question - South East King's Lynn 2**

- a. Do you agree with the development boundaries for West Winch shown on the second map?
- b. What additional factors if any should be considered in association with the development of the South East King's Lynn area?
- c. Do you agree with the potential approach to phasing of the development shown on the first map?

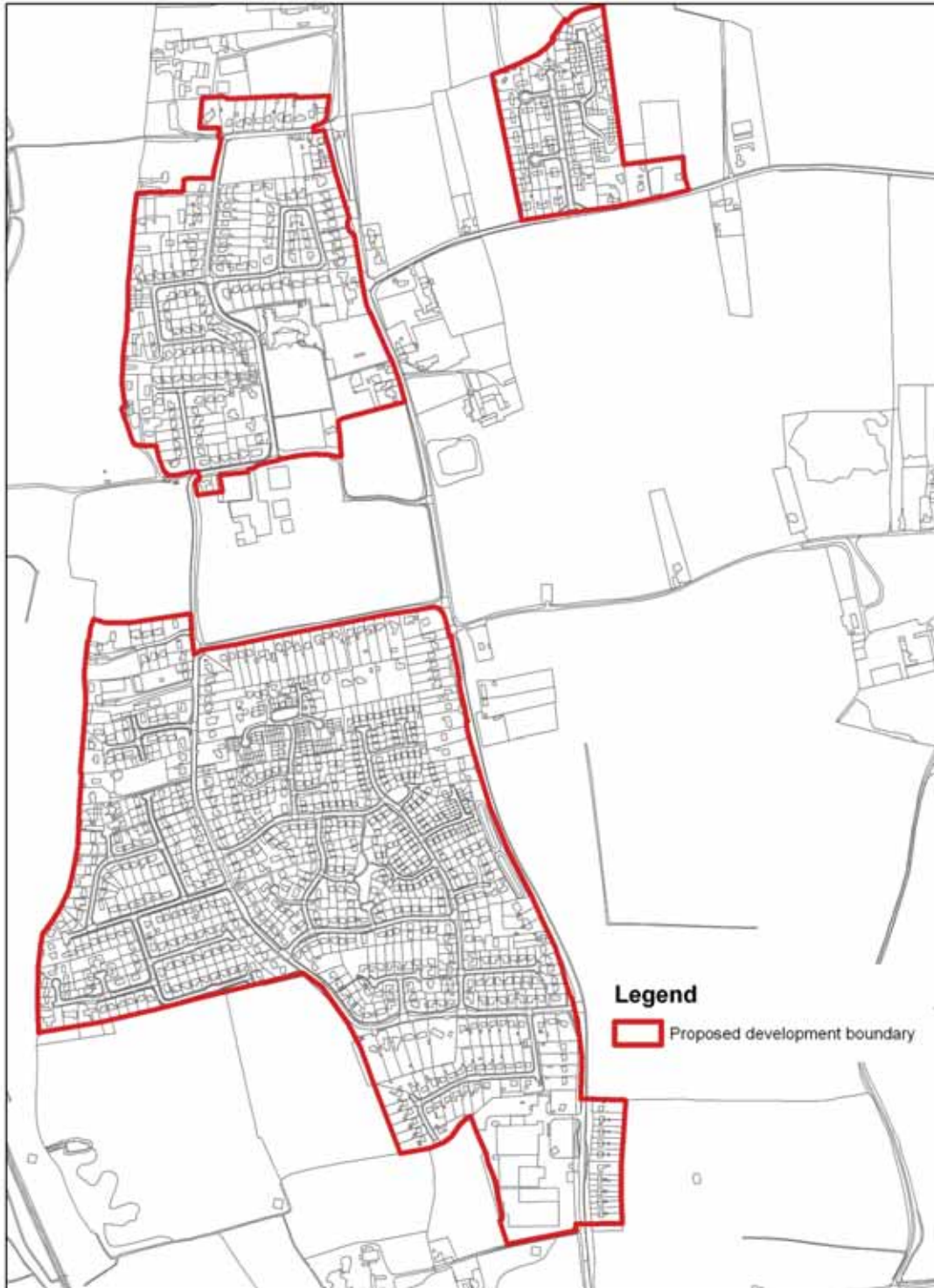


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South East King's Lynn  
West Winch - Growth Area





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West Winch



## 4.4 North East King's Lynn (adjacent to Knights Hill)

### Introduction

**4.4.1** The Strategic growth area North East King's Lynn is situated within South Wootton parish and partially within Castle Rising parish. The village of Castle Rising is to the north and King's Lynn town to the south. The surrounding built environment predominantly consists of modern 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.

**4.4.2** The area is within easy access to the amenities situated in South Wootton. Frequent bus services run between King's Lynn and Hunstanton via South Wootton and a cycle path network runs through the area which offers a choice of sustainable commute to employment locations.

**4.4.3** Reffley Wood is immediately south of the growth area, the ANOB is to the north beyond the A148 Grimston Road. Roydon Common National Nature Reserve is situated to the east. The Gaywood Valley designation covers a large part of the southern area of the site.

**4.4.4** 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. This consultation is an early stage in the process.

### The site context:

- This is a greenfield site, not at risk of flooding and adjacent to good access roads.
- Gently sloping topography, higher gradient north to lower gradient south. Some long distance viewpoints.
- Site bordered to east by A149 strategic road link and to north by the A148, reinforcing development limits of site.
- Development may be restricted on the eastern edge of the site, but this would also reduce the impact of vehicular noise from the A149.
- Site bordered to the west by existing development and to south east by Reffley Wood, with an AONB to the north and Roydon Common National Nature Reserve to the east. Any application would need to demonstrate that it could mitigate the ecological and environmental impact upon these features.
- Pedestrian access through site currently via Sandy Lane but no safe crossing point over A149.
- Site is primarily private farmland.
- Poor access from site to existing services/facilities, this would need to be addressed within the development.



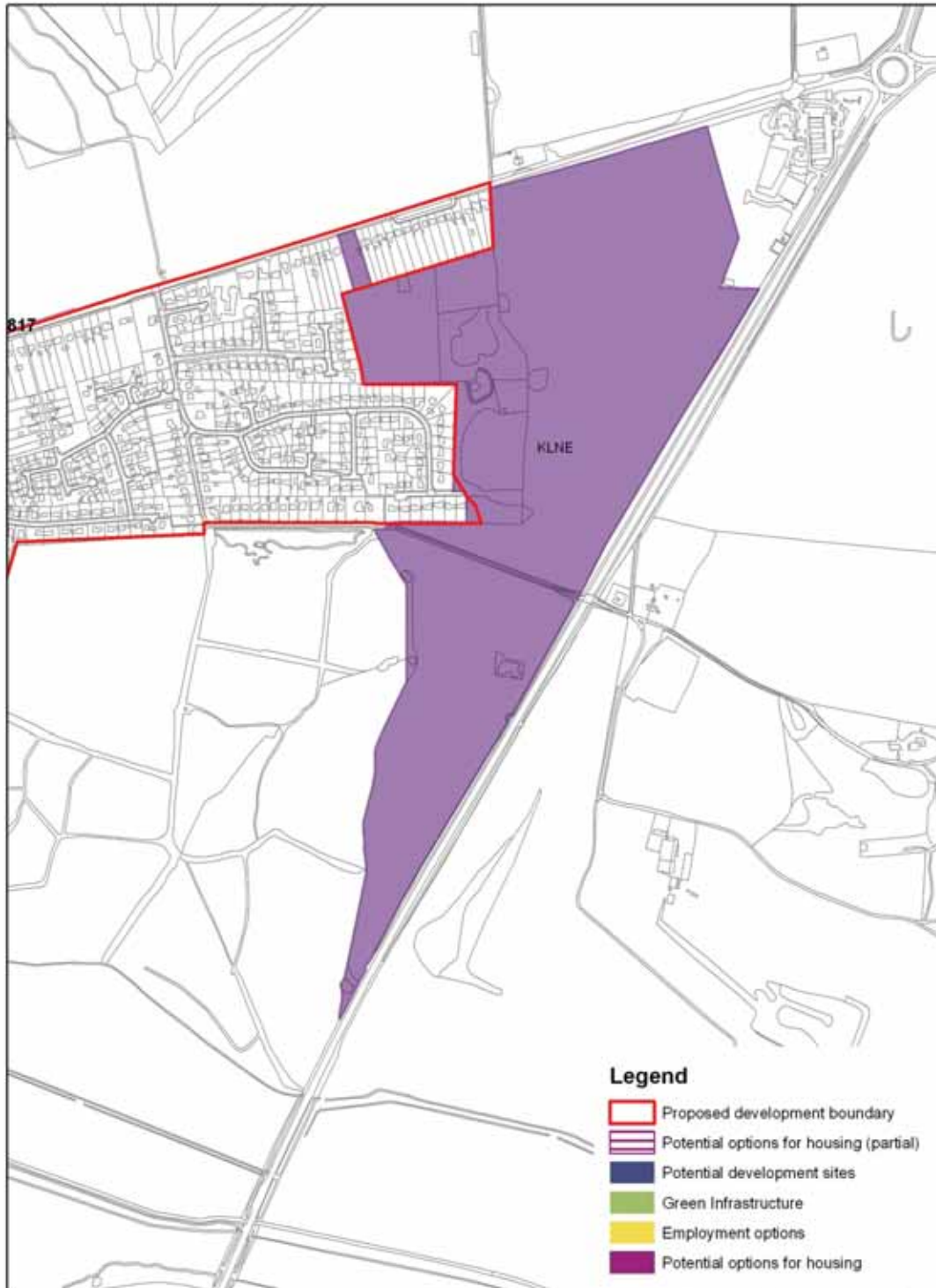
- The site has few landowners, all indicating an intention to develop.
- The majority landowner has been actively promoting his site, indicating they would be keen to develop within 5 years, accommodating 700-800 houses. If it were found to be preferable to develop the whole site for 1,000 houses it would be better to work with all three landowners to produce a master plan for the comprehensive development of the area.
- Master planning could alleviate some issues through effective stakeholder and community consultation.

**4.4.5** This site has the least identified constraints to delivery of all the broad locations when considering the suitability and availability of the site. There is potential for this site to be developed within the 0-5 year timescale subject to progress on the Local Development Framework and effective community and stakeholder consultation in line with a planning application.

### **Growth area summary**

**4.4.6** This site is capable of providing approximately 750 new homes and has the least identified constraints to delivery of all the broad locations when considering its suitability and availability.

**4.4.7** The following diagram illustrates the extent of the site, with the next showing potential layout and site phasing.



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King's Lynn North

0 0.020 0.04 0.08 0.12 0.16 0.2 Miles

## Infrastructure requirements

### 4.4.8 Utilises information from the Infrastructure Study and SHLAA.

<b>Education</b>	Expansion of existing schools.
<b>Health</b>	Health - Expansion of the Woottons Surgery. Additional funding may be required towards a new primary care facility for King's Lynn to provide GP and dental care for an expanded population (to accommodate all new growth areas).
<b>Transport</b>	Broad location is thought to have good transport links. So long as safe access can be provided no objection would be made by Norfolk County Council. Detailed requirements to be determined by Norfolk County Council.
<b>Utilities</b>	Utilities (water, gas, electricity) - Where there is existing capacity in the network, contributions will be sought to connect new development to the existing grid and to reinforce systems. Further consultation with utility providers will be required to establish precise requirements, particularly in relation to electricity where providers have indicated very limited capacity for growth in King's Lynn.
<b>Green Infrastructure</b>	Plans for the site would need to be considered in light of proposals within the wider Gaywood Valley Project Area for the development/ enhancement of green infrastructure.

## Potential development considerations

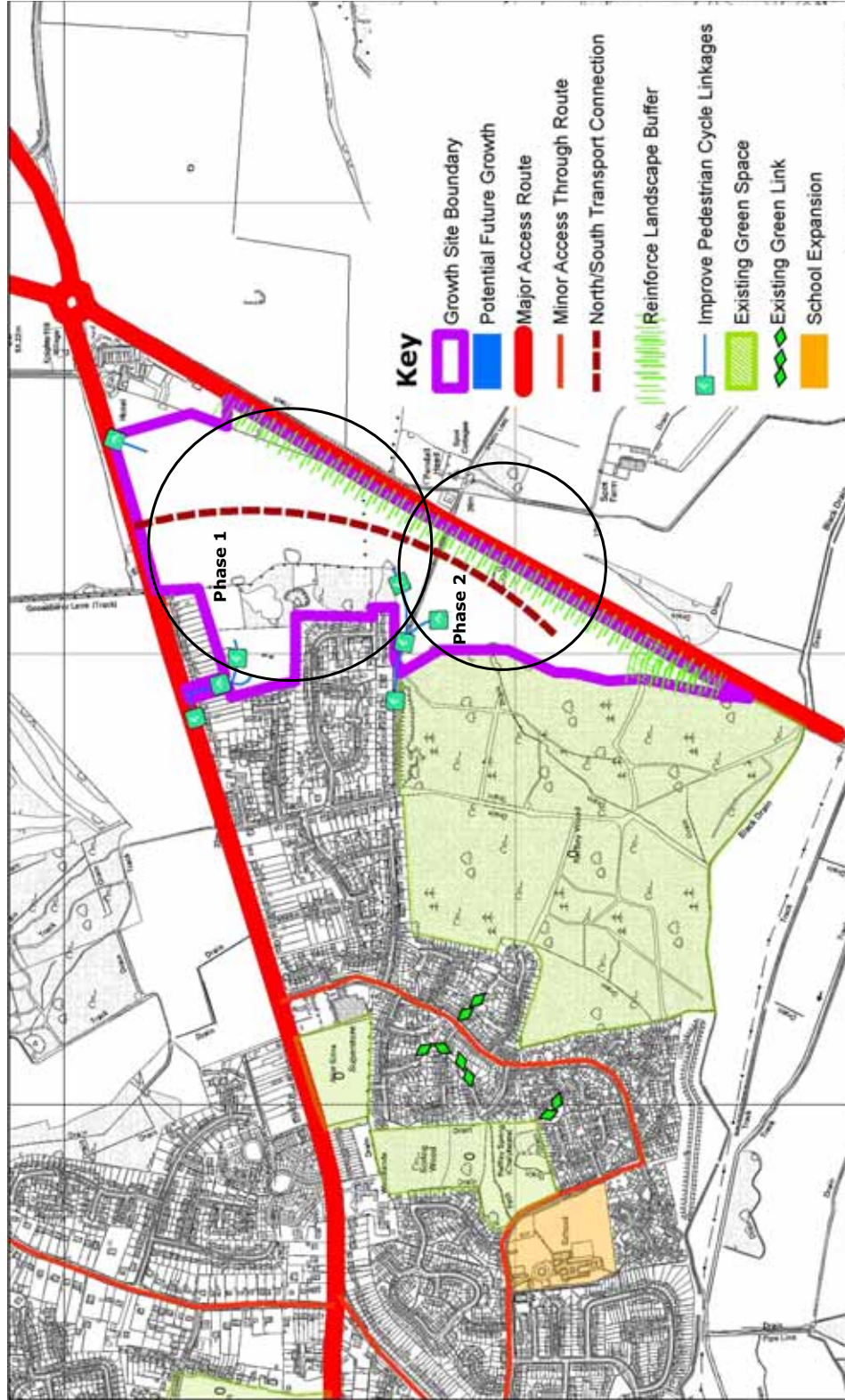
### 4.4.9 These are:

- One of the last remaining locations for housing within the limits of the town which is not at risk of flooding.
- Careful consideration of boundary issues to Reffley Wood, etc.
- New development could provide the opportunity to establish green links for public recreation between residential areas, Reffley Wood and the wider Gaywood Valley.
- Development would connect to the wider residential area in the north of the town.
- Further development would help fund improvements to existing infrastructure, particularly expansion to existing schools.
- Provision of new housing will increase the local housing stock which should improve local affordability (in addition to the provision of some affordable housing).
- Visual impact – Landscape Impact Assessment required strong landscape buffers at edge of the site to mitigate impact, potential for lower density development with pockets of trees/green space in sensitive locations.

- Traffic noise and pollution from A149 – strong landscape buffer to east of the site between road and new development should reduce noise, visual and air pollution.
- Gas pipeline located beneath the A149. This restricts development in proximity to it, but does not prevent development.
- Access to local services – transport statement required to address connectivity to services.
- Ecological impact – particularly sensitive due to the proximity to Reffley Wood. Ecological report likely to be required to identify issues and potential solutions.

## **Question - North East King's Lynn**

- a. Do you agree with the proposed site boundary and broad layout?
- b. Do you agree with the broad approach to development on the site?



King's Lynn North - Growth Area

Proposed land use within the Development Site:

- \* 750 dwellings
- \* Land for school expansion
- \* Open space with playground

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0.035 0.07 0.14 0.21  
Miles

## 5 Downham Market

### Introduction

**5.0.1** Downham Market is situated 13 miles south of King's Lynn, 13 miles south east of Wisbech and 15 miles south west of Swaffham at the junction of the A10 King's Lynn to London road and the A1122 Wisbech to Swaffham road. The settlement grew around the junction on the relatively higher ground. Downham Market is on an elevated site on the eastern edge of the valley of the River Great Ouse. It is built mainly on the Lower Greensand and Kimmeridge clay belts which form the western boundary of the chalk upland area of High Norfolk.

**5.0.2** The town serves both the local population (estimated at 8,810<sup>(6)</sup>) and the surrounding rural hinterland.

**5.0.3** Downham Market is an historic market town with a wealth of historic buildings, spaces and interlinking streetscapes. The quality of the historic environment can be best qualified by its numerous historic assets, spanning several centuries, including an extensive Conservation Area and numerous Listed Buildings. The market place and central distinctive "Clock Tower" provides the focal point with many high quality generally two storey old buildings fronting on to the square. Many of towns quality buildings are constructed from the locally available carstone building stone. Carstone has a distinctive brown colour due to the iron content. It can't be dressed into regular blocks so it is normally used in conjunction with brick piers which results in the local style of building.

**5.0.4** The town has good transport links. There is a railway station serving the town on the Fen Line, London King's Cross – Cambridge – King's Lynn. Road links are via the A10 and A1122. There is an extensive bus service in to Downham Market and beyond to King's Lynn and the surrounding hinterland. The town has an historic link to the waterway with the River Great Ouse and the Relief Channel to the western edge of the town which were formerly used for industrial purposes but now more of a leisure use.

**5.0.5** The Strategic Flood Risk Assessment has identified that the western extent of the town around the River Great Ouse and the Relief Channel is constrained by flooding in tidal flood zone 3 and a flooding hazard zone but this does not extend in to the town itself.

### Housing Growth - background

**5.0.6** Downham Market is identified in the Core Strategy as a Main Town which will see some growth over the period to 2026. The town will provide at least an additional 2,710 new homes over the remainder of the plan period and some 15 hectares of employment land. Of the 2,710 new homes, 2,320 already have the benefit of planning permission. Therefore land for at least an additional 390 homes will need to be allocated.

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6 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

**5.0.7** Evidence to support the housing numbers for Downham Market in the Core Strategy suggests that there is broadly sufficient infrastructure capacity to accommodate the proposed level of growth, although some local Infrastructure may require upgrading. New development may have to contribute to the expansion of primary and nursery schools and possibly healthcare provision may need to be slightly expanded. A more detailed assessment is given in section 5.0.13 "Infrastructure requirements."

The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see page XX. For an explanation of the potential scale of development that might be appropriate see chapter 2, page XX.

Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

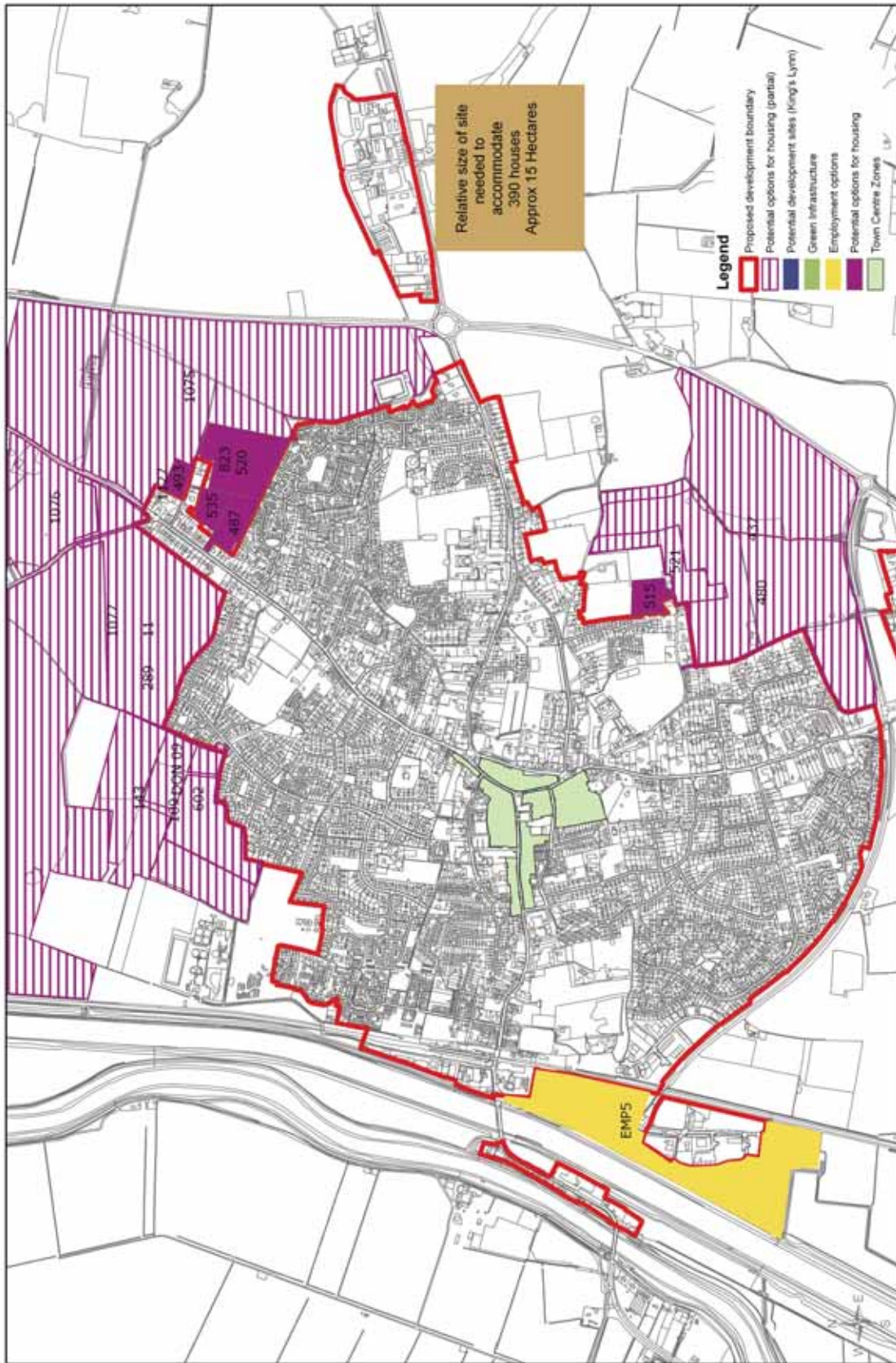
Views are invited on any of the sites. Potential options are shown on a map which follows the table.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
11, 289, 1077	Land south of West Way, north of Downham Market	Agricultural	Housing	131	Large agricultural site (grade 3) outside built environment boundaries. Allocation of the entire site would result in the gap between Downham Market and Wimbotsham being lost. The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.
109, 143, 602, DON 09	Land west of Wimbotsham Road	Agricultural	Housing	20.9	Large agricultural site (grade 3) outside built environment boundaries. Site appears to be partially within a cordon sanitaire for Anglian Water sewage facility.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.
1076	Land at Lower Farm & Church Farm	Agricultural	Housing	17	Large agricultural site (grade 3) outside built environment boundaries. Allocation of the entire site would result in the gap between Downham Market and Wimbotsham being lost. The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.
1075	Land around Upper Farm, New Road	Agricultural	Housing	49	Large agricultural site (grade 3) outside built environment boundaries. Allocation of the entire site would result in the gap between Downham Market and Wimbotsham being lost. The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.



Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
493, 1127	Land off Bridle Lane	Greenfield	Housing	0.7	Agricultural site (grade 3) outside built environment boundaries.
520, 823	Land south of Bridle Lane	Agricultural	Housing	4.3	Agricultural site (grade 3) outside built environment boundaries.
487	Land to the rear of 192 Lynn Road, Bromhill	Agricultural	Housing	1.6	Agricultural site (grade 3) outside built environment boundaries.
535	Land south of Bridle Lane	Agricultural	Housing	1	Agricultural site (grade 3) outside built environment boundaries.
515	Land east of Howdale Rise	Agricultural	Housing	1.2	Agricultural site (grade 3) outside built environment boundaries.
437, 480, 521	Land south east of Downham Market	Agricultural	Housing	47	Large agricultural site (grades 2 & 3) outside built environment boundaries. The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.



Downham Market

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## Infrastructure requirements

**5.0.8** Whatever specific piece(s) is/are chosen the new development will need to provide for:

- Local connections to the highway network for vehicles; public transport; and cycles and pedestrians.
- Appropriate provision for:
  - Education provision
  - Open space and links to the 'green space' network
  - Community facilities
- Local landscape considerations – screening, design for new development, etc
- Sustainable drainage systems

The table below utilises information from the Infrastructure Study and SHLAA.

<b>Education</b>	<p>Increases in capacity needed for both primary and secondary schools.</p> <p>Given the configuration of existing schools this may mean a new primary school is needed.</p> <p>On site expansion of secondary provision would be required, but this could be difficult although not impossible.</p>
<b>Health</b>	<p>Current anticipated level of growth could be accommodated, although only slightly more would need to be considered carefully and potential expansion required.</p> <p>Housing with care, care home and care home with nursing all require expansion.</p>
<b>Transport</b>	<p>No major problems in principle. Detailed requirements to be determined by Norfolk County Council.</p>
<b>Utilities</b>	<p>No major extensions required for scale of growth anticipated.</p>
<b>Green Infrastructure</b>	<p>Provision of open space onsite will be required. Suitable linkages offsite are required as appropriate.</p>

## Potential development considerations

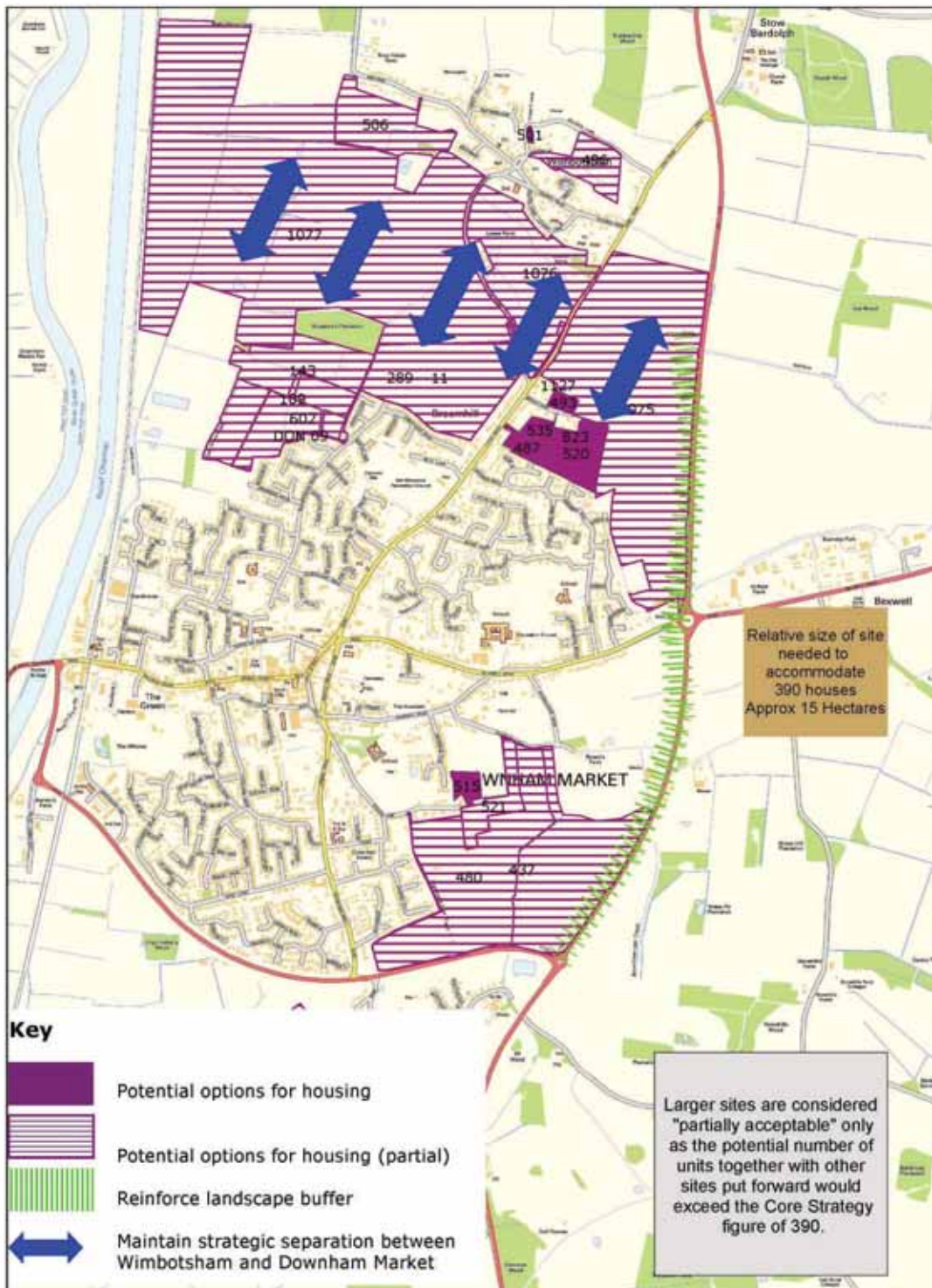
- Integrating the new community with the existing community – extensive consultation required to ensure involvement in the planning and design process and to promote long term integration.
- Provision of new housing will increase the local housing stock which should improve local affordability (in addition to the provision of some affordable housing)
- Increased traffic – Design and Access Statement required considering safety and cumulative impact on the existing network. Consultation with Highways Authority to identify potential detailed solutions.
- Secondary highway linkages at suitable points to the existing town road network are possible.
- Impact on landscape and biodiversity – Landscape Impact Assessment and ecological survey potentially required.
- Appropriate screening for the development from wider countryside by retaining/improving existing hedgerow and creating new green areas for potential wildlife habitat.
- Careful consideration of the historic landscape, using local factors to influence new designs, but also ensuring recorded and unrecorded finds are protected.
- Improving local connectivity by expansion of the cycle/footpath network in the town
- Creation of new publicly accessible green space
- Appropriate improvements to existing infrastructure, particularly expansion to existing schools, or potentially a new primary school.

**5.0.9** There has been a number of sites with large areas suggested as options for potential allocation in Downham Market. If any of these sites were to be allocated in their entirety the total number units would by far exceed the requirements for Downham Market, i.e. over 390 units. The following diagram illustrates the relative size of a piece of land (about 15 hectares) to accommodate 390 houses. The particular location of a site(s) is not yet finalised. There are a number of potential options as shown on the next diagram.

### Question - Downham Market

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

**5.0.10** The following diagram shows potential locations and significant factors affecting development.



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Downham Market

0 0.15 0.3 0.6 Miles

## Economy

**5.0.11** The Core Strategy indicates the distribution of development across the borough, and for Downham Market approximately 15 hectares of employment land is to be allocated in the town. The Downham Market Diagram (Adopted Core Strategy, Page 101, Figure 9) broadly illustrates the Employment Expansion areas (including leisure and tourism uses).

**5.0.12** The land to the south west of the town is made up of existing Local Plan allocations (Barton's Drove North and Barton's Drove South). The Annual Monitoring Report shows that while part of these sites have been developed there remains approximately 15ha available for employment uses. Please refer to Map x for the proposed Employment Expansion area.

### Policy - Downham Market Economy

The site marked on Map x for 'Employment options' will be the preferred location for employment expansion in Downham Market. The development of this site 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.

### Option - Downham Market Economy

1. The nature of the use, the site area and the direction of growth are all specified in the adopted Core Strategy. However there may be alternative options for the precise siting of the allocation.
2. Is there sufficient justification to suggest that the Council should seek to allocate more land for employment uses in Downham Market than that stated in the Core Strategy? If so, where could this be accommodated?

### Question - Downham Market Economy

- a. Do you agree with the proposed employment expansion sites? If not, what alternative site would you suggest? (it should be in line with the broad directions illustrated in the Core Strategy).
- b. Are there any additional sites we should consider allocating for employment?

## Retail

**5.0.13** The policy approach to retail development in Downham Market is specified in Policy DM 4 'Town Centres'. This outlines the Town Centre Zone, specifying the types of development and potential uses deemed acceptable within this zone.

## Green Infrastructure

**5.0.14** The directions of growth set out in the Core Strategy for Downham Market reflect the best options to provide a combination of accessibility to the existing town centre and the A10 together with recognition of potential impact upon the landscape. To the south-east land generally falls away from the A10 settling in a natural bowl which restricts extensive views. The land rises further north towards a plateau at the former Bexwell Airfield which offers little scope for mitigation of new development. Further north still, approaching Wimbotsham there is a greater need to mitigate impact upon the landscape. There have been a number of large sites suggested as options in this area. The Council recognises the need to prevent coalescence with, or even encroachment upon Wimbotsham, therefore the options shown on the map are only partially acceptable. The sites could only be further considered if they are reduced in size to maintain the separation between Downham Market and Wimbotsham.

**5.0.15** In Downham Market two strategic gaps were identified in the local Green Infrastructure (GI) provision. They include the requirement for a safe crossing of the A10, which is a major barrier to GI in the east, and the creation of further GI to the north of the town, where there is considered to be a deficiency. Opportunities to develop GI between Cock Drove and Kingston's Plantation should also be considered.

**5.0.16** The Strategy set out aspirations for a comprehensive GI network in Downham Market based upon a 'hub and spoke' model. Consultation demonstrated demand for a circular route of footpaths and cycleways around the perimeter of the town linking residential areas with employment sites and the surrounding countryside. Demand for further linkages between the village of Wimbotsham, to the north, and Downham Market were also demonstrated. Proposed new residential areas are located primarily on the perimeter of the town and will also be supported by these linkages.

**5.0.17** New GI provision will be sought to the south of the town (the Wissey Living Landscape Project Area - a project led by Norfolk Wildlife Trust to support a number of GI developments in the Wissey valley, including the restoration of wetland habitats on arable land) and the north-west to support the recreation of the existing and new residents. As at King's Lynn, linkages are required across the boundaries created by the current road structure, primarily the A10.

## Policy Draft Green Infrastructure

### Policy - Downham Market Green Infrastructure

Strategic Green Infrastructure will be provided in Downham Market at the Wissey Living Landscape Project Area and at Cock Drove/Kingstons Plantation as shown on the Proposals Map. Opportunities will be sought to include Green Infrastructure in the urban extensions shown on the Proposals Map.

### Option - Downham Market Green Infrastructure

1. No policy, rely on national guidance
2. Do not make specific provision for GI, rely on negotiation with developers.

### Question - Downham Market Green Infrastructure

- a. Do you have any comments on the proposed policy approach?
- b. Should the Council use an alternative option as their preferred approach?



## 6 Hunstanton

### Introduction

**6.0.1** Hunstanton is the smallest of the three towns in the borough with a population of 4,640<sup>(7)</sup>. 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.

**6.0.2** Hunstanton's recent history revolves around 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.

**6.0.3** 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, European Marine Site.

**6.0.4** 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 risk (categories 2 (low to medium risk) and 3 (high risk)).

**6.0.5** 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.

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7 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

## Housing Growth - background

**6.0.6** The Core Strategy states that the town will provide for at least 580 new homes over the next 15 years, with at least 220 new dwellings and approximately 1 ha of employment uses to be allocated. It identifies directions of urban expansion for the town and a broad location for employment expansion (Core Strategy, p102, Figure 10). The general directions of growth for urban expansion are to the east of the A149, and to the south of the town but west of the A149. These are illustrated on the map below 'TITLE?' as grey arrows entitled 'Core Strategy 'Area for Urban Expansion'. It is important to clarify that the growth indicated by the arrows is not in addition to the potential sites detailed on the map but gives the broad direction stated in the Core Strategy. It is clear that some of the potential sites put forward are in these growth directions.

The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see page XX. For an explanation of the potential scale of development that might be appropriate see chapter 2, page XX.

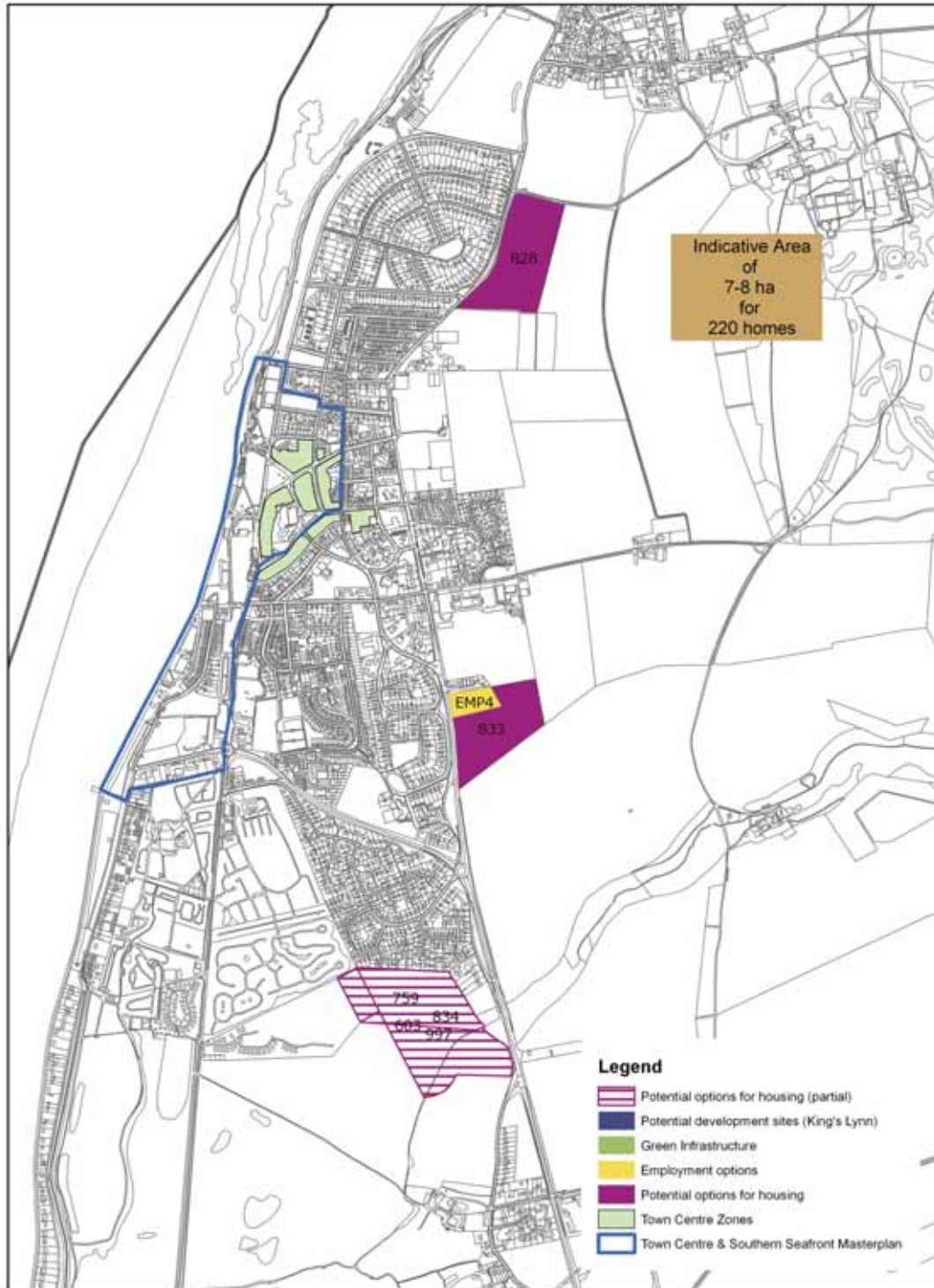
Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

Views are invited on any of the sites. Potential options are shown on a map which follows the table.

Site Ref:	Name/ Address	Current Use	Proposed Use	Site Area (ha)	Notes
828	Land to the east of Cromer Road	Agricultural	Residential	6.2	Agricultural land (grade 3). The site is situated alongside the A149, adjacent to school playing fields, allotments and agricultural land, and is opposite established residential uses. The site is relatively distant from the town centre, but is close to the school and some services. There are mature hedges at the boundaries. Impact on the landscape would require mitigation through screening. Would need to be subject to adequate access onto the highway network including improved footway links to the

Site Ref:	Name/ Address	Current Use	Proposed Use	Site Area (ha)	Notes
					town centre. A crossing point for the A149 would be required, and extension to the 30mph limit.
833	Land to the south of Hunstanton Commercial Park	Agricultural	Residential	6	Agricultural land (grade 3). The site is adjacent to the A149 and neighbours employment land, agricultural land and is opposite residential development. Footpaths could be improved as part of a scheme. There is a mature hedge at the boundary. The site slopes down towards the south and east. A small proportion of the site is currently allocated in the Local Plan for employment use, and this is indicated in the Core Strategy as a continued direction for employment growth in the town. Screening to the south and east of the site would be required. Adequate access onto the highway network would be required as would extension to the footway network. A crossing facility for the A149 would also be required, and depending upon the growth allocation, extension of the 30pmh zone.
603/ 759/ 834/ 997	Land adjoining Heacham Manor Golf Course, Manor Farm, Hunstanton Road	Agricultural	Residential	11.2	Site 603 (and 759, 834, 997) is grade 3 agricultural land located next to the A149, a golf course and a residential area. The site contains trees and scrubland and would potentially require ecological and archaeological surveys. The site is within walking distance of a

Site Ref:	Name/ Address	Current Use	Proposed Use	Site Area (ha)	Notes
					<p>supermarket but is relatively distant from the town centre. The site is highly visible from the A149 due to sloping topography of the site, and any development will have an impact on the landscape, albeit this could be reduced by effective landscaping. Vehicular access would need to be established. Risk of flooding on small area of the southern part of the site, furthest from existing residential area.</p>



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### Hunstanton

## Question - Hunstanton 1

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

## Infrastructure requirements

**6.0.7** Whichever site(s) is chosen the new development will need to provide for:

- Local connections to the highway network for vehicles; public transport; and cycles and pedestrians
- Appropriate provision for education; open space and links to the 'green space' network; and community facilities
- Local landscape considerations (including screening, appropriate design of new development, etc)
- Sustainable drainage systems.

**6.0.8** Infrastructure requirements for this level of growth in Hunstanton are detailed below. Broadly however there is sufficient infrastructure capacity to accommodate the proposed levels of growth as these issues can be overcome.

The table below utilises information from the Infrastructure Study and SHLAA.

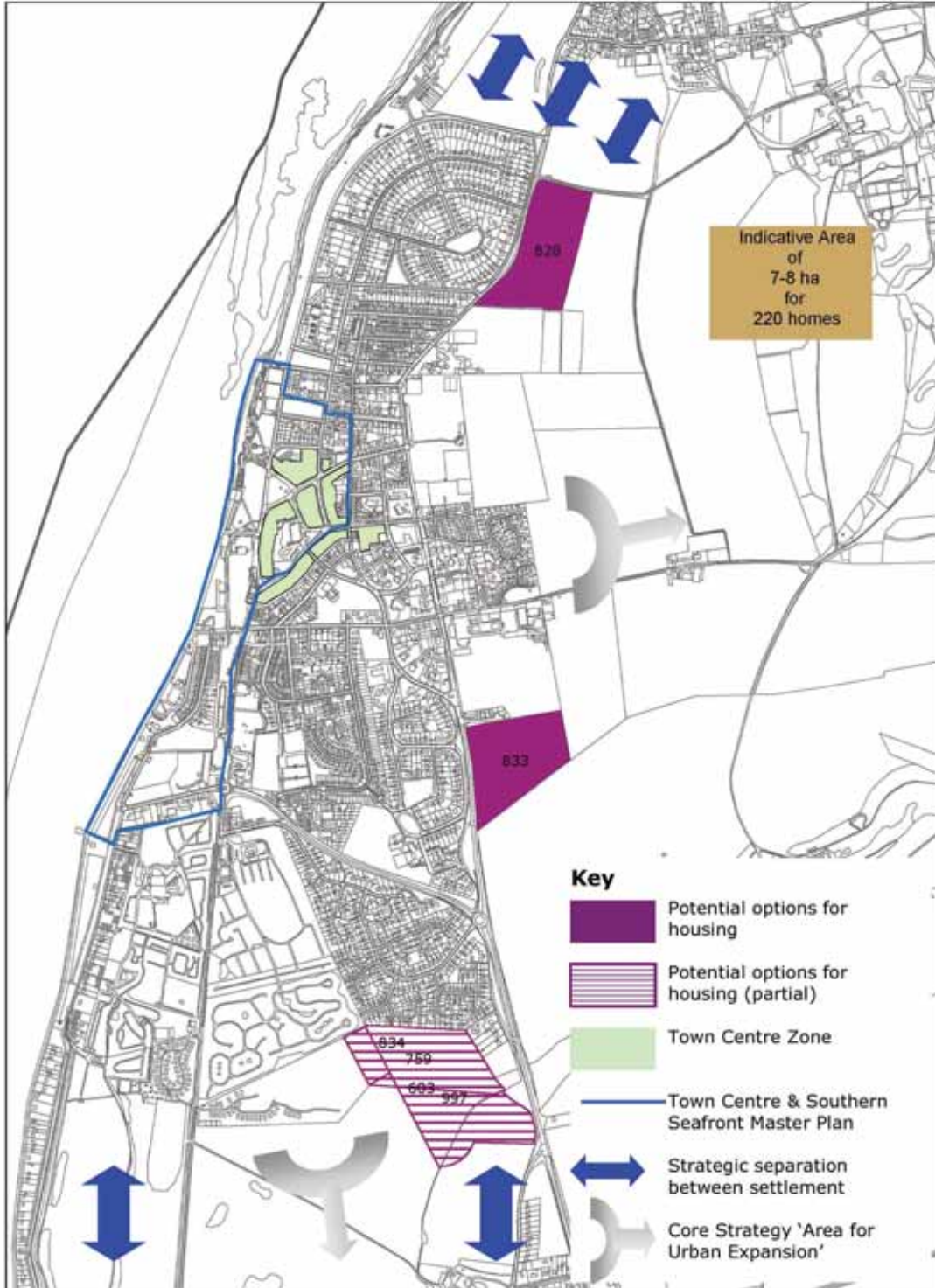
<b>Education</b>	Growth can be accommodated at secondary school, but additional primary provision would be needed.
<b>Health / Social Services</b>	Health - no physical capacity constraints but may need additional medical capacity  Social Services - 50 places are needed for housing with care. In Hunstanton/Heacham/Dersingham the need is for a 220 place care home/ care home with nursing places.
<b>Transport</b>	No major constraints identified. Detailed requirements to be determined by Norfolk County Council.
<b>Utilities</b>	Water - limited spare capacity, and any option would require a new pumping station, as well as investigation to establish the route of drainage systems.

	No gas or electricity constraints
<b>Other</b>	A library extension may be needed in Hunstanton.
<b>Green Infrastructure</b>	Provision of open space onsite will be required. Suitable linkages offsite are required as appropriate.

## Potential significant factors affecting development

- The need to retain a strategic separation between the settlements of Hunstanton and Heacham (to the south), and Old Hunstanton (to the north).
- Increased traffic - Design and Access Statements required considering safety and cumulative impact on the existing network.
- Suitable public transport; cycle and pedestrian links into the town centre.
- Impact on landscape and biodiversity.
- Screening development from the wider countryside by retaining / improving existing hedgerow and creating new green areas for potential wildlife habitat.
- Careful consideration to the historic landscape using local factors to influence new designs, but also ensuring recorded and unrecorded finds are protected.
- Further development would help fund improvements to existing infrastructure, particularly expansion to existing schools.

**6.0.9** Using these directions of growth and the site assessment information there are three sites which are potentially suitable for residential development, however the total units which could be accommodated on these sites would exceed the requirement for 220 new homes. The exact location of a site(s) is yet to be determined and so a number of options are displayed on the following diagram. The relative size of a piece of land to accommodate 220 homes is also illustrated on the diagram (about 7-8 hectares).



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Hunstanton





## Question - Hunstanton 2

Given that Hunstanton will see some growth and the site assessment information provided above the Council would like your views on the options for development in Hunstanton. These are:

- East of the A149 - Land to the East of Cromer Road
- East of the A149 - Land to the South of Hunstanton Commercial Park
- South of the town - Land adjoining Heacham Manor Golf Course
- A smaller part of some/all sites
- Other options – Which site?
- Why?

## Economy

**6.0.10** The Core Strategy indicates the distribution of development across the borough, and for Hunstanton approximately 1 hectare of employment land is to be allocated. The Hunstanton Diagram (Core Strategy, p102, Figure 10) broadly illustrates the Employment Expansion area.

**6.0.11** The land to the east of the town is an existing Local Plan allocation (King's Lynn Road) and the Council are proposing to carry this allocation forward. Please refer to the maps above for the proposed Employment Expansion area.

## Policy - Hunstanton Economy

The site marked on Map x for 'Employment options' will be the preferred location for employment expansion in Hunstanton. The development of this 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.

## Option - King's Lynn Economy

1. The nature of the use, the site area and the direction of growth are all specified in the adopted Core Strategy. However there may be alternative options for the precise siting of the allocations.
2. Is there sufficient justification to suggest that the Council should seek to allocate more land for employment uses in Hunstanton than that stated in the Core Strategy? If so, where could this be accommodated?

## Question - Hunstanton Economy

- a. Do you agree with the proposed employment expansion site? If not, what alternative site would you suggest? (it should be in line with the broad directions illustrated in the Core Strategy).
- b. Are there any additional sites we should consider allocating for employment?

## Retail

**6.0.12** The policy approach to retail development in Hunstanton is specified in Policy DM 4 'Town Centres'. This outlines the Town Centres, specifying the types of development and potential uses deemed acceptable within this zone.

## Green Infrastructure

**6.0.13** The Stage One Green Infrastructure (GI) Study demonstrated a requirement to provide access to the east of Hunstanton across to Hunstanton Park and out towards Ringstead and the Peddars Way. Improving access here will enhance the connectivity of the town with the wider countryside. There was noted to be a lack of formal Accessible Natural Greenspace adjacent to the town, however the coastline and beach area was thought to alleviate this deficiency. Urban expansion will provide opportunities to increase the amount of GI to the east of the town, whilst the development of a footpath/multi-user route in this area, leading to HunstantonPark will meet the deficiencies described.

**6.0.14** The GI masterplan for Hunstanton demonstrated the GI linkages are required with Heacham to the south of the town and Hunstanton Park to the east to create comprehensive support for the existing GI network, supporting movement along the Coast and between residential areas and recreation provision. The enhancement of Oasis Way and the Promenade was highlighted in the Hunstanton Town Centre and Southern Seafront Masterplan and GI provision creates opportunities to support such enhancement, whilst providing attractions for tourists. GI should be provided in any future urban expansion at Hunstanton.

## Draft Green Infrastructure Policy

### Policy - Hunstanton Green Infrastructure

Strategic Green Infrastructure will be provided through the environmental enhancement of the Oasis Way to Clifftop area as shown on the Proposals Map. Opportunities will be sought to include Green Infrastructure in the urban extensions shown on the Proposals Map.

## Option - Hunstanton Green Infrastructure

1. No policy, rely on national guidance.
2. Do not make specific provision for GI, rely on negotiation with developers.

## Question - Hunstanton Green Infrastructure

- a. Do you agree with the elements of green infrastructure as suggested for Hunstanton?
- b. Should the Council use an alternative option as their preferred approach?

## 7 Settlements adjacent to Wisbech

### 7.1 Wisbech fringe

#### Introduction

**7.1.1** The Core Strategy acknowledges the fact that for Wisbech (which is in the Fenland District Council Area) to cater for growth within its catchment this may 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.

#### Housing Growth - background

**7.1.2** The Core Strategy makes provision for a minimum of 550 houses 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.

**7.1.3** 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 will be necessary to establish the ultimate extent of any expansion of Wisbech.

**7.1.4** These sites include all those in the village of Walsoken, and two which lie in the parish of Emneth (for the sites particular to Emneth see section 7.2). These sites are considered to relate better to Wisbech than each of the village centres. They have the potential to contribute to the number required, but if developed in their entirety would exceed the total (see comment at paragraph 7.1.11).

**7.1.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

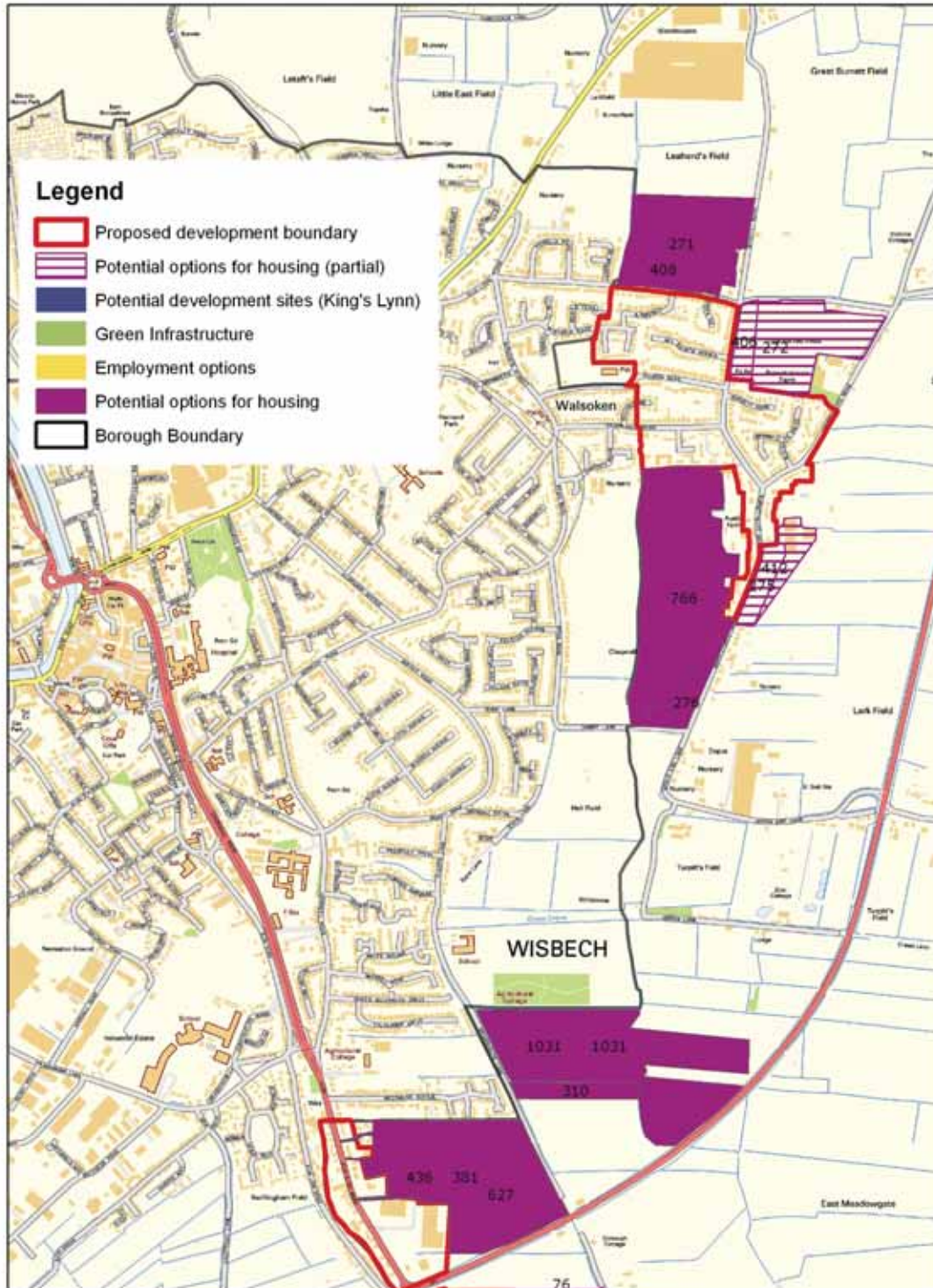
**7.1.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**7.1.7** Views are invited on any of the sites. Potential options are shown on the accompanying map which follows the table.

Site Ref	Name/ Address	Current Use	Proposed Use	Site Area (ha)	Notes
271/408	Land north of Black Bear Lane	Agricultural	Residential	9.8	A large greenfield (orchard) site outside built environment boundaries and is a mix of grade 1 & 2 agricultural land. The site is very prominent in the village so development would have a major impact upon the character of the village. There are signs of informal access. There appears to be suitable habitat for biodiversity. The site is well located to local services.
406/272	Land west of Sparrowgate Road	Agricultural	Residential	8.6	A large greenfield site (orchard) outside built environment boundaries and a mix of grade 2 agricultural with a small southern area designated urban land and partially constrained by fluvial 2 flood zone. The site is very prominent in the village so development would have major impact upon the character of the village. There are signs of informal access. There appears to be suitable habitat for biodiversity. The site is well located to local services.
412/275	Land east of Burrettgate Road	Agricultural	Residential	1.5	A large greenfield site outside built environment boundaries which is heavily constrained by flood zone 2 fluvial which splits the site in two (north & south) and is grade 1 agricultural land. The northern area of the site is small and has only a small area of road frontage. This frontage area is the only part which may be suitable. The southern area

Site Ref	Name/ Address	Current Use	Proposed Use	Site Area (ha)	Notes
					has road frontage but would be detached form the northern area and settlement.
276/766	Land west of Burrettgate Road	Agricultural	Residential	2.1	A greenfield site outside built environment boundaries the southern area is constrained with a gas pipeline. There appears to be suitable habitat for biodiversity. The site is well located in relation to local services.
1031	Land at College of West Anglia Meadowgate Lane	Educational Facility	Residential, leisure, health	16.9	Part of the College site, grade 1 agricultural land outside built environment boundaries. There are visible signs of wildlife and poor access for large scale development along Meadowgate Lane, could be scope for access from Green Lane. A small area of the site is in flood zone 2 fluvial. Well related to Wisbech.
310	Land at East Meadowgate Field, Meadowgate Lane.	Agricultural	Residential	1.9	Agricultural site outside built environment boundaries and adjacent to site 1031 it would only be considered for comparative assessment if it formed part of a larger scheme.
436/381/627	Land at Elm High Road.	Agricultural	Mixed residential, employment, retail, community & educational use.	16.2	Large agricultural site (grade 1) outside built environment boundaries. The site is well related to Wisbech but not Emneth and could form an urban extension to Wisbech. The access arrangements appear to be inadequate for large scale development. There is an overhead power

Site Ref	Name/ Address	Current Use	Proposed Use	Site Area (ha)	Notes
					line/pylons present on the site. The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.



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## Wisbech Fringe

0 0.05 0.1 0.2 0.3 0.4 0.5 Miles



## Infrastructure requirements

**7.1.8** Whatever specific piece(s) is/are chosen the new development will need to provide for:

- Local connections to the highway network for vehicles; public transport; and cycles and pedestrians.
- Appropriate provision for:
  - Education
  - Open space and links to the 'green space' network
  - Community facilities
- Local landscape considerations – screening, design for new development, etc
- Sustainable drainage systems.

**7.1.9** Many of the infrastructure issues will be dependent on the particular scale of growth decided upon by Fenland District Council when it prepares its Core Strategy (a draft document was published in July 2011). The following can only be a broad guide at this stage. The table below utilises information from the Infrastructure Study and SHLAA.

<b>Education</b>	All options around Wisbech require expansion of existing schools
<b>Health</b>	All options will potentially need expansion of existing health facilities.
<b>Transport</b>	Potential issues in relation to the A47 junctions. Detailed requirements to be determined by Norfolk County Council.
<b>Utilities</b>	Electricity – electrical supply capacity is tight, the area is likely to require its power infrastructure to be upgraded in response to growth.  Water – Potential issues (studies being undertaken).  Flooding – Potential flooding issues.
<b>Green Infrastructure</b>	Provision of open space onsite will be required. Suitable linkages offsite are required as appropriate.

### Potential significant factors affecting development:

- Increased traffic – Design and Access Statements required considering safety and cumulative impact on the existing network.

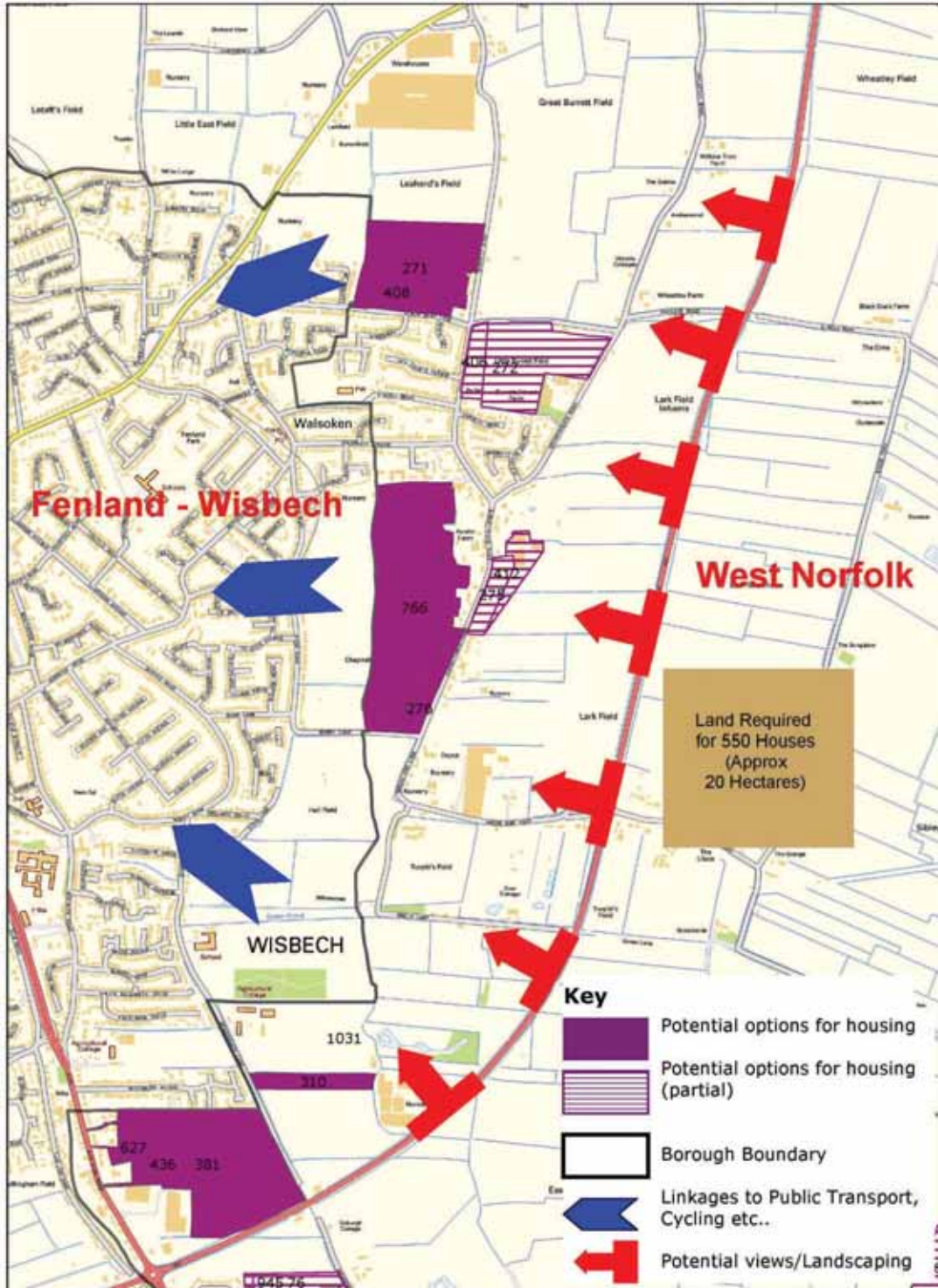
- Consultation with Highways Authorities and Highways Agency to identify potential detailed solutions.
- Suitable improvements to local connectivity for public transport; cycle and pedestrian linkages into Wisbech town.
- Integrating the new community with the existing community – extensive community consultation required to ensure community involvement in the planning and design process and to promote long term community cohesion.
- Screening development from the wider countryside by retaining/improving existing hedgerows and creating new green areas for potential wildlife habitat.
- Impact on landscape and biodiversity.
- Careful consideration of the historic landscape is needed using local factors to influence new designs, but also ensuring recorded and unrecorded finds are protected.
- Appropriate response to flood risk areas and issues.
- Creation of some new publicly accessible green space.
- Further development would help fund improvements to existing infrastructure, particularly expansion to existing schools.
- Creation of some new publicly accessible green space.
- The need for further development to help fund improvements to existing infrastructure, particularly expansion to existing schools.
- Provision of new housing will increase the local housing stock which should improve local affordability (in addition to the provision of some affordable housing).

**7.1.10** As can be seen a number of sites have been put forward as options for potential allocation and the total units would exceed the requirements for the Wisbech fringe i.e. over 550 units. The relative size of a piece of land to accommodate 550 houses is illustrated on the Wisbech Area diagram (about 20 hectares). The particular location of a site(s) is not yet finalised. There are a number of potential options as shown on the diagram.

**7.1.11** The diagram following the questions show potential locations and significant factors affecting development.

## Question - Wisbech Fringe

- a. Do you agree with the broad approach to development in the Wisbech fringe and the significant factors affecting development outlined?
- b. Do you agree with the development boundaries shown on the map?
- c. Of the potential options which is your preferred location for growth? Why?
- d. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Wisbech Area - Emneth & Walsoken

0 0.15 0.3 0.6 Miles

## 7.2 Emneth

**7.2.1** Emneth is a large village which is closely related to the neighbouring town of Wisbech to the west. It is to the south of Kings Lynn and adjacent to the A47. In the east the village has a distinct form centred on Gaultree Square and then a smaller part of the village is to the west along the A1101 road. The eastern part of the village consists of a central core with spurs of development radiating outwards along the highways, while the form of the western part of the village is linear.

**7.2.2** The parish of Emneth has a population of 2,740<sup>(8)</sup>, and a range of services including a school, shops, bus services, employment, etc.

**7.2.3** The Landscape Character Assessment refers to Emneth 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 an historic drainage network, and a strong sense of tranquillity throughout the area.

**7.2.4** The Infrastructure Study identifies a number of issues which would need to be addressed as part of any new development within the village. This includes the expansion of schools and healthcare, and potential improvements to the capacity of utilities. However these are not considered fundamental issues and could be resolved.

**7.2.5** 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).

**7.2.6** The Core Strategy identifies Emneth as a 'settlement adjacent to the main towns', because of its important relationship to Wisbech.

**7.2.7** Some sites which lie within the parish of Emneth have been considered as the Wisbech Fringe due to their stronger relationship with Wisbech than the village of Emneth. These sites are not included on the table below or the Emneth settlement maps.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
75, 76 & 945	Land off Meadowgate Lane.	Agricultural.	Residential.	6.9	Large agricultural site (grade 1) outside built environment boundaries. Access along Meadowgate Lane would be difficult for large scale

8 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					development, an alternative access should be considered (via Elmfield Drive). The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.
77 & 964	Land off Meadowgate Lane.	Agricultural.	Residential.	0.2	Small agricultural site (grade 1) part of the same curtilage as sites 75, 76 & 945 the site has a frontage location. The access road is very minor and does not appear to be suitable for large scale development.
87	Land at Gaultree Square.	Agricultural cold stores and buildings on site.	Residential.	0.8	Brownfield former industrial/agricultural site, with good access to services partially within the built environment boundaries.
173	Land at Meadowgate Lane.	Agricultural.	Residential.	0.3	Agricultural frontage site (grade 1) outside built environment boundaries. A mature hedgerow along the frontage with a number of TPO's present and no apparent gaps.
375	Plot of land situated at Elmside.	Agricultural.	Residential.	0.05	Small agricultural site (grade 1) outside built environment boundaries. The site is situated on Elmside which is a small lane which appears unsuitable for significant growth the site is not well related to the settlement.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
389	Land west of Lady's Drove.	None stated.	Residential.	0.3	Greenfield location and grade 1 agricultural land outside built environment boundaries. The site is in open countryside on the edge of settlement any development would affect the openness of the area, there's a lack of pavement to services.
392	Land south of Elm High Road/ Outwell Road.	Agricultural.	Residential.	3.7	Agricultural site (grade 1) outside built environment boundaries. The site is in a prominent position in the settlement any development would impact upon form and character. There may be difficulties with access. The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.
401	Land North of Church Road.	Agricultural, horticultural.	Residential.	3.8	Agricultural/horticultural site (grade 1) outside built environment boundaries with areas of the site are constrained by flood risk. The unconstrained areas are two separate sites the first accessed from Hagbech Hall Close and the second infill of the frontage on Church Road. The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.

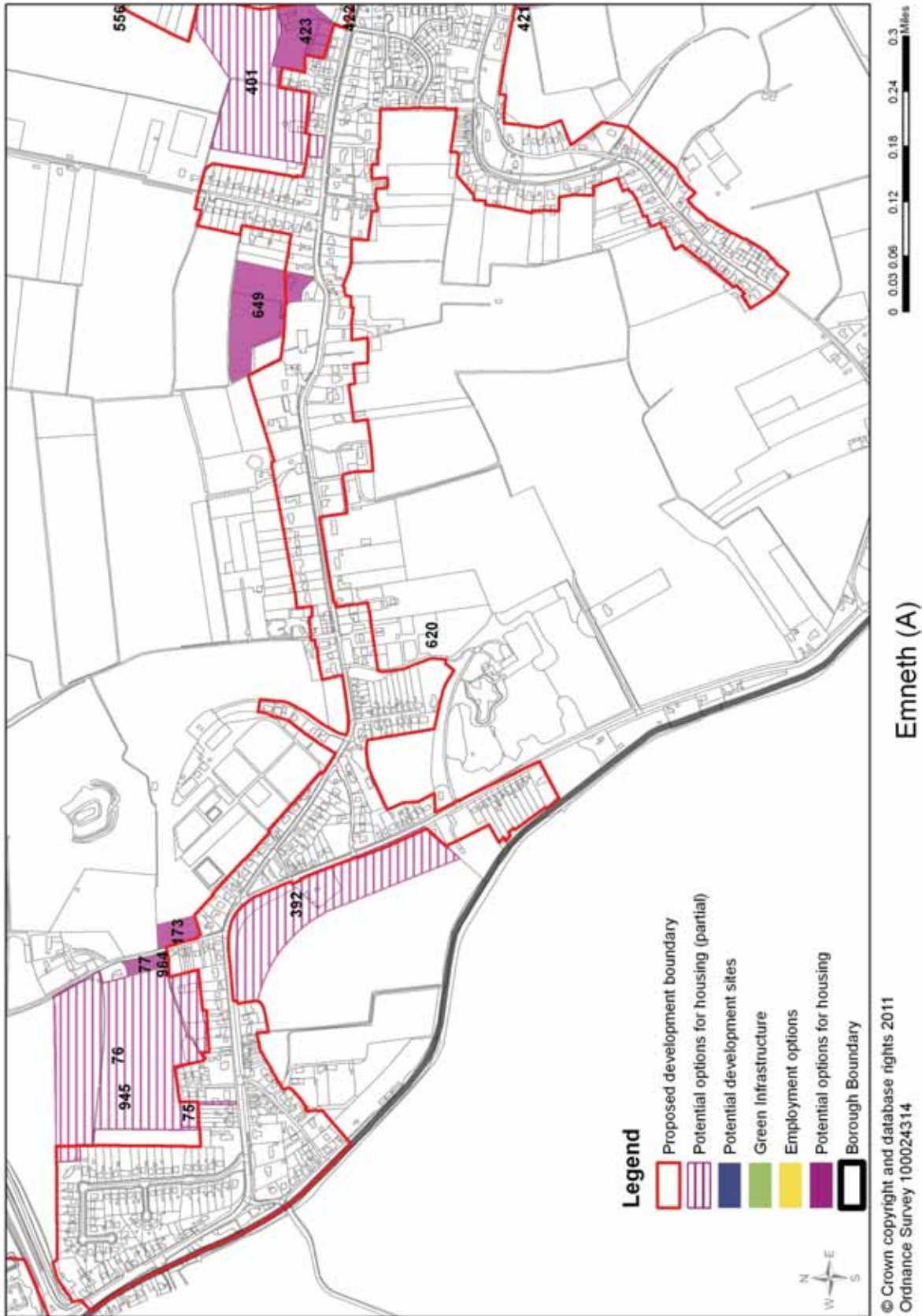
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
421	Land south of The Wroe.	Poplar Nursery. Non residential institution	Residential.	1	A greenfield frontage site (grade 1 agricultural) outside built environment boundaries. The site is situated on Elmside which is a small lane which appears unsuitable for significant growth the site is well related to the settlement.
422 & 641	Land at No.2 Church Road.	Residential.	Residential.	1.1	Residential site adjacent to a grade 2 listed building. No major constraints. Subject to a safe access, visibility being achieved.
423	Land at Poplar Nursery, Church Road.	Agricultural.	Residential.	0.9	Agricultural land (grade 1) outside built environment boundaries. No access shown. Could potentially be part of larger scheme including site 401.
556	Land off Lady's Drove.	Agricultural.	Residential.	4.7	Agricultural site (grade 1) outside built environment boundaries. The site includes site 389. The site is in open countryside on the edge of settlement any development would affect the openness of the area, there's a lack of pavement to services. The site has been assessed as partially suitable in the SHLAA so site area would have to be reduced prior to comparative preferred option assessment.
629	Land adjacent to 54 Elmside.	Agricultural.	Residential.	0.1	Small greenfield site (grade 1 agricultural) outside built environment boundaries. The site is situated on Elmside

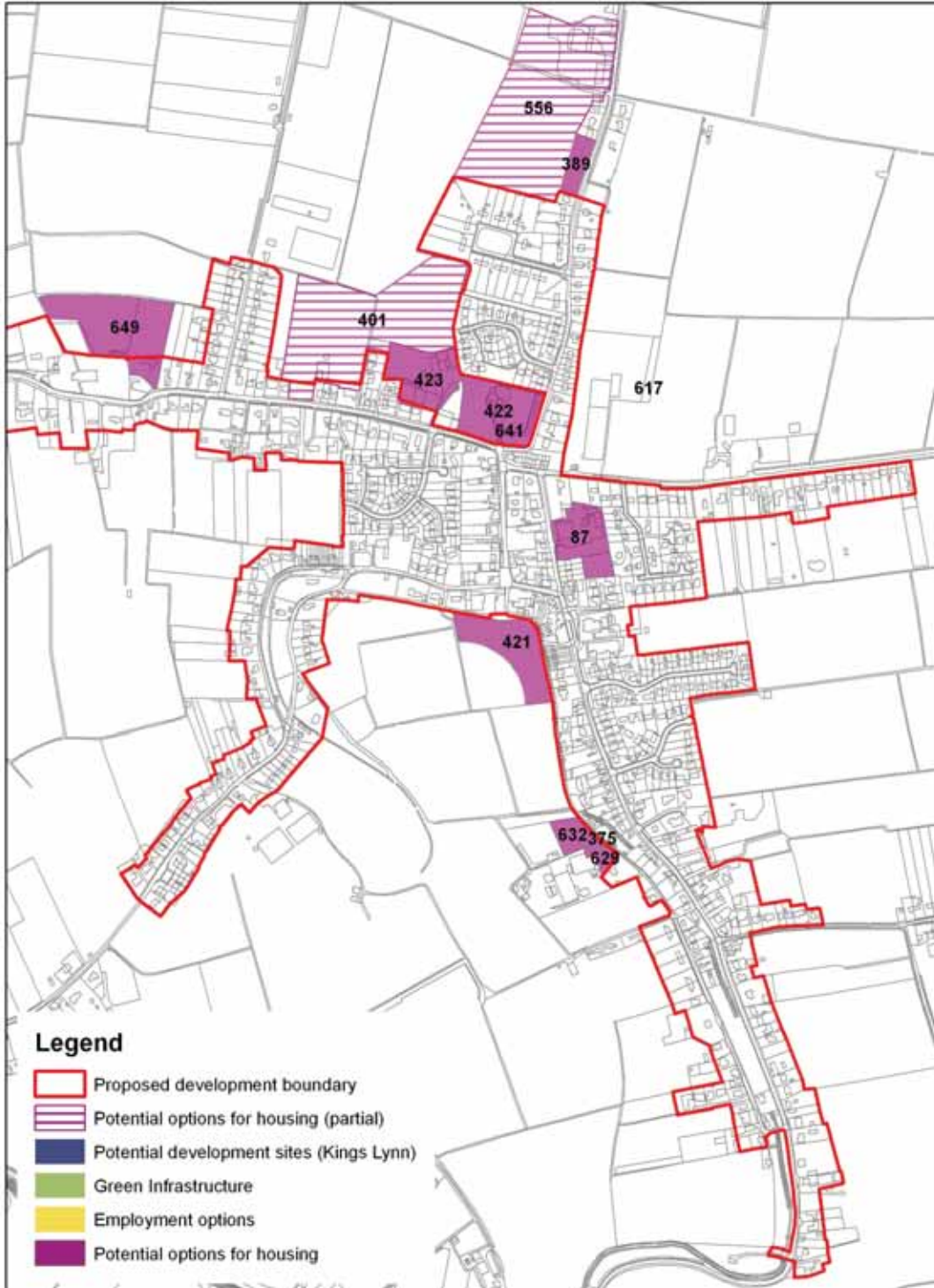
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					which is a small lane which appears unsuitable for significant growth the site is not well related to the settlement.
632	Land west of Elmside.	Agricultural.	Residential.	0.3	Small greenfield site (grade 1 agricultural) outside built environment boundaries. The site is situated on Elmside which is a small lane which appears unsuitable for significant growth the site is not well related to the settlement.
649	Land off Church Road.	Mixed residential & agricultural.	Residential.	1.7	A mixed residential and agricultural site use and grade 1 agricultural land outside built environment boundaries. The site is very visible from the church/grave yard.

## Question - Emneth

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?







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## Emneth (B)

0 0.025 0.05 0.1 0.15 0.2 0.25 Miles

## 7.3 Walsoken

**7.3.1** The village of Walsoken is situated on the outskirts of Wisbech to the north east of the town, and only part of the village is within West Norfolk. However there is little, if any, visible separation between Wisbech and Walsoken. The population of Walsoken is approximately 1,540<sup>(9)</sup>.

**7.3.2** The area within the borough is characterised by a uniform residential pattern, apart from the open space around All Saints Church. The buildings are predominantly modern in character and the material is mainly brick with interlocking tiles used.

**7.3.3** The Infrastructure Study identifies a number of issues which would need to be addressed as part of any new development within the village. This includes the expansion of schools and healthcare, and potential improvements to the capacity of utilities. However these are not considered fundamental issues and could be resolved.

**7.3.4** The Landscape Character Assessment 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.

**7.3.5** 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).

**7.3.6** The Core Strategy identifies Walsoken as a 'Settlement Adjacent to the Main Towns', because of its proximity to Wisbech which means that the settlement has ample services, facilities and employment opportunities.

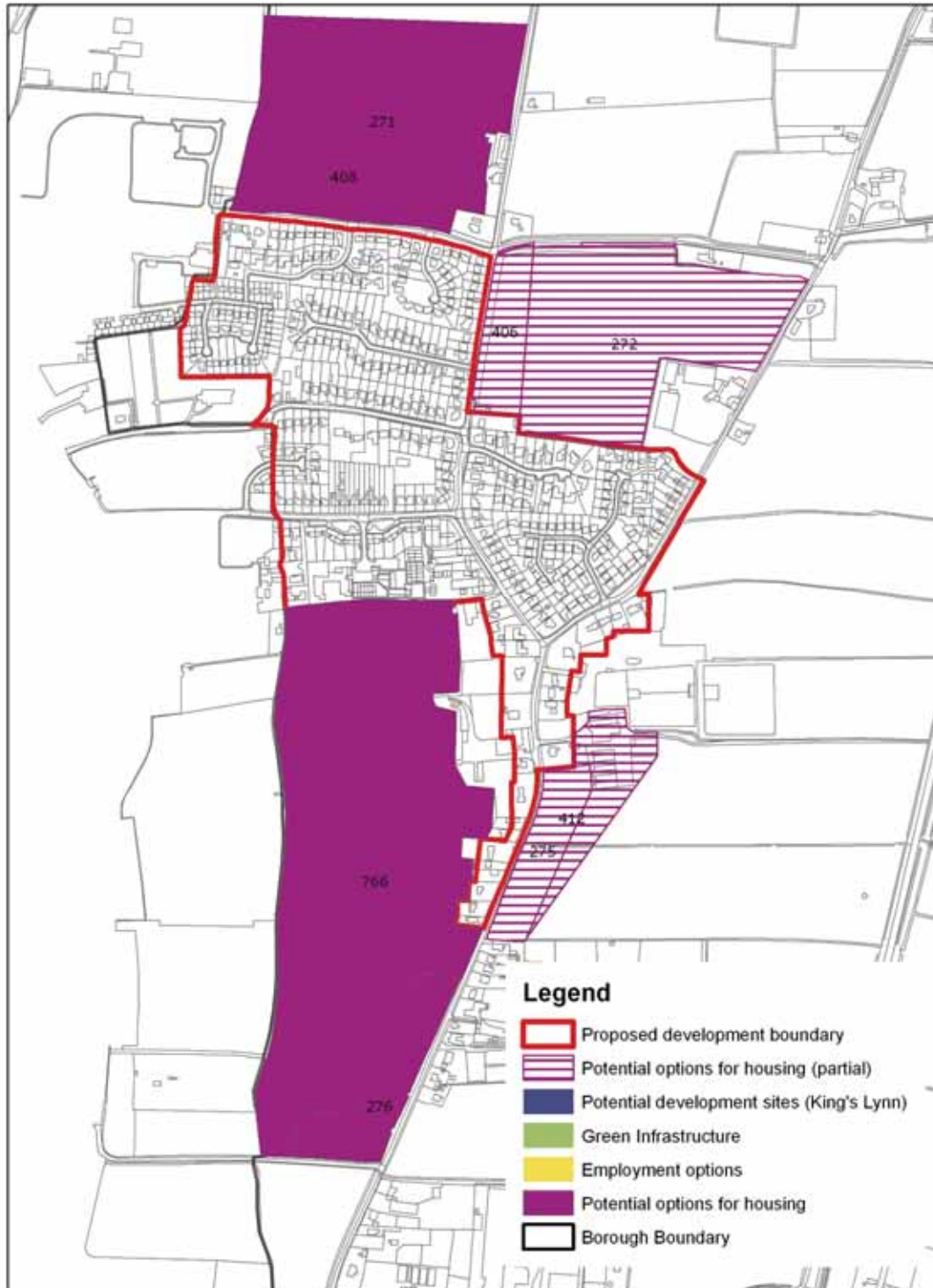
**7.3.7** All sites within Walsoken have been considered within the Wisbech Fringe due to their proximity to the town and their potential as strategic growth locations. A decision about the fringe sites is outlined on page 71.

### Question - Walsoken

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

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9 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



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Walsoken

0 0.02 0.04 0.08 0.12 0.16 0.2 Miles

## 8 Key Rural Service Centres

This chapter will analyse the characteristics of each Key Rural Service Centre in turn. Within each settlement's section there will include an analysis of any sites outside the development boundaries which had been deemed suitable, acceptable and achievable in the SHLAA (all other sites not found to meet the criteria can be found in Appendix 1); and a map showing these sites and proposed settlement boundaries.

The settlements included in this section were determined by Adopted Core Strategy policy CSO2 - The Settlement Hierarchy. A full copy of the settlement hierarchy can be found in Appendix 3 of this document.

Allocation for 660 houses is required between all the settlements covered in this chapter. The distribution of this allocation is not decided upon as yet, and different approaches which may be taken can be found in chapter 2 Distribution of Development. Your views are sought on the most appropriate method.

## 8.1 Brancaster/Brancaster Staithe/Burnham Deepdale

**8.1.1** Brancaster, Brancaster Staithe and Burnham Deepdale are coastal settlements within the Norfolk Coast AONB which have developed in a linear pattern along the A149. The settlement hierarchy designated the settlements as a joint Key Rural Service Centre, with a combined population of 820<sup>(10)</sup>, according to their proximity to each other providing the opportunity for mutual support.

**8.1.2** 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.

**8.1.3** The settlements contain a mix of traditional buildings constructed of local materials; knapped pebble flint with red brick coin, 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.

**8.1.4** The Landscape Character Assessment 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.

**8.1.5** The area is filled with natural and historic assets which attract tourists particularly in summer, including:

- 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.

**8.1.6** The Infrastructure Study suggests that there may be issues relating to water management and fire cover depending upon the level of growth.

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10 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

**8.1.7** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.1.8** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.1.9** Views are invited on any of the sites. Potential options are shown on the accompanying maps.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
183	Land on Common Lane, Brancaster Staithe	Agriculture	Residential	2.5	Site 183 is high quality agricultural (grade 2) greenfield land. Site is wholly within the AONB and is therefore unsuitable for major development. The site gently slopes south to north and is visually prominent therefore development could have a negative impact on the landscape. Mature hedgerows border site. Access would need to be determined. Site is too large in scale. A smaller part of the site could be considered an option subject to comparative assessment and consultation.
217/718	Land off the A149, Brancaster	Agricultural	Residential	0.6	Greenfield site immediately adjacent small affordable housing development to the west. Site is within area scheduled under the Ancient Monuments and

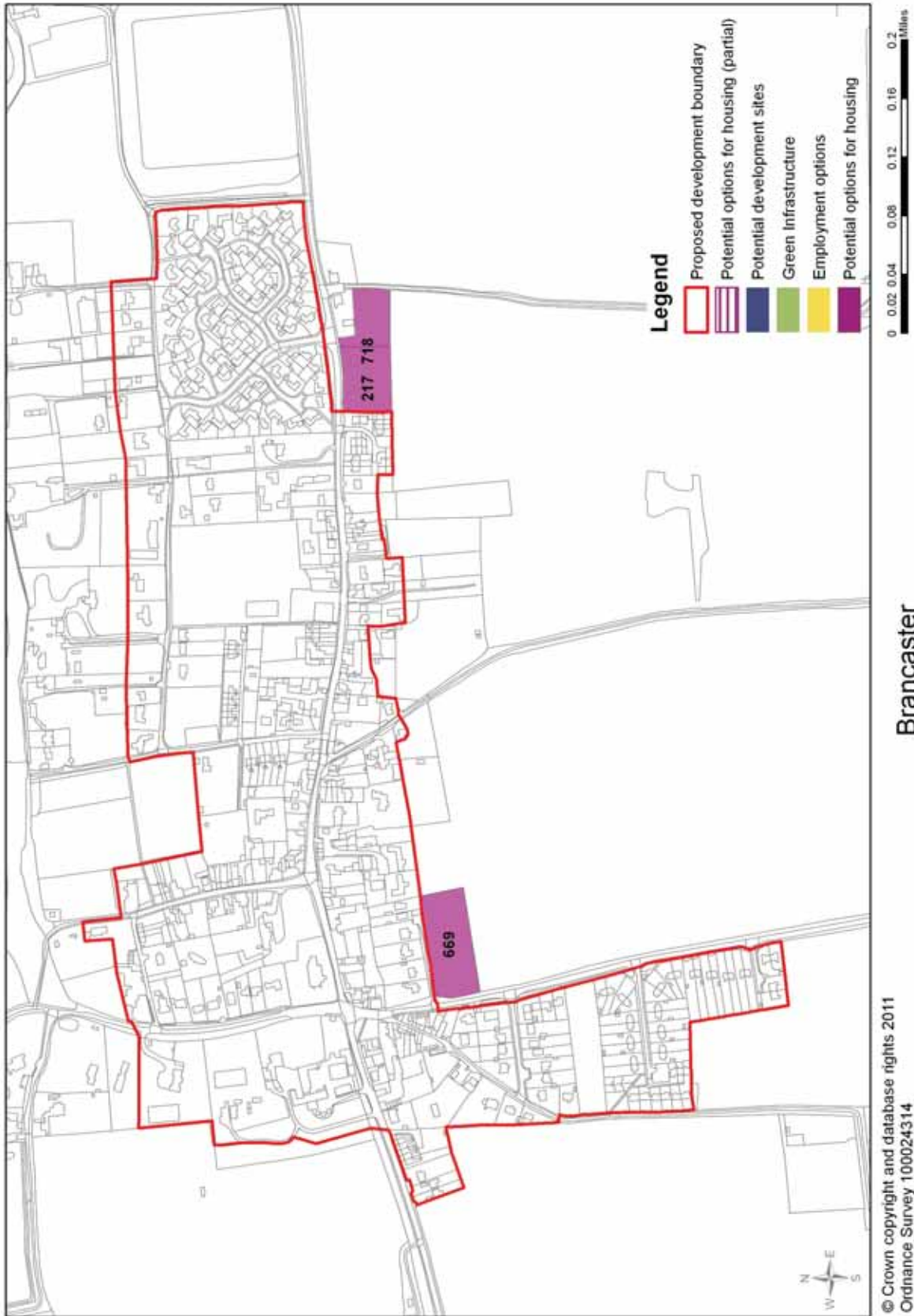
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					Archaeological Areas Act, therefore the site was rejected in the Strategic Housing Land Availability Assessment as scheduled monument consent would be required for the site to be allocated. Potential for consent to be sought if the site is determined to be the preferred option for development through consultation and comparative assessment.
267	Land at Town Lane, Brancaster Staithe	None stated	Residential	0.8	Site 267 is greenfield, high quality agricultural land (grade 2). Site is wholly within the AONB and is therefore unsuitable for major development. The current access to the site is along an unadopted road which is split into two lanes by pylons and therefore increased vehicular use may be an issue. Site is too large in scale. A smaller part of the site could be considered an option subject to comparative assessment and consultation.
669	Land off Sawmill Lane, Brancaster	Agricultural	Residential	0.6	Site 669 is greenfield, high quality agricultural land (grade 2). Site is within the AONB and is therefore unsuitable for major development. The site is

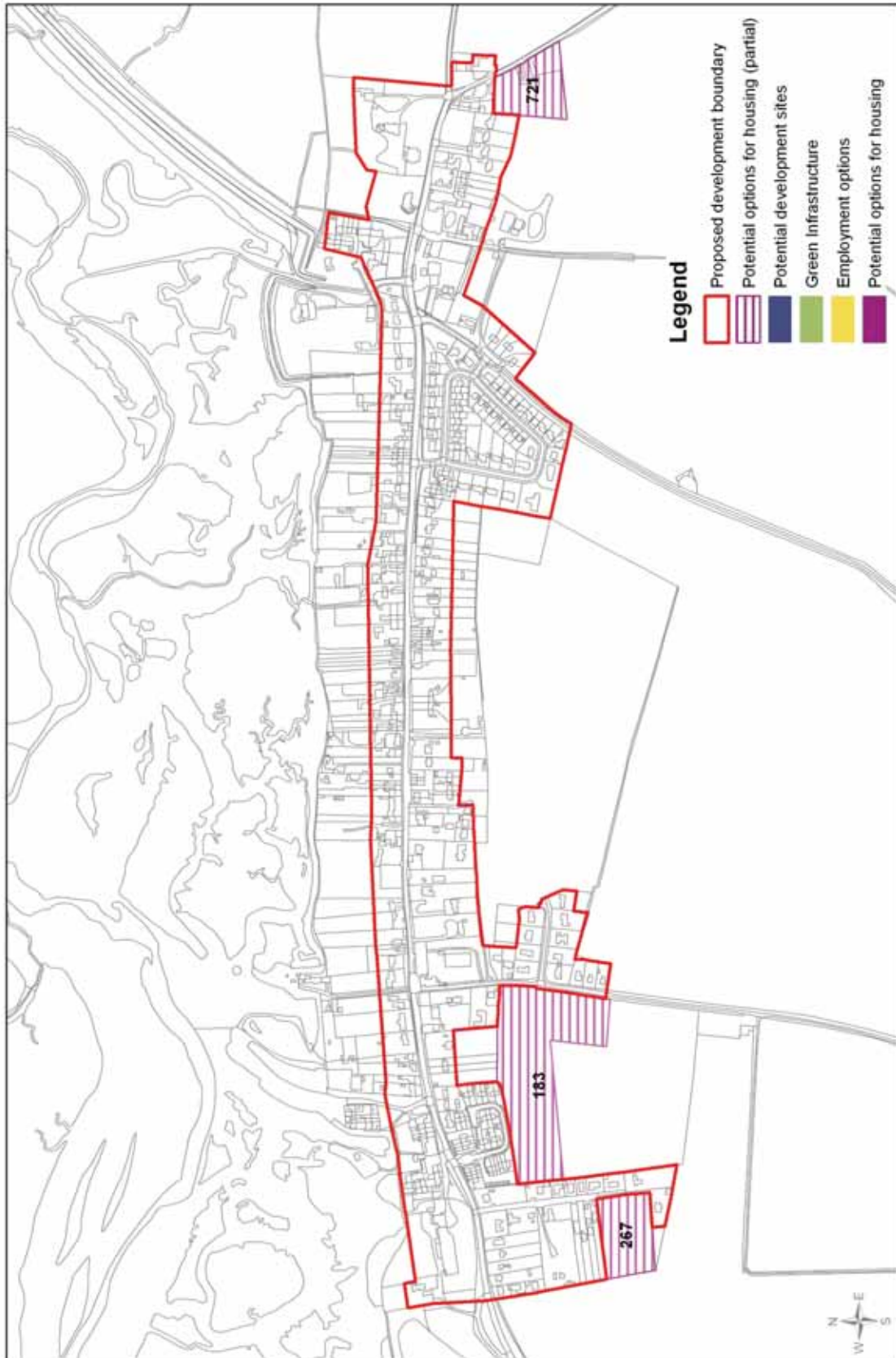


Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					surrounded on two sides by open countryside and therefore development could impact on the AONB (although mitigated by screening). Access rights need to be determined.
721	Land At Whitehills Farmhouse, Burnham Deepdale	Paddocks	Residential	0.7	Site 721 comprises a grade 2 Listed Building with garden and paddocks (grade 3). The site is wholly within the AONB and is therefore unsuitable for major development. The site is surrounded by countryside to the south west and therefore development could impact on the landscape. Development may result in a loss of hedgerow and/or impact on biodiversity. Safe access onto A149 required. Site is too large in scale. A smaller part of the site could be considered subject to comparative assessment and consultation.

## Question Key Rural Service Centre - Brancaster, Brancaster Staithe and Burnham Deepdale

- a. Do you agree with the development boundaries shown on the maps?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?





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### Brancaster Staithe and Burnham Deepdale

## 8.2 Burnham Market

**8.2.1** Burnham Market is situated close to the coast within the Norfolk Coast AONB 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.

**8.2.2** The parish of Burnham Market has an estimated population of 980<sup>(11)</sup>. 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.

**8.2.3** The Landscape Character Assessment highlights that the settlement has spread along a valley, and also follows the course of the Goose Beck, a short tributary of the River Burn. This watercourse has led to a linear section running west to east of the village centre to be designated at risk of flooding (fluvial flood zone 3). 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.

**8.2.4** The Infrastructure Study suggests that there may be issues relating to water management and fire cover depending upon the level of growth. The primary school may also require expansion.

**8.2.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.2.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.2.7** Views are invited on any of the sites. Potential options are shown on the accompanying map which follows the table.

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11 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
145	Land north of North Street	Agricultural	Residential development with a separate car park to serve the village	2.7	Site 145 is lower grade agricultural land within the AONB. Access to the western part of the site is established, shared with other development but is not ideal due to poor visibility. The site is immediately adjacent to a Conservation Area. The site is moderately sloping which will reduce the visual impact of any development on the countryside and the site is bordered to the west, south and east by development. Only minor development is sought on sites within the AONB and therefore the site is considered only partially suitable for development.
673	Land at Church Walk/ Docking Road	Meadow	Residential	0.6	Site 673 is lower grade agricultural land which is wholly within the AONB. The site is at the edge of the existing village, opposite to residential development on Docking Road. The site is bordered by established hedgerow which could mitigate impact on the landscape. The site is potentially constrained by visibility and safe access.
826	Playing Field, Station Road	Public open space	Alternative site for Village Hall	1.8	Site 826 is greenfield public open space within the AONB. The site has been proposed to be retained as a playing field but additionally to

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					accommodate a new village hall and parking. The proposal seeks to develop the original site of the village hall for housing (site 920). The majority of the site is at risk of fluvial flooding and is therefore generally not preferred for development, unless the proposal can demonstrate conformity with PPS25.
919	Walkers Yard, Creake Road	Agricultural	Residential	1.2	The site contains used and unused agricultural buildings. Issue of relocating used agricultural building if surrounding barns were converted. Most of the site is within the built environment boundary and therefore planning application for change of use could be made without allocation. Site considered favourably by Highways Authority as access should be made on to Creake Road. Local improvement works to Joan Short's Lane need to be undertaken.
920	Village Hall Site, Beacon Hill Road	Village Hall	Residential	0.2	Site 920 is a small site which currently contains the village hall. Applicant has suggested the hall could be relocated to open space within the village (site 826) and this site could be redeveloped for housing in conjunction with site 921.

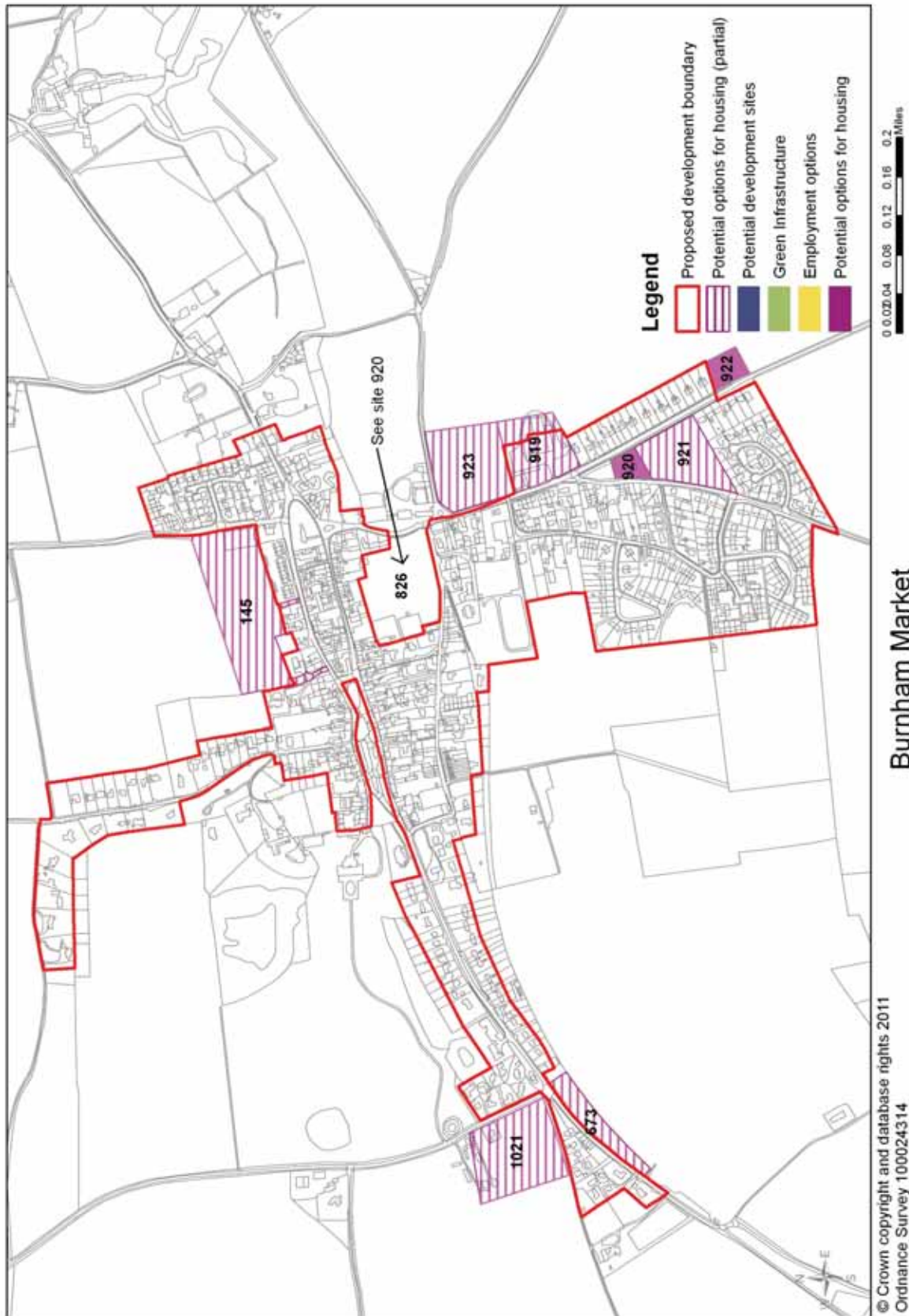
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
921	Allotment Gardens, Creake Road,	Allotments	Residential	1.1	Site 921 is a triangular site surrounded by residential development which is currently leased for allotments. Landowner notes that land is currently underused (approx 50% vacant). Development of the site would result in a loss of allotments and open land in the village which may have a negative impact on the townscape and village amenity. Alternative allotment site has not been proposed.
922	Land South of 18 Walkers Close, Creake Road	Agricultural	Residential	0.3	Site 922 is a small part of a large agricultural field (grade 3) which is wholly within the AONB. Development would result in a small extension of the frontage along Creake Road, which is not considered a significant intrusion into the landscape.
923	Land at junction of Joan Shorts Lane & Creake Road	Agricultural	Residential and village hall/sports hall	1.6	Site 923 is a greenfield site used for agriculture. The proposed site is large in scale and would constitute more than minor development. Only minor development is currently sought on sites within the AONB. The site is immediately adjacent to the Conservation Area. Site considered favourably by Highways Authority with access made onto Creake Road. Local improvement

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					works to Joan Short's Lane need to be undertaken.
1021	Land to the South of Sunnymead Whiteway Road	Agricultural	Residential	1.8	Site 1021 is predominantly greenfield grade 4 agricultural land and is wholly within the AONB and therefore not sought for major development. Site is inappropriately large in scale for minor development. A bend in the road may obscure visibility from the access point, access would need to be made onto Whiteway Road and not Ringstead Road. Minor frontage development would not significantly intrude into the countryside however would result in a loss of mature hedgerow.

## Question Key Rural Service Centre - Burnham Market

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?





## 8.3 Castle Acre

**8.3.1** The origin of the form of Castle Acre lies in the Norman Castle. 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. Landscape is important both within and outside the village and this openness makes a valuable contribution to the character of the settlement. The village has a designated Conservation Area to reflect this high 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.

**8.3.2** The village is 15 miles from King's Lynn (to the east) and 5 miles from Swaffham to the south. The parish has a population of approximately 820<sup>(12)</sup>. The village has a range of services including a school, good bus route, a shop, pub, employment, etc. The village is designated in the Core Strategy as a Key Rural Service Centre due to its range of services and facilities .

**8.3.3** The Infrastructure Study identified that the village did have some constraints to future growth, namely healthcare provision/access and utility capacity (water), as well as Fire Service response times. However these are not considered fundamental issues and could be resolved.

**8.3.4** The Strategic Flood Risk Assessment identifies an area to the south of the village as being at high flood risk (category 3) but the built extent of the village is unconstrained.

**8.3.5** The Landscape Character Assessment groups the settlement 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. There is a landscape setting of the villages and distinctive combinations of traditional building materials within small village settlements. It has a strong sense of tranquillity and isolation throughout the area and a strong sense of openness, with open views over the farmland. There is a strongly recognisable sense of place.

**8.3.6** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.3.7** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.3.8** Views are invited on any of the sites. Potential options are shown on the accompanying map.

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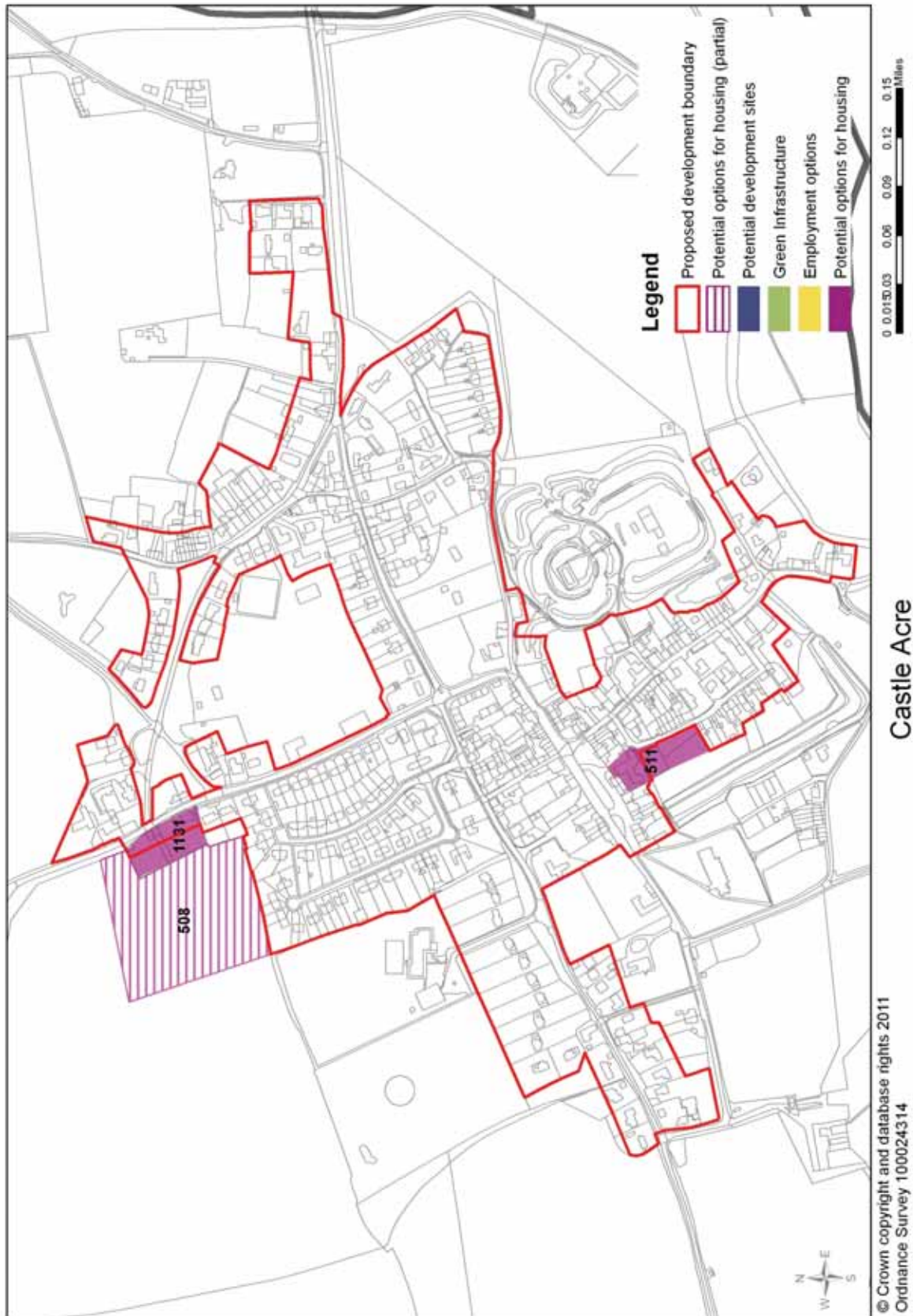
12 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
508	Land to the west of Massingham Road.	Agricultural	Residential	1.8	A large agricultural site (grade 3) outside the built environment boundaries. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.
511	Land at Primary School, Pales Green	Former primary school and playing field	Residential	0.3	Former school site partially within the built environment boundaries. The site is within Marham Airfield safeguarding area. Redevelopment would require careful design to mitigate impact on Conservation Area and the setting of an ancient monument. Only the northern playground area of the site may be suitable for residential uses. However access from the north on Pales Green would be hindered by the school building which would be desirable to retain. There may be parking related issues, but subject to safe access and improvements to footways in the centre of the settlement the Highway Authority would not object to the inclusion of this site in the plan.
1131	Land at Massingham Road, Castle Acre	Garden land	Residential	0.3	Garden land to the rear of a row of terrace properties. Within the Conservation Area and Marham Airfield safeguarding area. The Highways Authority would not

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					object if brought forward in combination with footway improvements to the centre of the settlement.

## Question Key Rural Service Centre - Castle Acre

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 8.4 Clenchwarton

**8.4.1** Clenchwarton is a large, scattered village with a population of 2,140<sup>(13)</sup>, situated to the north of the A17 about 4 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.

**8.4.2** Clenchwarton is designated a Key Rural Service Centre in the Core Strategy due the range of facilities present which include a surgery, school, bus route, Post Office, pub, filling station and other employment and retail uses.

**8.4.3** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth, but the primary school would need expanding; the Water Management Alliance mention limited capacity; and healthcare provision may need to be expanded if development goes above 20 dwellings.

**8.4.4** In considering landscape character, the village is situated within "The Fens – Settled Inland Marshes" landscape character type. This type of landscape is defined in the Landscape Character Assessment as having panoramic views across the area and beyond over adjacent fen landscape, a strong historic integrity including historic drainage network and a moderate to strong sense of tranquillity throughout the area.

**8.4.5** The Strategic Flood Risk Assessment has identified that Clenchwarton is completely constrained by flood zones (tidal) 2, 3 and hazard.

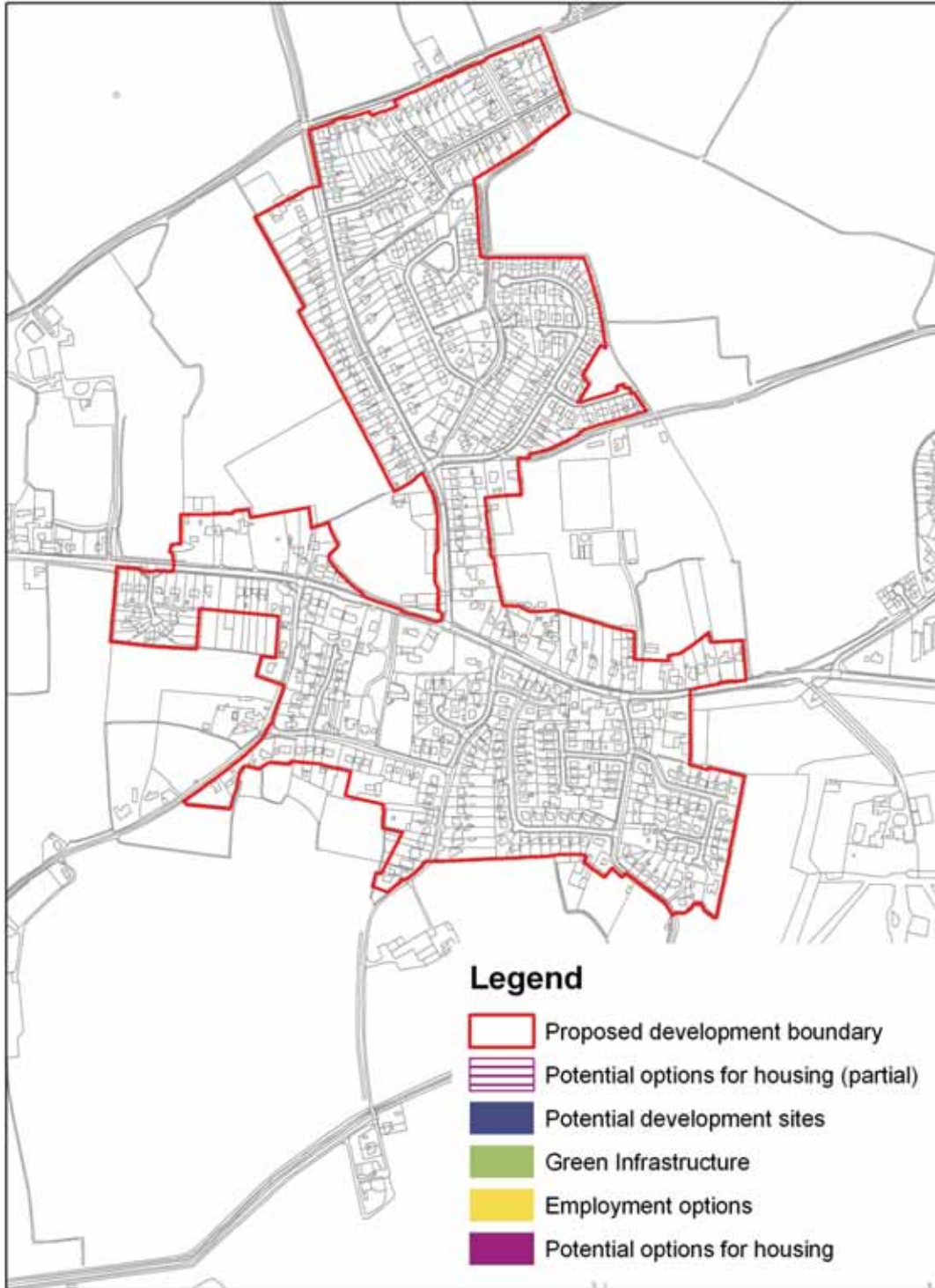
**8.4.6** Currently there are no suitable, available and deliverable sites proposed for allocation in Clenchwarton. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Key Rural Service Centre - Clenchwarton

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be suitable?

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13 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



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Clenchwarton

0 0.05 0.1 0.125 Miles

## 8.5 Dersingham

**8.5.1** The village of Dersingham is well served by a range of local amenities including a Post Office, supermarket, library, fire station, public houses, churches and schools. The parish of Dersingham has an estimated population of 4,610<sup>(14)</sup>. In addition, the village has a new health centre and range of small business premises. Dersingham is approximately 8 miles from King's Lynn and 7 miles from Hunstanton and benefits from a regular bus service between the settlements along the A149. The level of services and facilities as well as the good accessibility to larger towns qualifies Dersingham as a Key Rural Service Centre.

**8.5.2** Dersingham is a historic settlement which has some traditionally constructed buildings of carstone and flint, a designated Ancient Monument and the grade 1 listed St Nicholas Church. Dersingham has undergone a few phases of expansion, having tripled in size since 1961 and maintains its appeal as a popular place to live today with its own distinctive rural character.

**8.5.3** The borough's Landscape Character Assessment characterises the local area as 'Wooded Slopes with Estate Land'. In terms of distinctive local landscape features Dersingham is adjacent to Sandringham House and Country Park to the South and Dersingham Bog designated Site of Scientific Interest to the west of the village. Both are significant recreational areas.

**8.5.4** The borough's Infrastructure Study identifies that for the area spanning Heacham to Dersingham there is a need for 50 places for residential care and that in the wider extent incorporating Hunstanton there is a need for 220 places for residential care. However, no sites have currently been submitted for consideration for this specific land use in Dersingham. Both local police and fire services could be strained by further expansion and the Water Management Alliance also noted limited capacity. No absolute infrastructure constraints were identified.

**8.5.5** Six sites were originally proposed for housing in Dersingham. The Strategic Housing Land Availability Assessment identified that four sites could come forward for development through the planning application process without allocation as they were within existing development boundaries. Two sites have been proposed for housing in Dersingham which require consideration as options for allocation.

**8.5.6** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

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14 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



**8.5.7** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

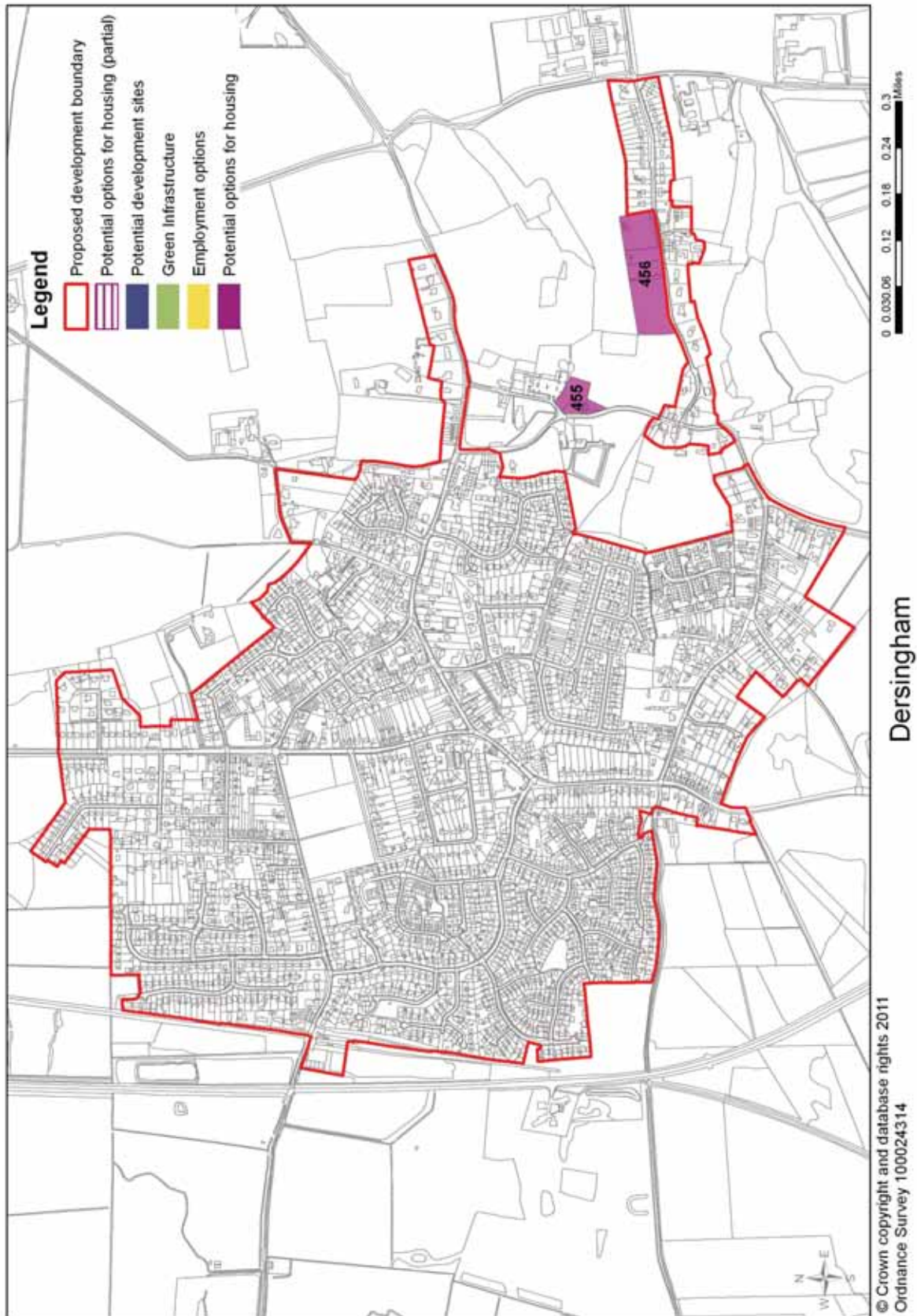
**8.5.8** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
455	80 & 80a Manor Road	Cottage gardens	Residential	0.5	Site 455 comprises gardens/small paddocks with outbuildings enclosed by a brick wall. The site is in a sensitive setting next to a grade 1 listed church and adjacent to an area designated as a scheduled Ancient Monument. Development could impact on the form and character of the settlement. The site is separated from residential areas and is distant from central services other than some small business units and the health centre. Access to the site is compromised by its position on a junction and visibility is obscured by the walls and the bend.
456	Doddshill Road, north side	Allotments and paddocks	Residential	1.8	Site 456 is a greenfield site currently used for pasture, chickens and allotments with some small outbuildings. The site is distant from convenience services and is separated from the main residential area of Dersingham, however the site is adjacent to housing to the south and east. Development may have an adverse impact on the landscape as the site is surrounded by countryside to the west and north. Local

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					improvement works would need to be carried out including footpath extensions, junction improvements and road widening.

## Question Key Rural Service Centre - Dersingham

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 8.6 Docking

**8.6.1** Docking is a large rural village centred around St Mary's Church with a landmark tower, Docking Hall and its associated mature parkland landscape and a village pond. The settlement has a Conservation Area and contains a mix of older buildings constructed with traditional materials and interspersed with pockets of more modern development. Docking has a high level of services for a rural settlement including a G.P. surgery, school, convenience store, pub and small retail and business premises. The parish of Docking has an estimated population of 1,130<sup>(15)</sup>.

**8.6.2** Docking contains the highest point in West Norfolk. The borough's Landscape Character Assessment characterises the area as 'Plateau Farmland' which radiates from the village of Docking. Long distance, panoramic and open views across farmland are characteristic of the area.

**8.6.3** Docking is not served by public transport links and therefore currently lacks any sustainable means of commuting to King's Lynn or the borough's main towns. The borough's Infrastructure Study suggests that there may be issues relating to fire cover and the primary school may require expanding depending upon the level of growth. Local health care services have indicated that growth can be accommodated.

**8.6.4** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.6.5** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.6.6** Views are invited on any of the sites. Potential options are shown on the accompanying map which follows the table.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
856	Land off Stanhoe Road	Agricultural	Residential	4.8	Site 856 is a greenfield site used for agriculture (grade 3). Obtaining access may result in the loss of hedgerow. Local improvement works would need to be carried out including

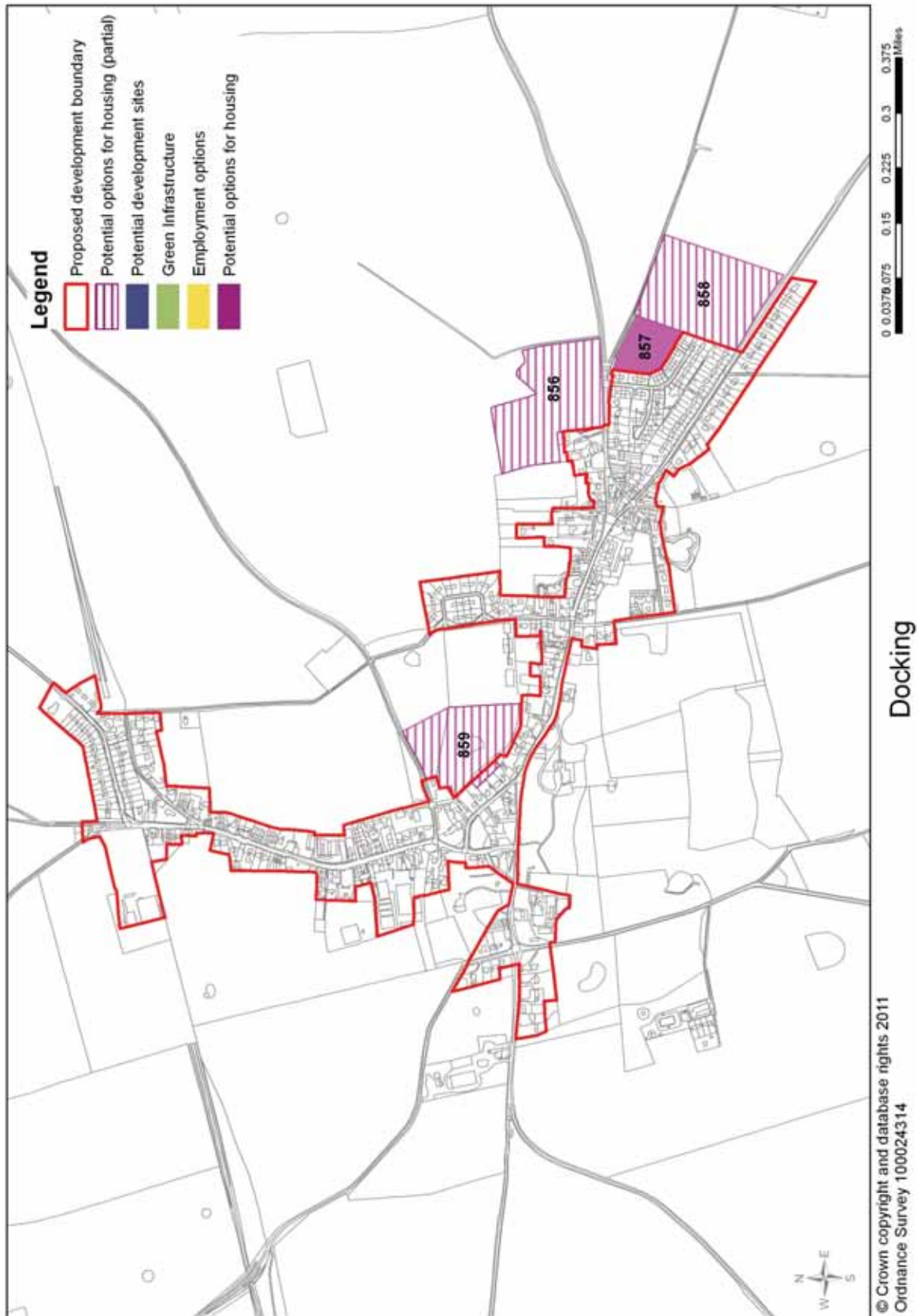
15 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					footpath extensions and road widening to connect the site. The site is at the edge of the settlement, adjacent to the Conservation Area and is surrounded by countryside therefore development could have a negative impact on the landscape. Site is too large in scale. A smaller part of the site could be considered an option subject to comparative assessment and consultation.
857	Land off Woodgate Way	Agricultural	Residential	1.2	Site 857 is a greenfield site (grade 3 agricultural land). The site has good access links via an existing residential development in Woodgate Way and from Barn Road. Whilst development will impact on the landscape, the field is small and already enclosed therefore the impact is minimised through effective screening from hedgerows.
858	Land off Fakenham Road	Agricultural	Residential	4.8	Site 858 is a greenfield site used for agriculture (grade 3). Access could be obtained from Woodgate Way but would result in loss of hedgerow. The site is a large open field at the edge of the settlement therefore development could have a negative impact on the landscape. Site is too large in scale. A smaller part of the site

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					could be considered an option subject to comparative assessment and consultation.
859	Land situated off Pound Lane	Agricultural	Residential	3.4	Site 859 is a greenfield site (grade 3) used as paddocks. The site is immediately adjacent to the Conservation Area. Site currently constrained by central pond and domestic pylons running across the site. Access would need to be improved through footpath extensions and road widening of Pound Lane which would provide good access to local services. Site has a strong sense of enclosure as it is screened from the village by mature trees and hedgerow. Development likely to encroach on the countryside.

## Question 1

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 8.7 East Rudham

**8.7.1** East Rudham is situated on the A148 road between King's Lynn and Fakenham (7 miles west of Fakenham) and has a population of some 550<sup>(16)</sup>. The village centre is characterised by the attractive village green, enclosed with buildings and mature trees. Buildings are mainly two storey with pitched roofs. The main building material is white flint nodules and orange/red brick. There are also a significant number of colour washed buildings.

**8.7.2** East Rudham acts as a centre for the surrounding rural area. It has a range of facilities including a primary school, bus route, pub, shop and Post Office. This role is reflected in the designation of Key Rural Service Centre in the Core Strategy.

**8.7.3** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth but the primary school would need expansion and fire cover is constrained.

**8.7.4** In terms of landscape character East Rudham is situated in the "Rolling Open Farmland" Landscape Character Area in the borough's Landscape Character Assessment. This landscape is characterised as being a medium to large scale landscape with an overriding sense of openness, wide open skies, medium to large field units, and the presence of large features such as linear Scots pine shelterbelts. It has shallow river valleys and dry tributary valleys which cut through the Middle and Upper Chalk geology to give rise to a gently rolling landform. It is dominated by intensive arable crop production contained within a network of regular shaped fields that form a strong geometric landscape pattern. It has dramatic linear shelterbelts of Scots pine visible from long range and Hawthorn hedgerows demarcate field boundaries and align rural roads.

**8.7.5** The Strategic Flood Risk Assessment identifies that an area of flood zone 3 (fluvial) runs through the centre of East Rudham and along Station Road constraining development in those parts of the village.

**8.7.6** The approved northern route for the A148 East and West Rudham Bypass (Norfolk County Council 1 October 1992) will continue to be protected. The route can be seen on the Proposals Map.

**8.7.7** Only one site was submitted for allocation in East Rudham. This site was rejected in the Strategic Housing Land Availability Assessment (see appendix 1) and therefore has not been included in this document.

**8.7.8** Currently there are no suitable, available and deliverable sites proposed for allocation in East Rudham. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

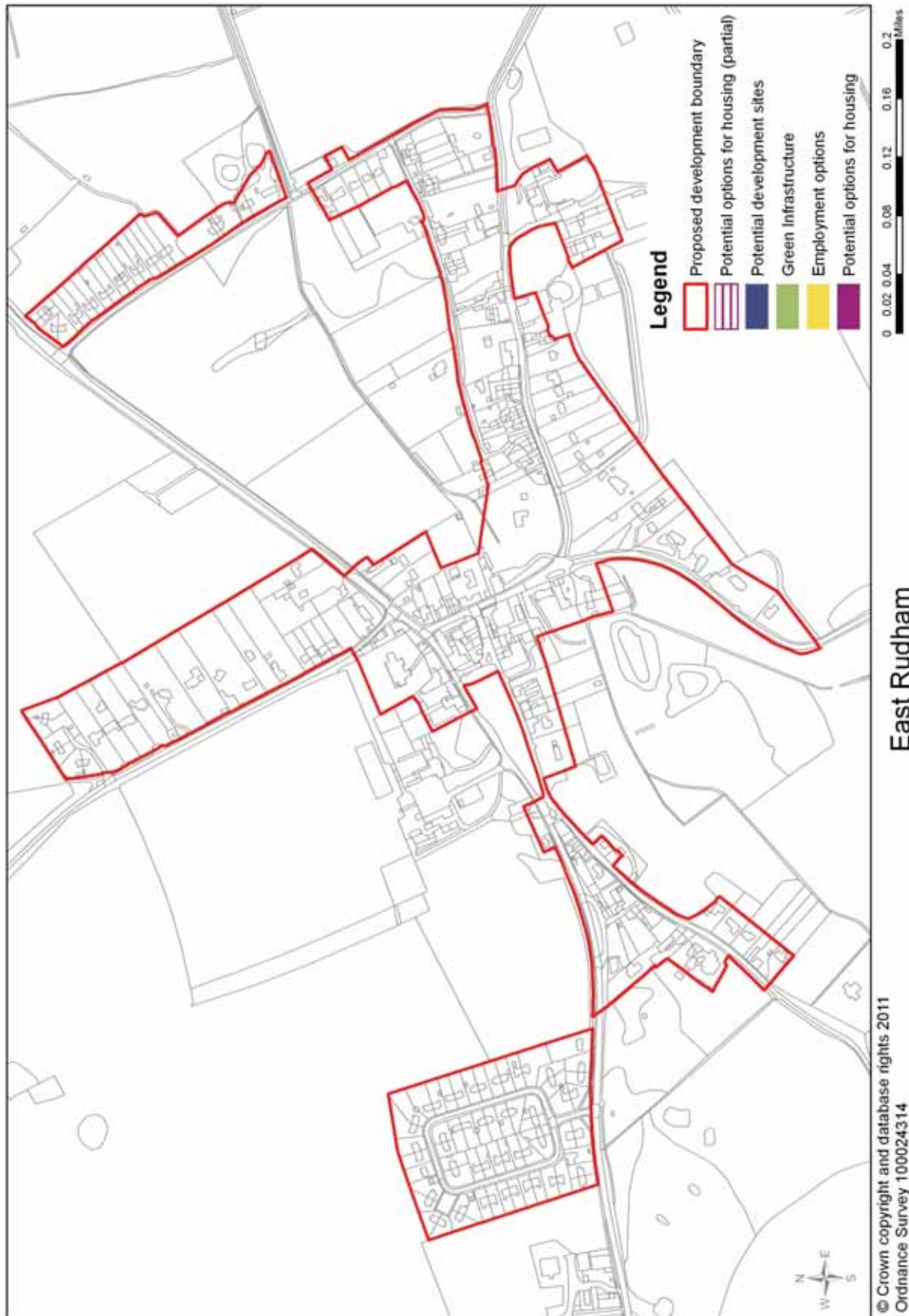
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16 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



## **Question Key Rural Service Centre - East Rudham**

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be suitable?



## 8.8 Feltwell & Hockwold cum Wilton

**8.8.1** Feltwell and Hockwold cum Wilton are situated to the far south east of the borough. Downham Market is 13 / 16 miles to the north and Brandon is 5 / 7 miles to the east. The parish of Feltwell has a population of 2,750, and the parish of Hockwold cum Wilton 1,340<sup>(17)</sup>. There is a full range of services and facilities in these villages including a school, GP surgery, good bus route, shop, pub, employment etc. Feltwell is also home to an RAF station (currently used by the United States Air Forces Europe).

**8.8.2** The settlements were grouped together in the Core Strategy to collectively form a Key Rural Service Centre. This is due to the shared services and facilities between the settlements and to support a close functional relationship between the two.

**8.8.3** An Infrastructure Study identified that the constraints to additional development in the settlements are the available capacity of health/social services, and response times of the Fire Service. However these are not considered fundamental issues and could be resolved.

**8.8.4** Feltwell has developed around the B1112 and B1386 crossroads and many of the streets appear linear in form. The village does have an urban character at its centre but the approach roads to the village are more rural in character with views across open countryside. Older buildings in the village are built with a range of materials including knapped flint and Norfolk orange/red clay pantiles. Development since the 1950s has not always been in character with the village.

**8.8.5** Hockwold cum Wilton is a compact village which was linear in its basic form, although more recent development has taken place on backland areas. There is a wide range of materials used in the older buildings including red brick, cobbled or knapped flint and brick walls with roofs largely made of clay pantiles. There is a Conservation Area in the village.

**8.8.6** Feltwell is largely unconstrained by flood risk, however there is small stretch of land through the village which is at high flood risk (category 3). The built extent of Hockwold cum Wilton is not subject to flood risk.

**8.8.7** The Landscape Character Assessment groups these settlements with other neighbouring villages in the 'Settled Farmland with Plantations' character type. This flat to very gently undulating landscape, with an underlying geology of chalk and limestone encompasses a number of villages, large farms and estates, set within a backdrop of farmland and plantation woodland. Views across the area are strongly influenced by the plantations/plantation woodland which further frame views across the area and contribute to a sense of enclosure.

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17 figures from Norfolk County Council mid 2009 parish population estimates for Norfolk

**8.8.8** Both settlements fall entirely within the Stone Curlew buffer zone, as illustrated on the Proposals Maps. There is concern about proximity impacts on species within Breckland SPA, as recent evidence (Sharp et al 2008<sup>(18)</sup>) suggests that stone curlews are susceptible to disturbance from proximity to human settlement. The Core Strategy (CS12) states that development within 1500m of the SPA boundary classified for Stone Curlews will be restricted to the re-use of existing buildings or where existing development completely masks the new proposal from the Breckland SPA. Development may be acceptable where suitable alternative habitat (outside the SPA) can be secured.

**8.8.9** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.8.10** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.8.11** Views are invited on any of the sites. Potential options are shown on a map which follows the table.

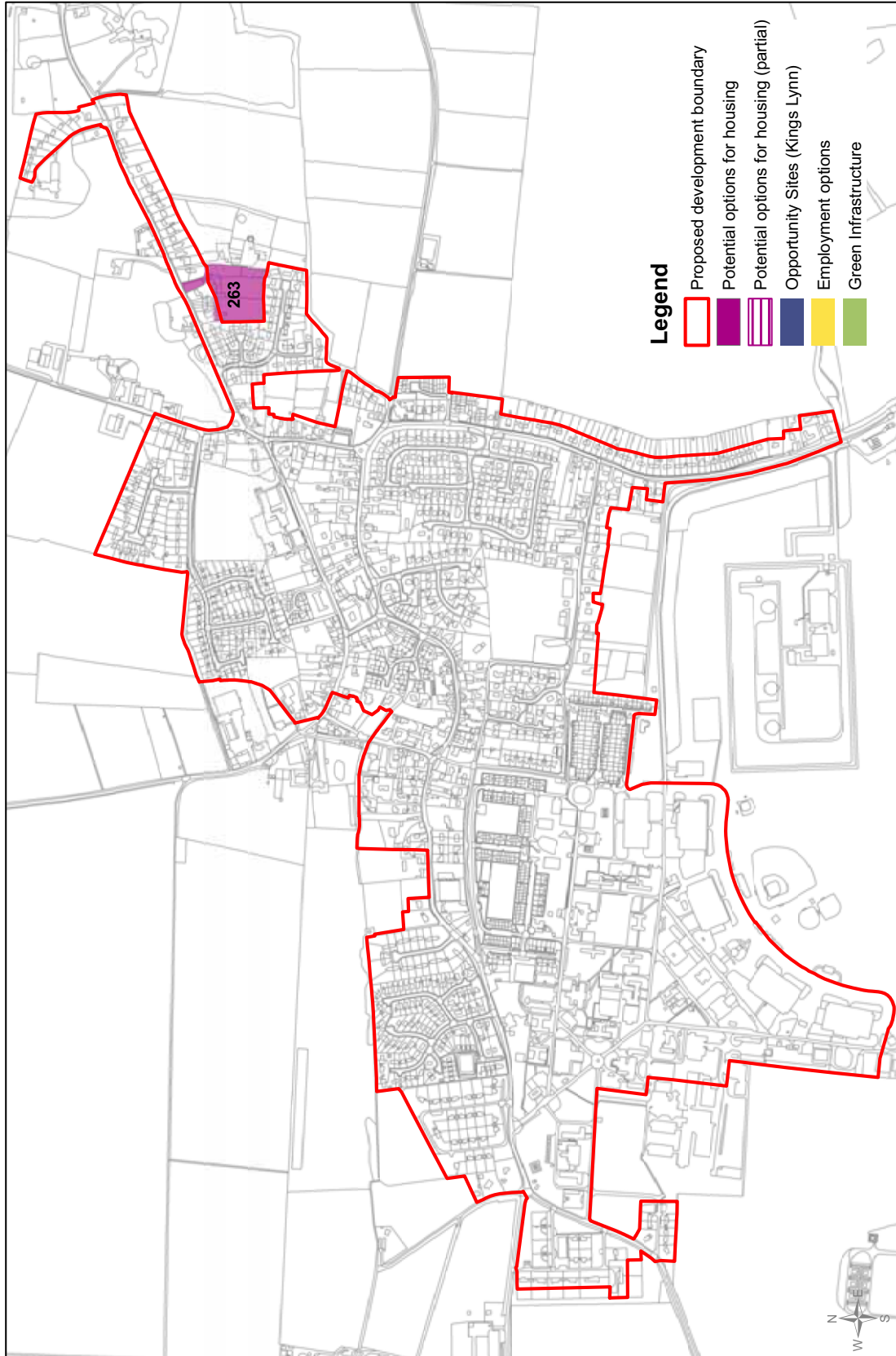
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
263	Land at 40 Lodge Road.	Agriculture mix Car Sales & Repairs.	Residential	1.1	A mixed greenfield & brownfield (car sales and repairs) site located outside built environment boundaries. Within the stone curlew buffer but existing development completely masks the site from the protection area.

## Question Key Rural Service Centre - Feltwell and Hockwold-cum-Wilton

a. Do you agree with the development boundaries shown on the maps?

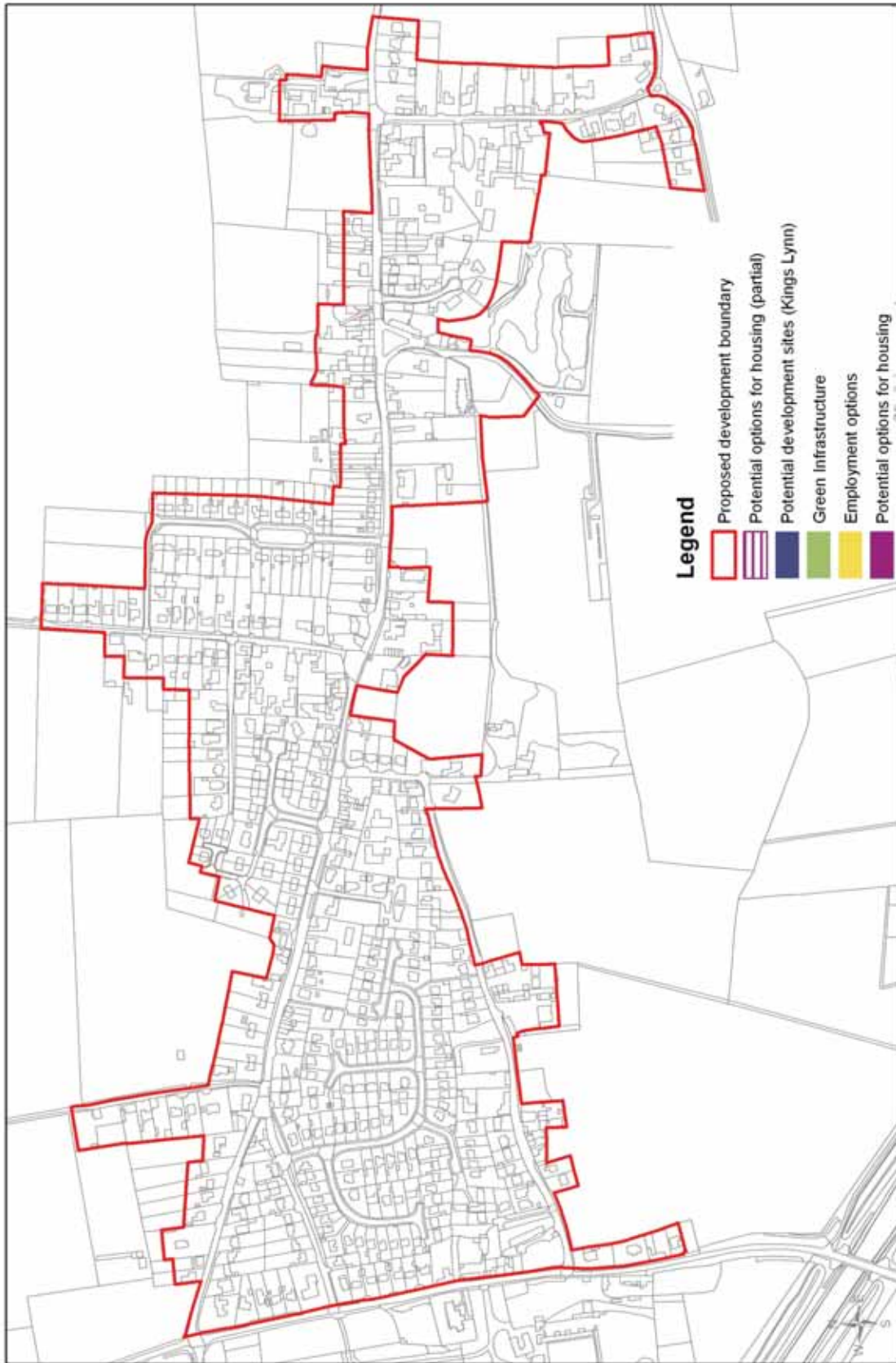
18 Sharp, J., Clarke R. T., Liley D. and Green R.E. (2008). The effect of housing development and roads on the distribution of stone curlews in the Brecks. Unpublished Report, Footprint Ecology, Wareham, Dorset.

- b. How do you feel about the site put forward? Do you think this is an appropriate place for growth within this settlement?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Feltwell



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Hockwold - Cum - Wilton

0 0.05 0.1 0.2 Miles

## 8.9 Gayton, Grimston and Pott Row

**8.9.1** Grimston is a large village, 7 miles east of King's Lynn, centred around the Old Bell Guest House. The form of the older part of the village is linear, extending from St Botolph's Church in the south to Ivy Farm in the north. Newer development has mostly been located to the west on Low Road and Lynn Road and also on Vong Lane.

**8.9.2** The village of Pott Row is located within Grimston parish, to the west of Grimston village. Its original linear form has been altered by newer, estate-style development. The limits of the village are not generally well-defined except in the north where Roydon Common effectively defines the extent of the village.

**8.9.3** Gayton is a large, fairly compact village situated on the B1145 road, 7 miles east of King's Lynn, close to the source of the Gaywood River. The village consists of two older parts, around the junction of the B1145 and the B1153 near to St Nicholas Church and about half a mile further west around the Rampant Horse Public House. The older buildings are mostly two storey with pitched roofs. The building materials of the older buildings are mostly clunch or red brick with pantiles or slates for the roofs. Some of the buildings are rendered or colourwashed.

**8.9.4** Together Grimston and Pott Row have a range of facilities including a doctor's surgery, primary schools, bus route, pubs, shops and a Post Office. Gayton has a similar range of facilities, with the exception of a doctor's surgery. The villages are together identified as a Key Rural Service Centre in the Core Strategy.

**8.9.5** The population of the villages of Grimston and Pott Row together is 1,930; while Gayton is 1,450<sup>(19)</sup>.

**8.9.6** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth but sets out that Grimston Junior School would need expansion. Since the Study was completed the Schools Adjudicator (March 2011) has announced his approval for the County Council's proposal for the current first school in Gayton to become a primary school and for Pott Row First, Church Hill First and Grimston Junior schools to close on 31 August 2011. A new primary school known as Holly Meadows School will open in Grimston on the current site of Grimston Junior School in September 2011. As a result of its expansion to a primary school, Gayton is receiving two new modular classrooms to accommodate additional year groups. Grimston does not require additional accommodation although some refurbishment work is being undertaken to provide suitable accommodation for the younger children entering the school. The Study also states that Grimston Surgery has no spare capacity; that in relation to health services Gayton can take up to 20 houses; and that fire cover is constrained. Anglian Water identify Red – major constraints to development and the Water Management Alliance have identified that drainage capacity is limited.

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19 figures from Norfolk County Council mid 2009 parish population estimates for Norfolk



**8.9.7** In considering landscape character Grimston and Pott Row fall within the “Wooded Slopes with Estate Land” landscape character type. This type of landscape is defined in the borough’s Landscape Character Assessment as being dominated by the presence of coniferous and mixed plantation woodlands and mixed estate woods but with substantial areas of land given over to arable farming, this is a medium scale landscape with contrasting degrees of enclosure. The small villages bring an intimate quality to the landscape.

**8.9.8** Gayton falls within the “Farmland with Woodland and Wetland” landscape character type. This type of landscape is defined in the borough’s Landscape Character Assessment as being characterised by mixed agricultural fields, interspersed with woodland and areas of open water. This creates a medium scale landscape with a varied sense of enclosure. This landscape is flat to gently undulating.

**8.9.9** The Strategic Flood Risk Assessment indicates that the centre of Grimston and south-western side of Pott Row are constrained by flood zone 3a High Risk (fluvial). The southern side of Gayton is also constrained by flood zone 3a High Risk (fluvial).

**8.9.10** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.9.11** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.9.12** Views are invited on any of the sites. Potential options are shown on the accompanying map.

<b>Gayton</b>					
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
557	Land north of St Nicholas Close	Agricultural (fallow)	Residential	2.6	Site 557 is grade 3 agricultural land currently left fallow. The site was rejected in the SHLAA due to lack of detail on access, however further clarification has demonstrated access could be provided through the adjacent new residential development (not yet

Gayton					
					completed). The site is surrounded by development to the north and south and close to services. Sensitive development would be required to mitigate any impact on the historic church.
665/GAY 09	Lynn Road	None stated	Residential	1.9	Site GAY 09 is a mixed site containing mainly previously developed land and some greenfield land (grade 3 agricultural). Part of the site is within the existing built environment boundary and was granted outline planning permission for residential development, however applicant requests whole site be allocated for residential development. Possible biodiversity issues. Site is at edge of village and therefore development would encroach on the countryside.

Grimston/Pott Row					
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
62	Land opposite Holly Barn, Cliffe-En-Howe Road, Pott Row	Access route to nursery	Residential	0.9	Site 62 is greenfield grade 4 agricultural land. The site provides the only vehicular access to adjacent nursery. Would extend the village into open countryside. Distant from services. Possible

Grimston/Pott Row					
					biodiversity issues. Norfolk County Council Highways would object to development on this site due to the surrounding highway being very narrow, therefore access would require reconfiguration.
175	Land to the rear of White House Farm, Chapel Road, Pott Row	Agricultural	Residential	0.9	Site 175 is a greenfield site classed as grade 3 and 4 agricultural land. There is a public right of way and protected trees which run along the southern part of the site. Potential for the site to be accessed by vehicle from the south (as inferred in submission), however land in uncertain ownership and TPO near access point. Access directly onto Chapel Street desirable but not indicated in submission. County Highways would object without further information on access. Distant from services but in central location in Pott Row.
459	Land south of Stave Farm,  3 Chapel Road, Pott Row	Agricultural (unused)	Residential	1.5	Site 459 is a greenfield site which is lower grade 4 agricultural land. Site lies within centre of Pott Row village. Frontage development would be in keeping with form and

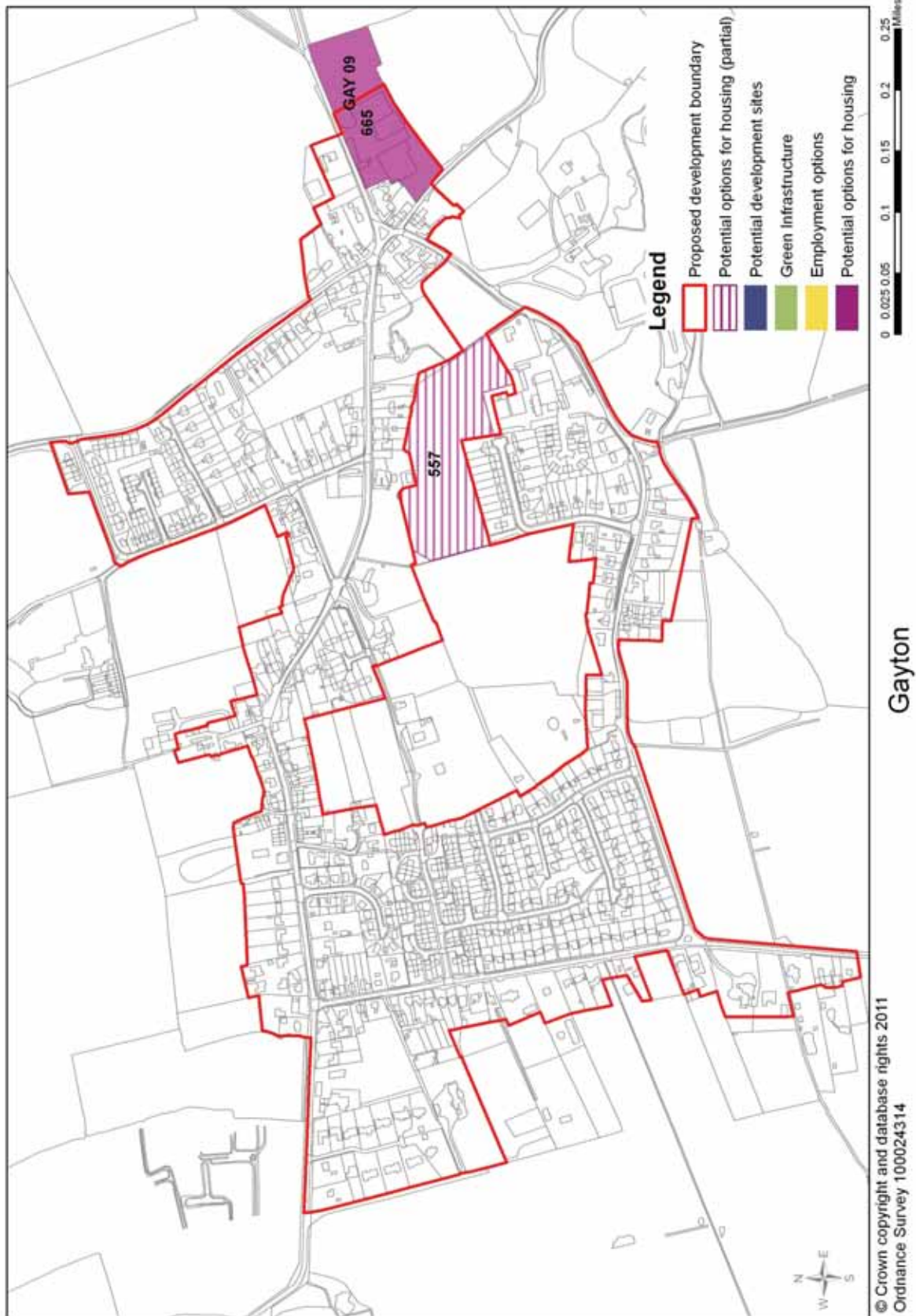
Grimston/Pott Row					
					<p>character of village although would result in loss of Hedgerow. Visibility splays restricted in 30mph zone. Access would require configuration. Development screened from wider landscape by established hedgerow at west of site. Possible biodiversity issues. Distant from services.</p>
468/GRM17	Land north of Blake Close, Pott Row	Agricultural	Residential	1.2	<p>Site GRM 17 is a brownfield site comprising 2 large agricultural buildings and a grade 2 listed barn constructed with local materials which is in a dilapidated state. Redevelopment would result in a loss of land for agricultural buildings. Possible biodiversity issues. Part of the site is surrounded by countryside on three sides, therefore development could have a negative impact on the landscape. The site is distant from services. Highways Authority note the site is remote from the settlement and indicate they would object.</p>

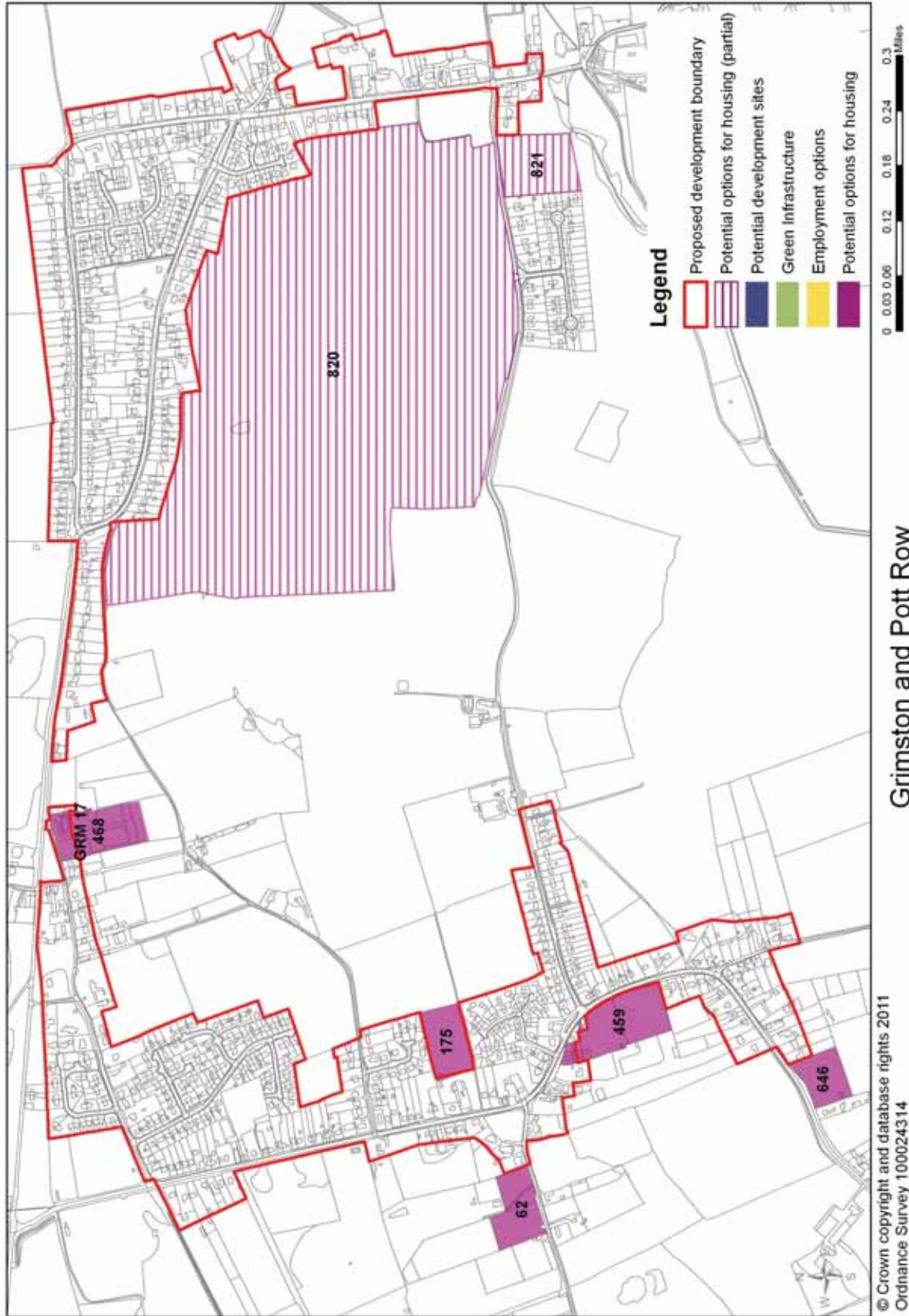
<b>Grimston/Pott Row</b>					
646	Land in between Nos. 21 and 31 Leziate Drove, Pott Row	Agricultural (unused)	Residential	0.7	Site 646 is greenfield grade 4 agricultural land at village edge. Site is screened from wider countryside by hedgerow. Lies outside of 30mph speed restriction. Distant from services. Would reinforce linear pattern of settlement. Possible biodiversity issues. Highways Authority have indicated visibility is an issue.
820	Land to the south of Lynn Road, Grimston	Agricultural	Residential	41.2	Site 820 is a greenfield site which is a mixture of higher grade 2 and 3 agricultural land. Development of the whole site is likely to negatively affect the form and character of the settlement. A smaller part of the site could be considered as an option subject to comparative assessment and consultation. The east part of the site is within fluvial flood zone 3 but is closest to services. North-east access to site has limited visibility splays and contains pylons.
821	Land to the south of Vong Lane, Grimston	Agricultural	Residential	1.3	Site 821 is a greenfield site which is higher grade (grade 2) agricultural land. Good access to

Grimston/Pott Row					
					services. Part of site is within fluvial flood zone 3 but the portion of the site which is not at risk of flooding is an awkward shape. Site is bordered by development to the east and west and has adequate access.

## Question Key Rural Service Centre - Gayton, Grimston and Pott Row

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?







## 8.10 Great Massingham

**8.10.1** Great Massingham is a large village with no clearly defined boundaries, extending out along most of the roads leaving the village. It lies 12 miles east of King's Lynn. The village is dominated by the very attractive village green which extends over a large area between two large ponds. Around the Green are the village shop, pub, and Church, together with most of the village's older buildings. The quality of the environment has been recognised by the designation of Great Massingham as a Conservation Area.

**8.10.2** Great Massingham acts as a centre for the surrounding rural area. It has a range of facilities including a doctor's surgery, primary school, sports and social club, retained fire station, bus route, pub, shop and Post Office. This role is reflected in the designation of Key Rural Service Centre in the Core Strategy. The village has a population of 890<sup>(20)</sup>.

**8.10.3** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth, but the primary school would need expansion.

**8.10.4** The landscape character type the village is situated in is the "Plateau Farmland". This type of landscape is defined in the borough's Landscape Character Assessment as being characterised by flat, medium to large, mainly regular, arable fields, generally separated by mature, generally intact, hedgerows with mature oak hedgerow trees. Woodland copses and tree belts intersperse the arable farmland and in places limit views across the area. Hedgerows with mature oak hedgerow trees also line the narrow single-lane roads.

**8.10.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.10.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.10.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
719	Land at Lynn Lane	Paddocks	Residential	3.3	Site 719 is agricultural greenfield land (grade 3) which is used for paddocks and agricultural land.

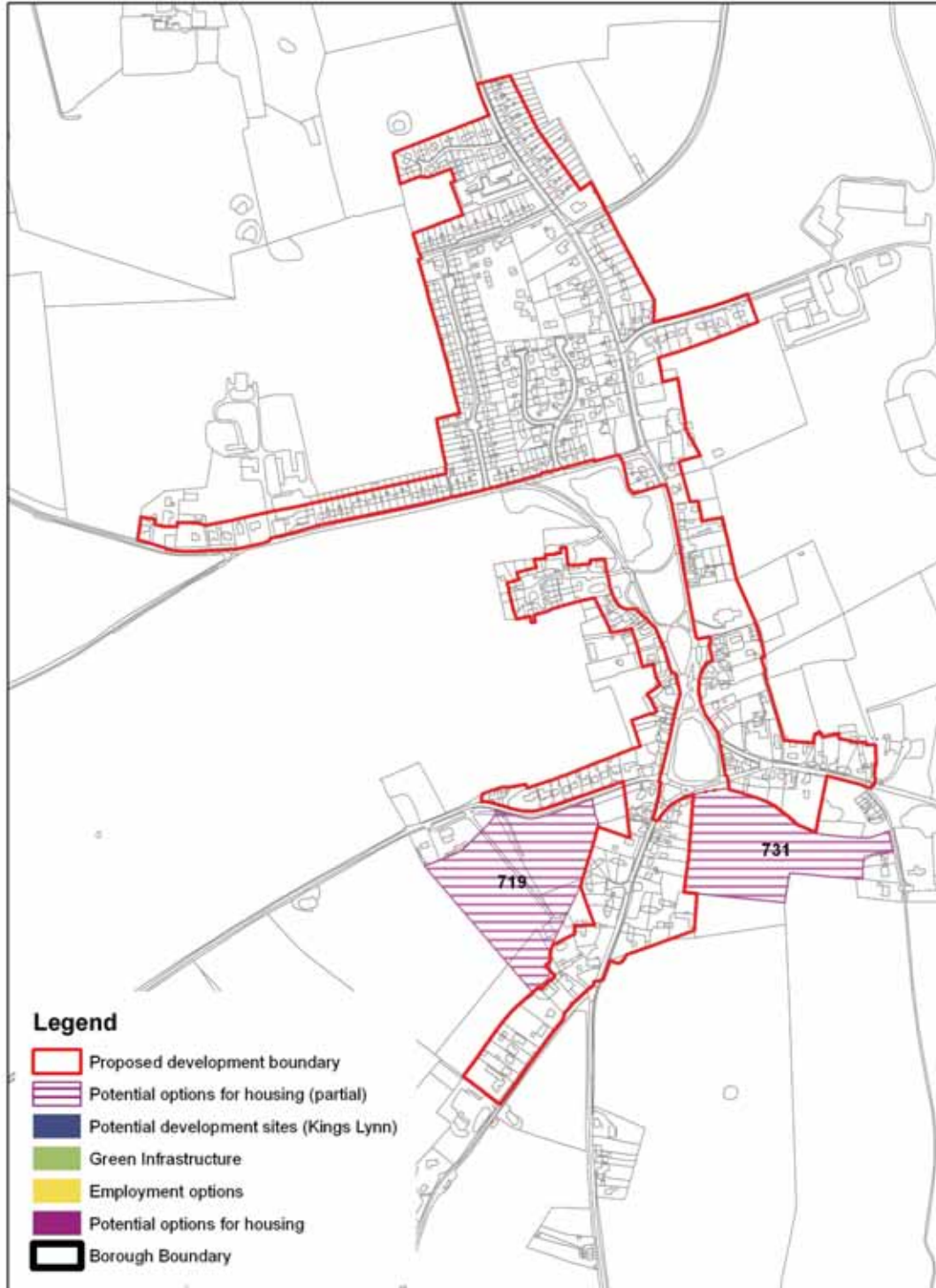
<sup>20</sup> figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					Access to the site is obscured by a bend and the pedestrian access to the village centre is not ideal (narrow footpaths). The site is adjacent to the Conservation Area, although this is screened by hedgerow. Development of the whole site is likely to negatively affect the form and character of the settlement. A smaller part of the site could be considered as an option subject to further comparative assessment and consultation.
731	Land south of School Road	Agriculture	Residential	2.6	Site 731 is agricultural greenfield land (grade 3) used for arable farming. The site is partially within the Conservation Area and has a prominent position immediately adjacent the village pond, although is currently screened by hedgerow. The site has two possible access points, one of which is off a narrow lane. Development of the whole site is likely to negatively affect the form and character of the settlement. A smaller part of the site could be considered as an option subject to comparative assessment and consultation.

## Question Key Rural Service Centre - Great Massingham

- a. Do you agree with the development boundaries shown on the map?

- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Great Massingham



## 8.11 Heacham

**8.11.1** Heacham is a large nucleated village which functions as a service centre and coastal resort. The area immediately adjacent the Wash on the western edge of the village is dominated by caravans and the village is bounded to the east by the A149 road. Due to its popularity, particularly with tourists and retirees, Heacham has undergone several phases of growth since the nineteenth century. The parish of Heacham has an estimated population of 4,600<sup>(21)</sup> making it one of the largest rural parishes in the borough. The village has a high level of service provision centred in buildings around the triangular village green, although the main retail/service offer is provided in the adjacent town of Hunstanton to the north.

**8.11.2** Heacham is in the 'Drained Coastal Marshes' character type in the borough's Landscape Character Assessment which identifies that the built character within the village is dominated by carstone (from the nearby Snettisham quarries), interspersed with chalk clunch and orange bricks roofed with pantiles and slate. The assessment notes that the striking contrast between the orange carstone and white/ grey patches of clunch contributes to a distinctive and recognisable sense of place.

**8.11.3** A Conservation Area designation exists around the church and older part of the village adjacent to Heacham Hall and grounds. In addition to the coast itself, Norfolk Lavender situated to the east of Heacham is a significant visitor attraction. Frequent bus services run between King's Lynn and Hunstanton via Heacham Lavender along the A149.

**8.11.4** The Infrastructure Study suggests that there may be issues relating to water management but that there is sufficient capacity in local healthcare. There is a need for 50 places for residential care to cover the area spanning Heacham to Dersingham and in the wider extent incorporating Hunstanton there is a need for 220 places for residential care.

**8.11.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.11.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.11.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

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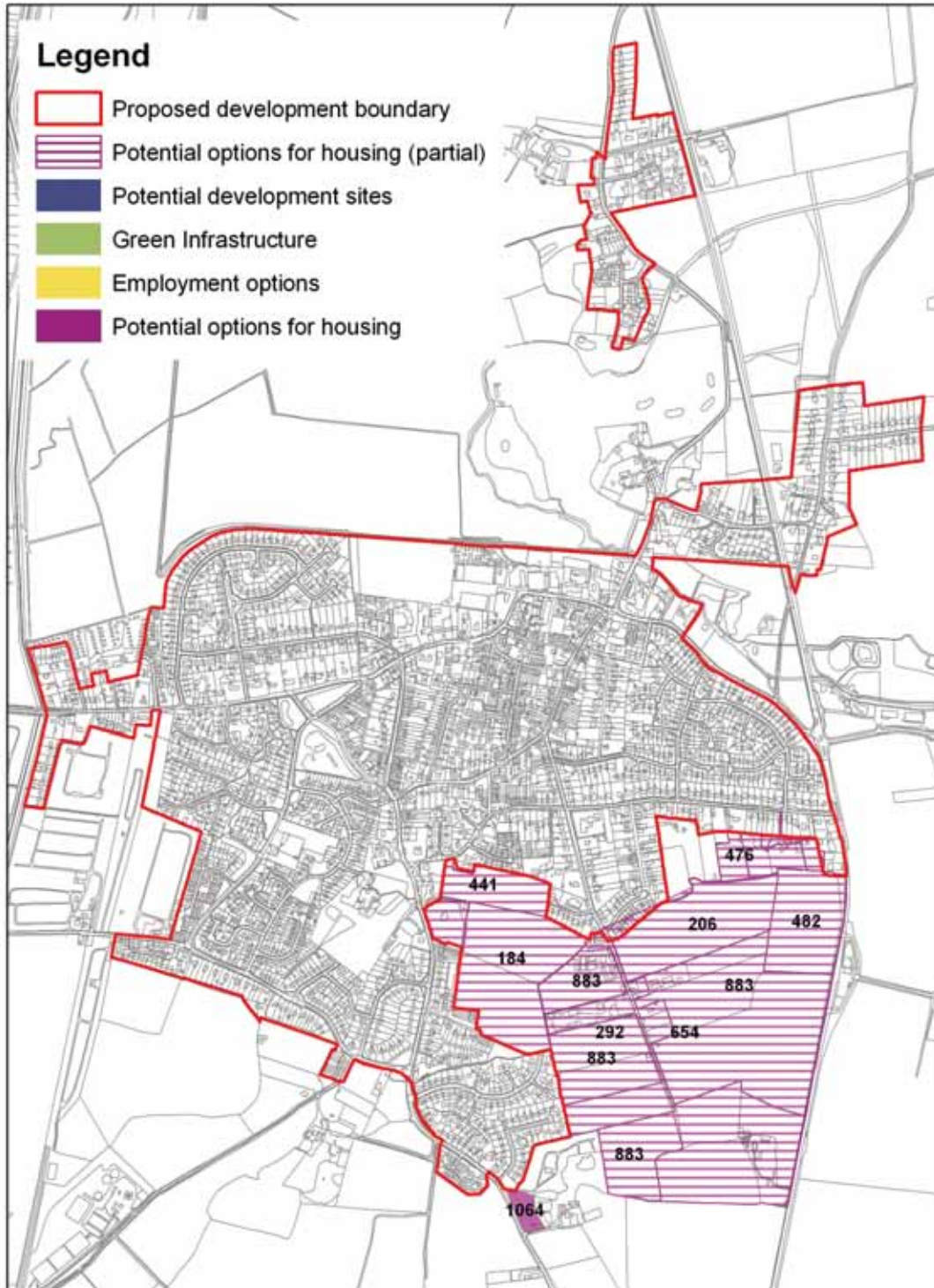
21 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
184/441	Land off Cheney Crecent and Cheney Hill	Agricultural	Residential	9	Site 184/441 is a greenfield site used as paddocks (grade 3 agricultural). The site has three possible access points although one is currently blocked by a wall and is close to another junction. The location is close to the built up residential area of Heacham and to existing services.
206/292/ 476/482/ 654/883	Land off School Road	Agricultural	Residential	41	The land surrounding School Road has been submitted by a variety of landowners and agents for allocation, predominantly seeking residential development. The majority of the site is used for agriculture (grade 3) and smaller parts of the site have had various uses in the past. Possible contamination issues on brownfield parts of the site. Options for access from the A149 have been proposed. The land proposed for development is large in scale, and development would intrude into the countryside which would have an impact on the landscape. However, part of the site could be developed if it were selected as the preferred

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					option for allocation through comparative assessment and consultation.
1064	Land at Mount Pleasant Farm, Lamsey Lane	Pasture	Residential	0.4	Site 1064 is a greenfield site (grade 3 agricultural) used for paddocks at the edge of the built up area of Heacham. It is distant from services. Development could have an adverse impact on the landscape as the site is at the very edge of the settlement. Norfolk County Highways indicate distance from the centre and lack of adequate footway provision is an issue.

## Question Key Rural Service Centre - Heacham

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Heacham

0 0.04 0.08 0.12 0.16 0.2 Miles



## 8.12 Marham

**8.12.1** Marham is situated to the south east of King's Lynn, although it is almost equidistant between King's Lynn, Downham Market (to the southwest) and Swaffham (to the east). The population of the parish is 2,750<sup>(22)</sup> which includes the residents on the RAF base. The village has a range of services and facilities including schools, a GP surgery, bus routes, shops, employment, etc. A proportion of these are located on the RAF base, but available to all residents. The Core Strategy designates the village as a Key Rural Service Centre.

**8.12.2** RAF Marham is the largest operational front-line base of the RAF. It is home to the major part of the RAF Tornado GR4 force, and will gain further critical mass as a result of the recent Strategic Defence and Security Review which will see all other Tornado GR4 operations being transferred into Marham. The base is also home to an innovative 'centre of excellence' for all Tornado 'in depth' maintenance in a partnership between the RAF, BAE Systems, Rolls-Royce and other industrial contractors.

**8.12.3** RAF Marham is the largest single-site employer in the borough by a considerable margin, representing the equivalent of around one in 12 of employed jobs in the borough. The current employment of around 3600 RAF uniformed and civilian personnel plus over 1200 civilian contractors will increase with the transfer of more activity to the base. With dependants the RAF Marham 'community' is over 8000 people, some living on the base itself and others in local towns and settlements. This is likely to rise towards 10,000 over the next two years.

**8.12.4** Overall, the base contributes in excess of £130 million per annum into the local economy through salaries and payments to local businesses. In turn the base community is a significant user of local services.

**8.12.5** The village of Marham includes the linear form of development along 'The Street' - distinct from this is the RAF base. The villagescape is undistinguished consisting mainly of modern development, and there are views across the landscape from the edges of the village. The older buildings consist of yellow and red brick (often painted) for walls and red clay pantiles and Welsh slate for the roofs.

**8.12.6** The Infrastructure Study identified that the village did have some constraints to future growth, namely healthcare provision/access and utility capacity (water), as well as Fire Service response times. However these are not considered fundamental issues and could be resolved.

**8.12.7** The Strategic Flood Risk Assessment identifies that the built extent of the village and RAF base is not constrained by flood risk. However land to the north east of the settlement is subject to high risk of fluvial flooding.

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22 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

**8.12.8** This area is bordered to the north by 'The Fens - Open Inland Marshes' Landscape Character Area, whilst 'Settled Farmland with Plantations' flank the area to the south and west. Views across the area are generally open and dominated by wide, open skies and the RAF settlement (conveying a strong sense of place). Landscape and settlement pattern is greatly influenced by the presence of the RAF base (with generally modern red-brick buildings) and associated structures, including the Marham Airfield in the northeast corner of the area.

**8.12.9** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

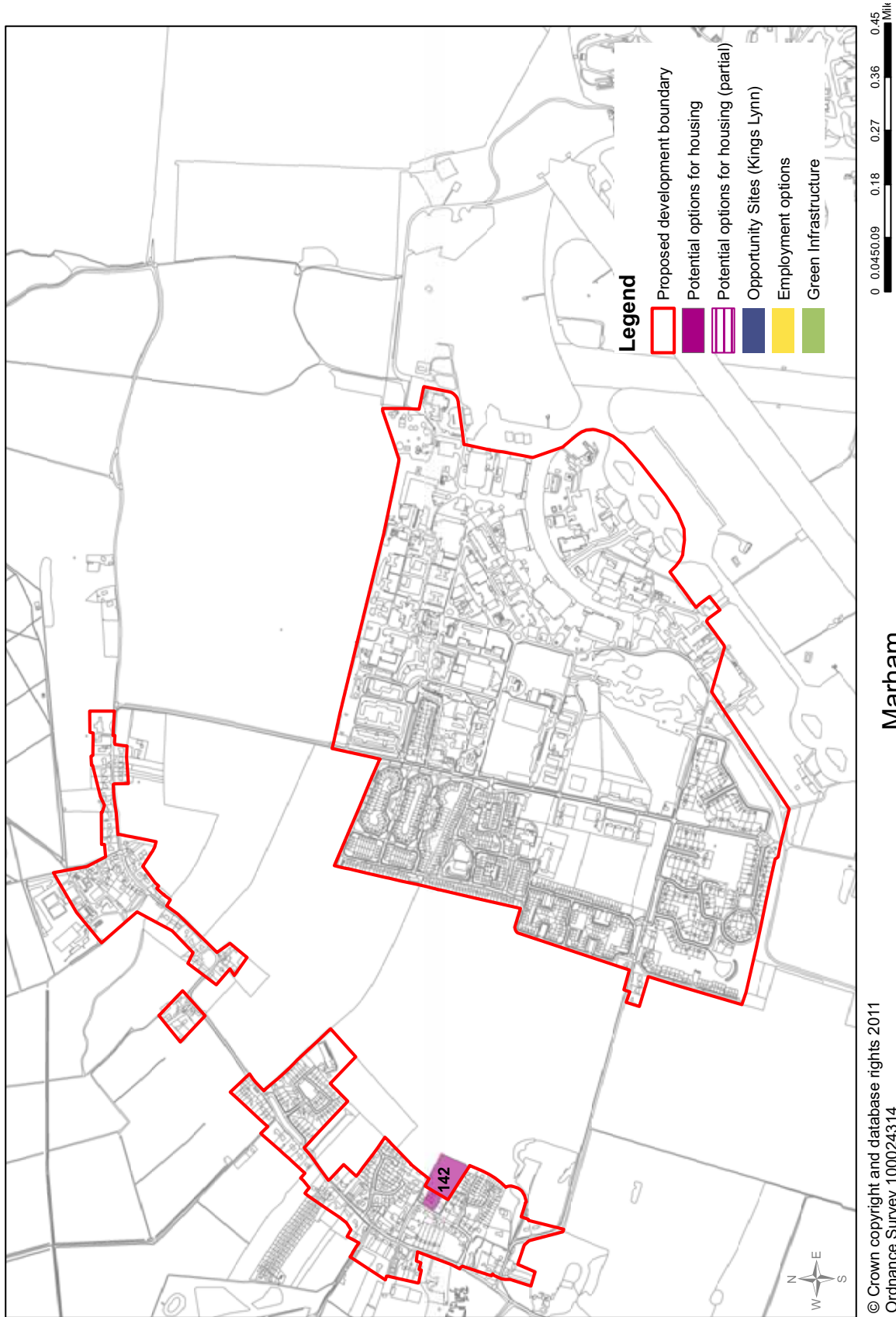
**8.12.10** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.12.11** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
142	Land off School Lane.	Mixed Residential & Paddocks	Residential	1	A mixed paddock residential use, grade 2 & 3 agricultural land outside built environment boundaries. Access would be more suitable from Church View rather than via the residential part of the site on School Lane.

## Question Key Rural Service Centre - Marham

- Do you agree with the development boundaries shown on the map?
- How do you feel about the site put forward? Do you think this is an appropriate place for growth within this settlement?
- Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 8.13 Methwold & Northwold

**8.13.1** Methwold is a large village in the south of the borough, with a population of 1,760, approximately 9 miles south west of Downham Market. The village has open views towards the Fens in the west, whilst bordering the Breckland in the south-east. The village character is one of contrasts; an imposing village centre with an almost urban character which is dominated by St. George's Church; the more peaceful, rural, setting of the outskirts of the village, in which farm buildings dominate; and an area of pronounced "industrial" character – in the east of the village. The quality of the villagescape in terms of the design of village spaces and the buildings which define them is outstanding and this is often enhanced by interesting detailing such as stone walling and well matured, landscaped settings.

**8.13.2** Northwold, with a population of 1,170<sup>(23)</sup>, has a peaceful rural setting with many quality architectural features. The village has buildings of contrasting styles with walls of either flint, clunch or bricks, with roofs mainly of orange clay pantiles or in a few case slate. The village is essentially a linear village along an east-west axis.

**8.13.3** Methwold and Northwold are designated a joint Key Rural Service Centre in the Core Strategy due to the way that they function together and the range of facilities present which include a surgery, school, bus route, Post Office, pub, filling station and other employment and retail uses.

**8.13.4** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth, but the primary school would need expanding, Anglian Water would require some improvement to capacities, and healthcare provision may need to be expanded.

**8.13.5** In considering landscape character, the village is situated within the "Settled Farmland with Plantations" landscape character type. This type of landscape is defined in the Landscape Character Assessment as having a mature landscape structure including belts and copses of plantation woodland, mature trees and patches of intact hedgerows. The landscape setting of the villages, their striking built character and strong historic integrity create a moderate to strong sense of tranquillity throughout the area.

**8.13.6** The Strategic Flood Risk Assessment has identified that Methwold is largely unconstrained apart from a small area to the west which is constrained by flood zone 2 (fluvial). Northwold is largely unconstrained apart from a small area to the north which is constrained by flood zone 3 (fluvial).

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23 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

**8.13.7** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.13.8** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.13.9** Views are invited on any of the sites. Potential options are shown on the accompanying maps.

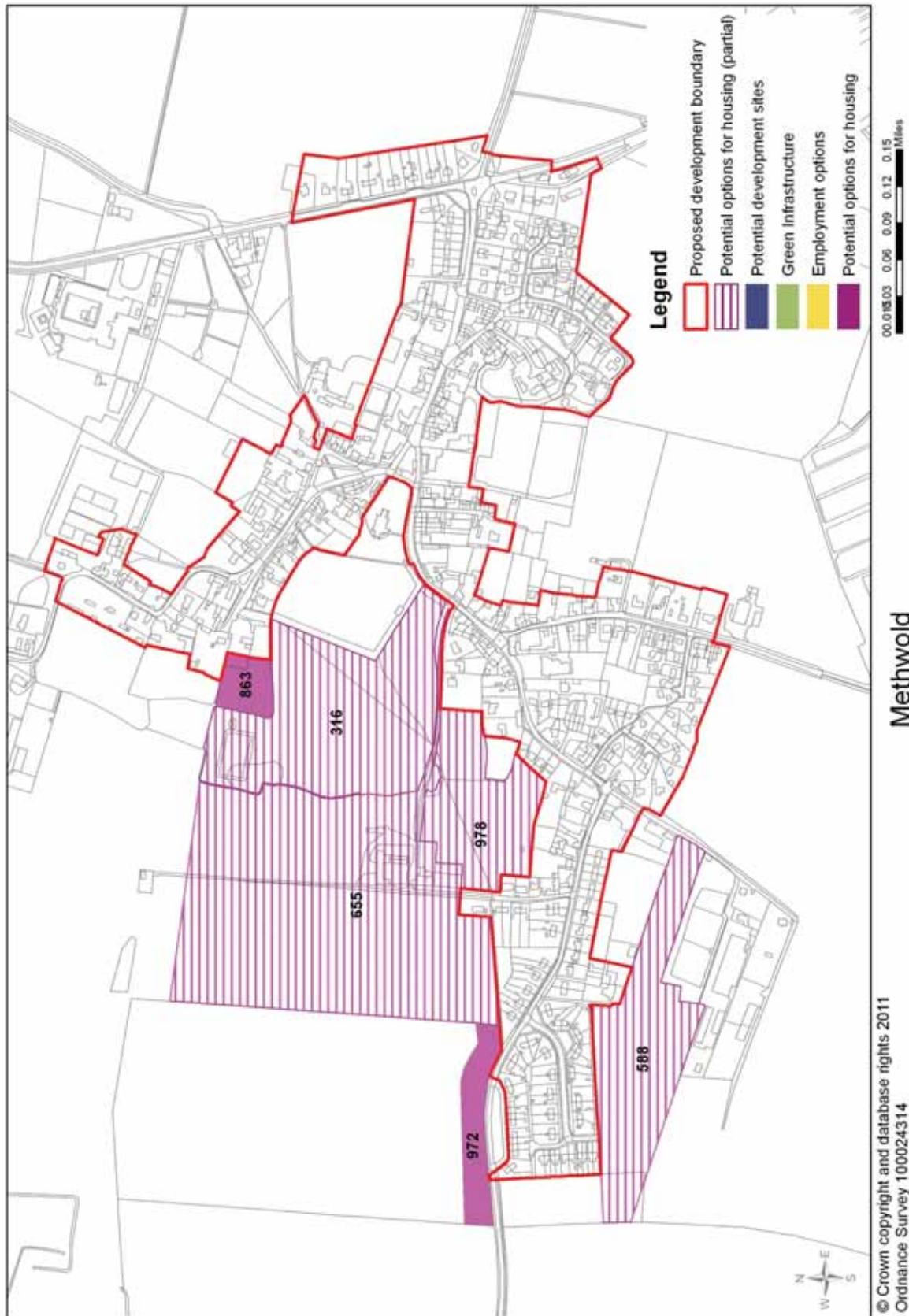
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
316	Land on Crown Street.	Agricultural.	Residential.	5.4	A large agricultural site (grades 2 and 3) outside built environment boundaries. Three separate rights of ways meet across the site. The west section of the site is constrained by flood zone 2 fluvial. The site is considered too large in scale. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.
588	Land at Methwold and Methwold Hythe.	Agricultural.	Residential.	3.7	A large agricultural site (grade 2 & 3) outside built environment boundaries. The preferred access would be from Herbert Drive. The site is considered too large in scale. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
655	Land at Hall Farm Drive.	Agricultural.	Residential.	13.4	A large agricultural site (grade 2 & 3) outside built environment boundaries. Partially within the Conservation Area and has two rights of ways which meet across the site. The site is considered too large in scale. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.
863	Land west of Globe Street	Agricultural.	Residential.	0.5	Agricultural site (grade 2 & 3) outside built environment boundaries. Rejected in the Strategic Housing Land Availability Assessment on highways grounds, objection by Norfolk County has since been removed.
972	Land off Hythe Road, Methwold.	Agricultural.	Residential.	0.9	Agricultural site (grade 2) outside built environment boundaries. Access could be made on to Hythe Road.
978	Land at Hall Farm.	Agricultural.	Residential.	2.5	A large agricultural site (grade 2 & 3) outside built environment boundaries and completely within the Conservation Area. The site has two rights of ways which meet across the site. The site is considered too large in scale. If the site area were reduced in size, a smaller part of the site could potentially be

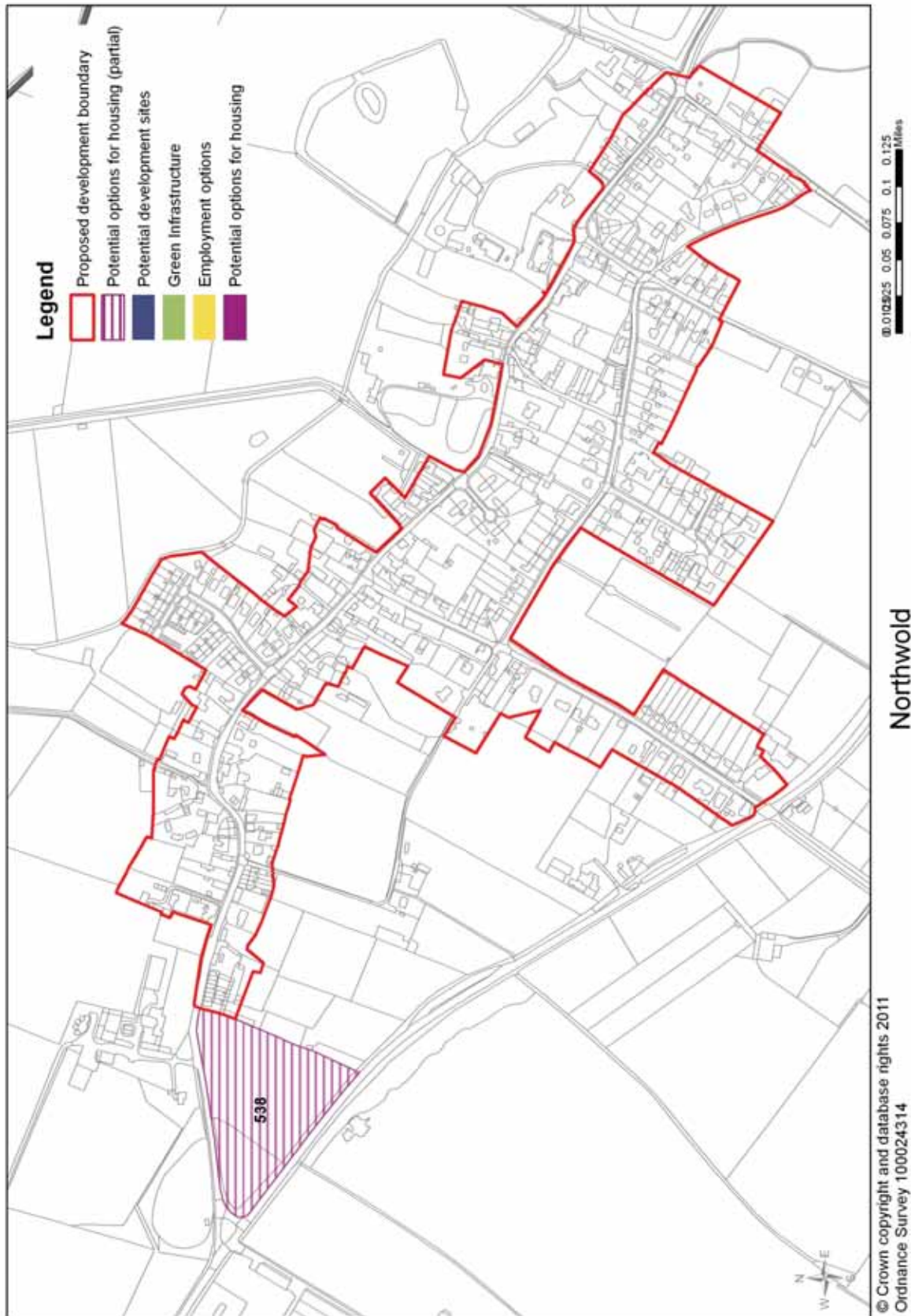
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					included in the comparative assessment to choose a preferred option for the settlement.
538	Land between West End and Thetford Road.	Agricultural, woodland.	Residential.	2.2	A large agricultural (grade 3) and woodland mix outside the built environment boundaries Adjacent to the Conservation Area. There is a group of TPOs. The site is considered too large in scale. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.

## Question Key Rural Service Centre - Methwold & Northwold

- a. Do you agree with the development boundaries shown on the maps?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?







## 8.14 Outwell / Upwell

**8.14.1** The village of Outwell is set alongside the Well Creek, and the path of the former Wisbech Canal to the north of the village. Upwell has a similar long linear settlement pattern either side of the River Nene (old course). The villages are approximately 5 (Outwell) and 7 miles (Upwell) to the south east of Wisbech. The population of Outwell parish is 2,130 and Upwell is 2,680<sup>(24)</sup>, including Three Holes and Lakesend. Collectively the villages have a full range of services including a GP surgery, school, shops, pubs, good public transport and employment etc.

**8.14.2** The settlements were grouped together in the Core Strategy to collectively form a Key Rural Service Centre. This is due to the shared services and facilities between the settlements, and to support a close functional relationship between the two.

**8.14.3** Outwell's waterside development is distinctive and differs from the more rural parts of the settlement. The main part of the village is situated between the two watercourses, but then extends out from this. In the north the character is dictated by the open green area, the filled in course of the Wisbech Canal.

**8.14.4** In Upwell the form of the village has been dictated by the course of the River Nene (old course) and for much of the length of the village is only a plot in depth. The range of attractive vistas provided as the river twists into a gentle arc and the historic buildings which line it work to produce an attractive setting, resulting in the area running either side of the river being a designated Conservation Area. The settlement has also grown to the south east along New Road and Small Lode. In both settlements the older buildings were largely constructed using red and yellow bricks for walls with Norfolk and clay pantiles and Welsh slate on roofs.

**8.14.5** The Landscape Character Assessment states that these villages lie in the southern extent of the 'Settled Inland Fens'. The practically merged villages, within a backdrop of arable farmland and plantations, dominate this very flat, low-lying landscape with its vast open skies. Both Outwell and Upwell encompass two roads on either side of a watercourse (the old course of the River Nene) with the buildings lining the roads. The presence of several small bridges giving access to the houses contributes to the unique, distinctive nature of the area. Settlement pattern further consists of several isolated farmsteads with associated farm buildings, dotted linearly along the rural roads.

**8.14.6** A part of the built extent of Outwell, to the east of the village, is at high flood risk of fluvial flooding (category 3) and within the hazard zone, however the rest of the village and Upwell are unconstrained.

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24 figures from Norfolk County Council mid 2009 parish population estimates for Norfolk

**8.14.7** The Infrastructure Study identified that the village did have some constraints to future growth, namely school capacity and healthcare provision/access as well as utility capacity (water). However these are not considered fundamental issues and could be resolved.

**8.14.8** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.14.9** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.14.10** Views are invited on any of the sites. Potential options are shown on the accompanying maps.

## Outwell

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
104, 434, 1085	Land surrounding Islebridge Road, Land r/o Isle Bridge Road & Land off Robbs Chase.	Agricultural.	Residential.	16.4	A large agricultural site (grade 1) outside the built environment boundaries. The site is considered too large in scale. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.
236, 961	Land at Wisbech Road	Agricultural.	Residential.	0.3	Small agricultural site (grade 1) outside the built environment boundaries. Poor visibility at access.
244	Land East of 10 Wisbech Road	Car breakers yard.	Residential.	0.5	A brownfield site outside the built environment boundaries. Possible visibility issues at the access. The Council is seeking to retain employment land unless the loss satisfies the parameters set out in CS policy CS10.
414, 526, 1082	Land at Hall Road	Nursery, Horticulture	Residential.	0.6	The site is currently used for a nursery business and is outside the built environment boundaries. Distance to services may be too far for walking.
530	Land off Hall Road	Agricultural.	Residential.	1.8	A large agricultural site (grade 1) outside the built environment boundaries. Edge of settlement nature of the site would result in impact upon the landscape, there are

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					a number of TPO trees along the frontage. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.
380	Land to the rear of Pious Drove.	Paddocks, agricultural	Residential.	0.3	Agricultural land (grade 1) outside the built environment boundaries. An attractive piece of land which adds something to the open character of the setting.

## Upwell

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
426, 682, 1087 & 1089	Land r/o St Peters Road.	Commercial goods yard.	Residential.	4.9	A mix of commercial use and agricultural (grade 1) outside built environment boundaries. The commercial part of the site is within the Conservation Area. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement. The Council is seeking to retain employment land unless the loss satisfies the parameters set out in CS policy CS10. Site 682 has been submitted by the Parish Council and not the

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					landowner, the land would not normally be considered available. However a section of the site intersects sites 426, 1087 & 1089 which have been submitted by the landowner therefore that part of the site is considered suitable so the site is coloured partially suitable on the map.
82	Land adjacent Lode House.	Residential.	Residential.	0.7	A garden site, completely within the Conservation Area, two of the boundaries are confined by TPO's.
132	Land adjacent and rear of Chapel Cottage, New Road.	Residential.	Residential.	0.1	A small garden site completely within the Conservation Area. The dwelling to the front of the site appears to be under renovation, however this would need to be removed to allow access into the site.
249	Land West of Townley Close Upwell.	Agricultural.	Residential.	3.1	Large agricultural site (grade 1) well located to services/facilities, and public transport routes. Surrounded by residential uses, community facilities and open space. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.

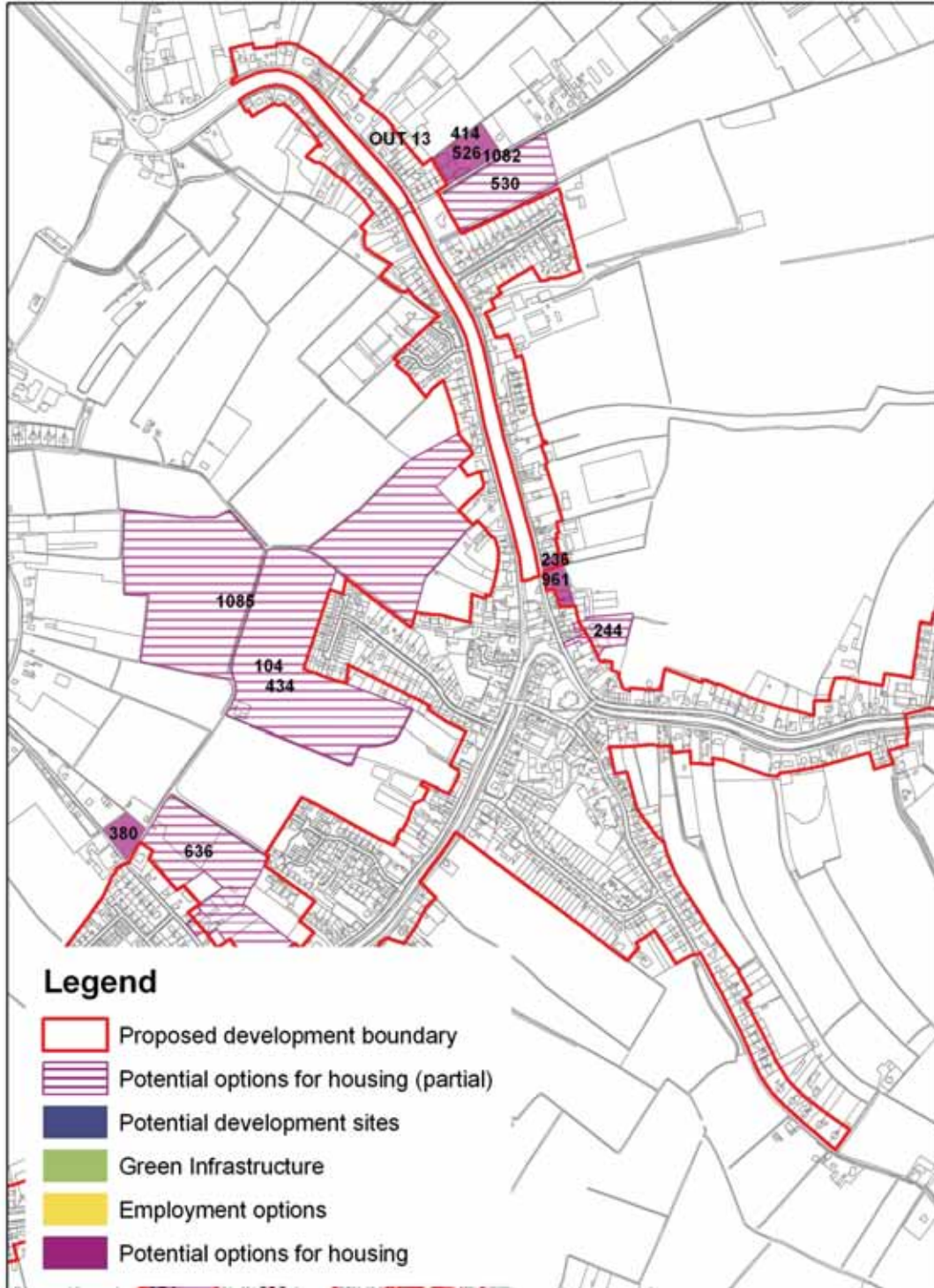
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
277 & 300	Land at Stonehouse Road.	Residential & agricultural.	Residential.	1.2	Agricultural site (grade 1) agricultural land. The site includes an area of agricultural land, caravans, a derelict property and outbuildings and residential development. Access around the site is relatively poor however and this would impact on the scale of development appropriate. There are also no existing footpaths around the site.
358 & 527	Land at New Road.	Agricultural.	Residential.	1.7	Large agricultural site (grade 1) contains a wooded area and is currently well screened. It is well located within walking distance of services/ facilities and bus stops, and access would not be a problem on the site.
524	Land at New Road.	Agricultural.	Residential.	0.5	A small agricultural site (grade 1) well located extremely close to services/facilities, and public transport routes.
636	Smallholding land attached to Staats Burg, Pious Drove.	Agricultural.	Residential.	3.5	Large agricultural site (grade 1) currently in use partially as a nursery. The site is within walking distance of services. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement. The Council is seeking to retain employment land unless the loss satisfies

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					the parameters set out in CS policy CS10.
765	Land at Baptist Road, Upwell.	Agricultural.	Residential.	0.2	Small agricultural site (grade 1). The site borders a residential property and a haulage yard and but has rural setting.

## Question Key Rural Service Centre - Outwell and Upwell

- a. Do you agree with the development boundaries shown on the maps?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

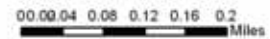


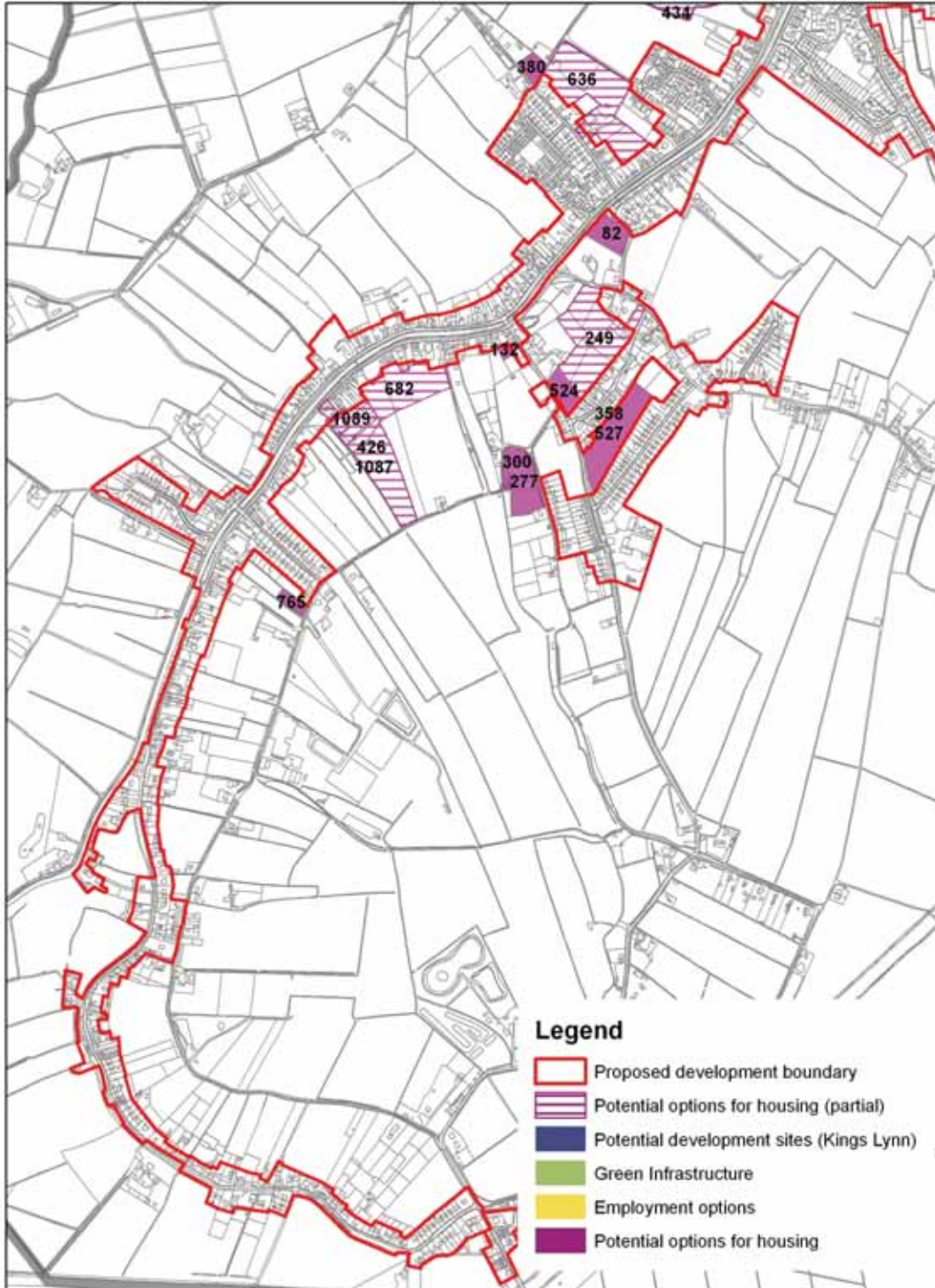


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Outwell





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Upwell



## 8.15 Snettisham

**8.15.1** Snettisham is a large village situated to the east of the A149 in the vale of the River Ingol. Snettisham is a relatively large village with a good range of services including shops, a GP clinic, a school, pubs and other small businesses. Snettisham parish has an estimated population of 2,550<sup>(25)</sup>. Frequent bus services run between King's Lynn and Hunstanton via Snettisham along the A149.

**8.15.2** Part of the village is a Conservation Area which contains many traditional buildings of carstone and red brick covered with pan tile roofs. Buildings are set right up to the pavement on the curved streets, which creates a distinctive street scene. The station building and the white washed carstone Rose and Crown pub are prominent features. There are significant views to the church which is situated at a slight distance to the east of the main settlement upon higher ground within adjacent 'Rolling Open Farmland'. The area is generally characterised by 'Wooded Slopes with Estate Land' and arable farming.

**8.15.3** The Infrastructure Study suggests that there may be issues relating to water management dependant upon the level of growth. The nearest local police station in Dersingham has indicated limited capacity to serve additional residents, however, local health services can accommodate more growth.

**8.15.4** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.15.5** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.15.6** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
189/549	Land south of Common Road	Pasture	Residential	1.3	Site 189 is a greenfield site used for pasture and grazing. The site is adjacent to the AONB but not within it. The eastern part of the site has now been

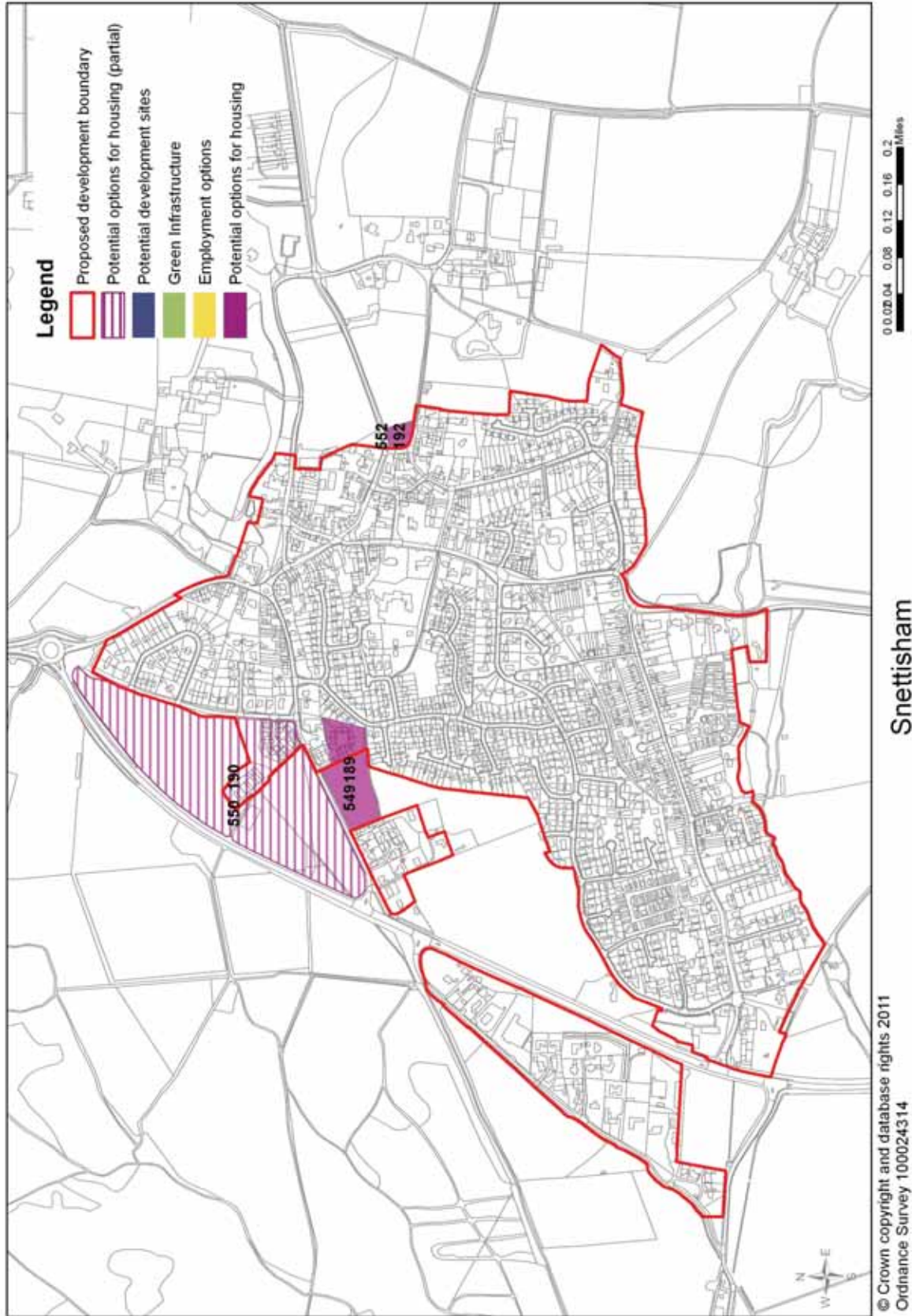
25 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					developed for residential use, and there is development to the north and south of the site. Part of the site is grade 3 agricultural land.
190/550	Land at Home Farm, north of Common Road	Agriculture (Lavender)	Residential	8.2	Site 190 is a predominantly greenfield site used for agriculture (currently licensed for lavender). Part of the site has already been developed providing 15 affordable dwellings and there are existing farm buildings on the centre of the site. The site is wholly within the AONB and is therefore unsuitable for major development and the site would need to be reduced. There is a public right of way across the site. The amenity of potential residents may be affected by vehicular noise from the A149.
192, 552	Land at Church Road/Manor Lane	Allotment and meeting hall	Residential	0.2	Site 192 is used for small allotments and a meeting hall for the Royal British Legion, therefore, development on the site would result in a loss of a community facility and allotments, and would alter the visual appearance of the existing landscape/ townscape. The site is wholly within the Conservation Area. There

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					are domestic pylons on the site.

## Question Key Rural Service Centre - Snettisham

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 8.16 Stoke Ferry

**8.16.1** Stoke Ferry is situated on a rising, elevated site above the vale of the River Wissey. The village centre has a pleasant urban character which is reflected in the designation of a Conservation Area for much of the village. The outlying areas provide a contrast with a peaceful rural quality. The older buildings display traditional two and three storey pitched roofs and consist of flint and yellow brick with pantile roofs.

**8.16.2** Stoke Ferry is designated a Key Rural Service Centre in the Core Strategy due the range of facilities present which include a surgery, school, bus route, Post Office, take away, pub, filling station and other employment and retail uses. The village provides a local employment base which has developed from its role in serving the local agricultural community. Stoke Ferry has a population of 1,010<sup>(26)</sup>.

**8.16.3** The Infrastructure Study indicates that the infrastructure capacity could accommodate the anticipated growth, although there is no spare capacity in healthcare provision.

**8.16.4** In considering landscape character, the village is situated within the “Settled Farmland with Plantations” landscape character type. This type of landscape is defined in the Landscape Character Assessment as having an intact mature landscape structure including intact hedgerows and woodland plantations. There are also views of plantations both within the area and in adjacent character areas. The landscape settings of the small villages are apparent and a moderate to strong sense of tranquillity exists throughout the area.

**8.16.5** The Strategic Flood Risk Assessment has identified that the south east area of Stoke Ferry around the River Wissey is constrained by flood zones (fluvial) 2 and 3.

**8.16.6** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.16.7** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.16.8** Views are invited on any of the sites. Potential options are shown on the accompanying map.

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26 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
37	Land at Bradfield Place.	Agricultural.	Residential.	1.6	Agricultural site (grade 3) outside built environment boundaries.
147, 443 & 951	Land at Furlong Road, east side.	Mixed vacant former filling station & agricultural.	Mixed residential, leisure and a village hall	1.8	Mixed use site outside built environment boundaries, agricultural area is grade 2 & 3 land. Adjacent to the Conservation Area, with a TPO tree on site. The site is well situated in relation to the centre of the settlement. There are no potential highways issues.
170, 572 & 1121	Land off Furlong Drove and the A134 trunk road.	Agricultural.	Mixed residential, employment & health.	15.1	A very large agricultural site (grade 2&3) outside built environment boundaries. The site is partially within a Conservation Area, with a right of way present. Access via Oxborough Road not suitable for large scale development. Potential access via Furlong Drove. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement. Policy CS10 of the Core Strategy promotes a criteria approach to employment sites in rural areas therefore the site will not be allocated for this use.
210, 565	Land south of Wretton Road.	Agricultural.	Residential.	1.2	A greenfield site (grade 3) outside built environment boundaries and partially

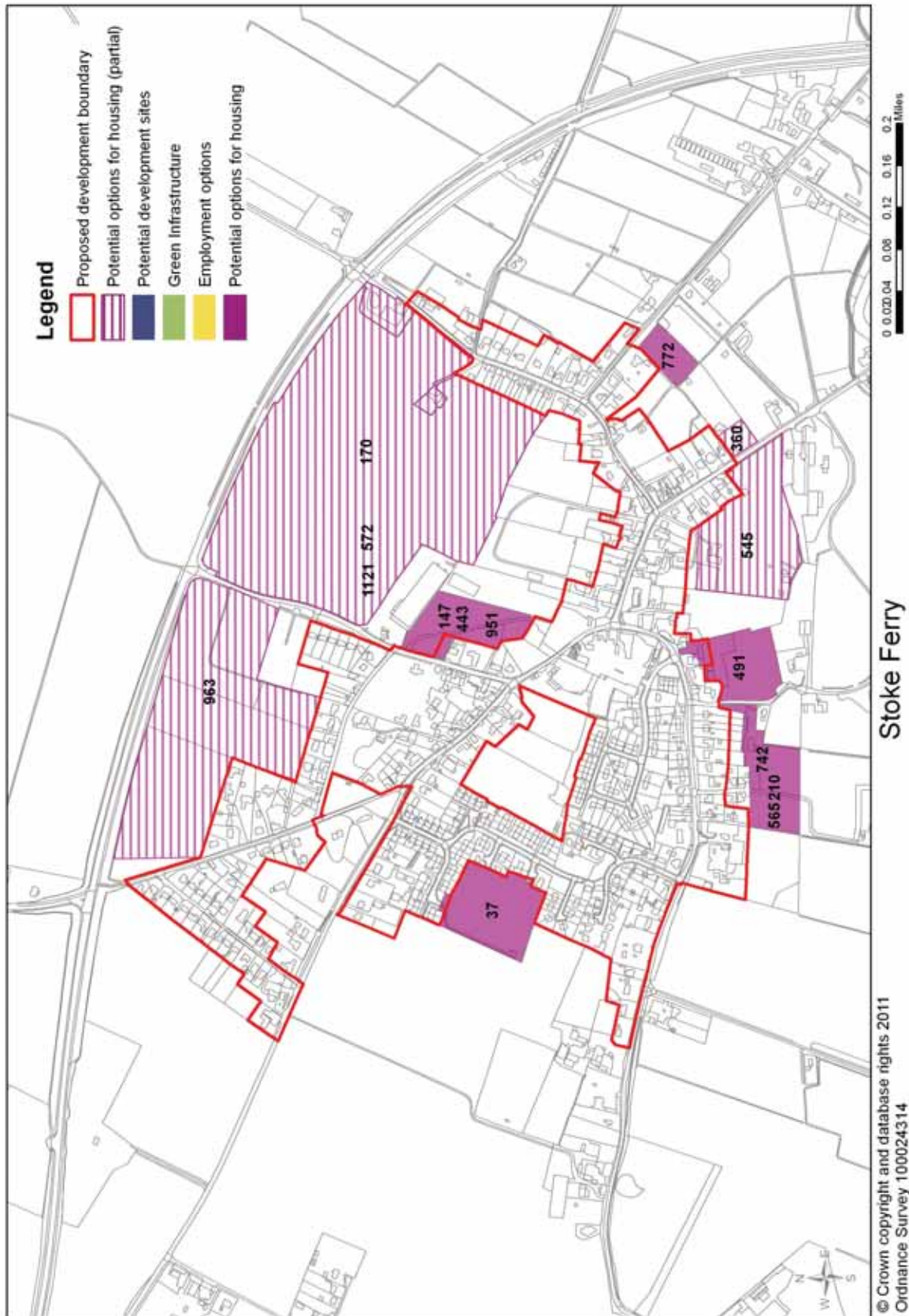


Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
& 742					within a Conservation Area. There is poor access which may not be suitable if the use is intensified. Development of the site would have a detrimental impact upon the form and character of the locality.
360	Land at Bridge Road.	Agricultural.	Residential.	0.2	A greenfield site (grade 3) outside built environment boundaries, partially constraint by flood zones and partially within a Conservation Area. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.
491	Land at Wretton Road & Thompsons Lane	Mixed residential & industrial use	Residential	1.2	A mixed residential and industrial outside built environment boundaries, partially within a Conservation Area. The access arrangements at present run through an arch of a building, this may not be suitable for larger scale development.
545	Land West of Bridge Road.	Residential & agricultural.	Residential.	2.6	Large residential and agricultural site (grade 3) outside built environment boundaries. Partially within a Conservation Area, southern area constrained by flood zones. The existing development is linear in form any backland development

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					would have a negative impact. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.
772	Land next to The Willows, Great Mans Way.	Agricultural.	Residential.	0.4	A greenfield site (grade 3) outside built environment boundaries. Partially within a Conservation Area and within flood zones.
963	Land to the North of Stoke Ferry.	Agricultural.	Residential.		A large agricultural site (grade 2) outside built environment boundaries. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.

## Question Key Rural Service Centre - Stoke Ferry

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 8.17 Terrington St. Clement

**8.17.1** Terrington St. Clement is a relatively large marshland village with a distinctive church which dominates the surrounding fenland. The pattern of the village often follows the lines of sea defence banks and parts of the intervening spaces have been infilled with development. The often mature landscape gives the village a rural feel which is enhanced by frequent glimpses of open countryside. The predominant building materials in the village are red and brown brick with slate or pantile roofing.

**8.17.2** Terrington St. Clement is designated a Key Rural Service Centre in the Core Strategy due to the range of facilities present which include a surgery, school, bus route, Post Office, pub, filling station and other employment and retail uses. The village and its importance as a centre for services and employment creates a lively and active place. The population is 4,120<sup>(27)</sup>.

**8.17.3** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth, but the primary school would need expanding, the Water Management Alliance mention limited capacity and healthcare provision may need to be expanded if development exceeds 20 dwellings.

**8.17.4** In considering landscape character, the village is situated within the 'Drained Coastal Marsh' landscape character type. This type of landscape is defined in the Landscape Character Assessment as having a strong sense of openness, with open views towards a generally undeveloped coastal skyline, is predominantly isolated and rural character with open, panoramic views across the ever-changing nature of the seascape (The Wash) and having an intricate network of inter-tidal habitats.

**8.17.5** The Strategic Flood Risk Assessment has identified that Terrington St. Clement is surrounded on all sides by flood zones (fluvial) 2 & 3.

**8.17.6** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.17.7** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.17.8** Views are invited on any of the sites. Potential options are shown on the accompanying map.

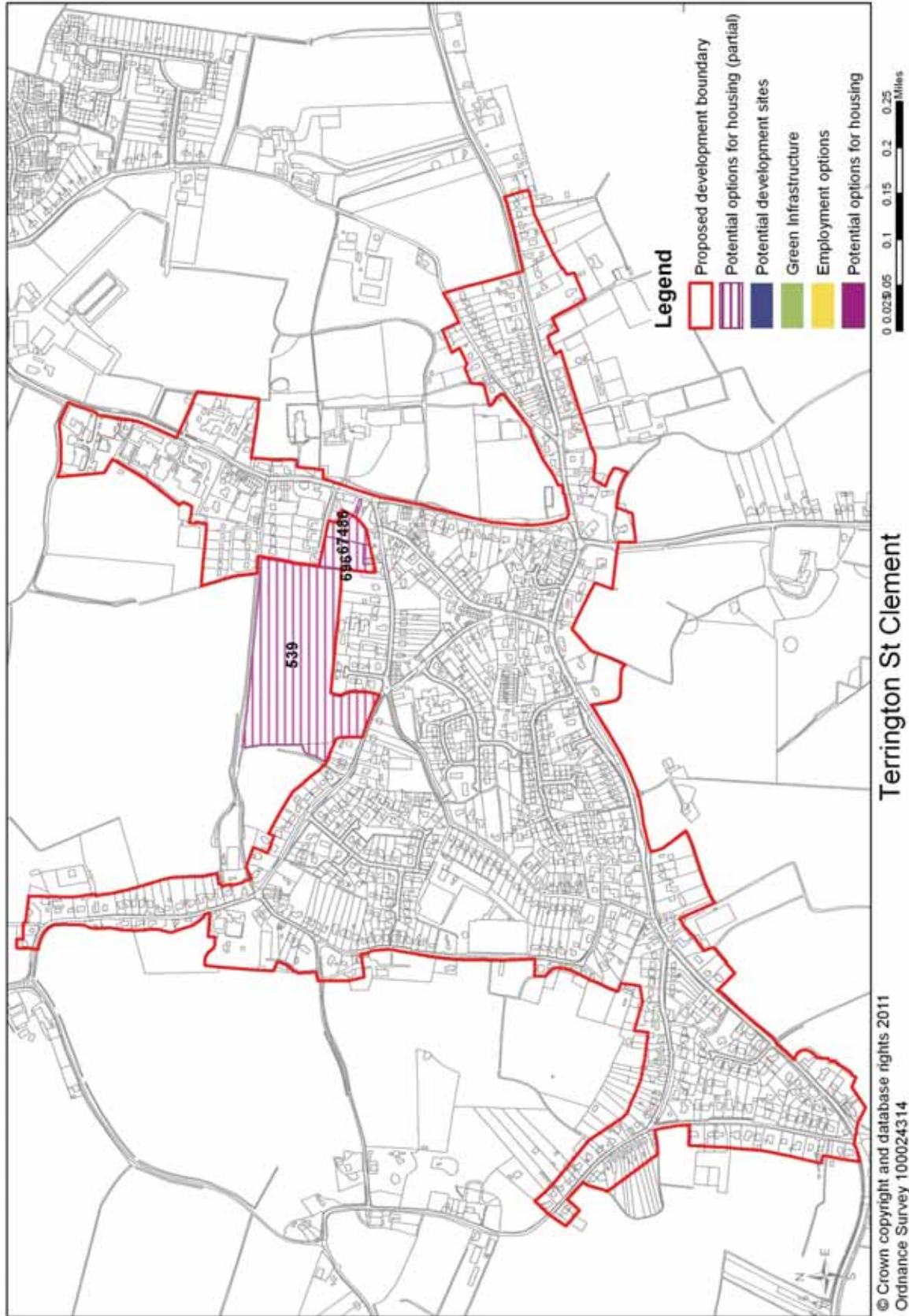
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27 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
67, 486 & 696	Land to the West of Existing Factory Site Behind the King William Public House.	Agricultural.	Residential.	0.7	A mixed agricultural (grade 1) and former industrial site outside built environment boundaries within the Conservation Area between a pub and residential development. Partially constrained with flood zones.
539	Land at Church Bank / Chapel Road (Wesley Field).	Agricultural.	Residential.		A agricultural site (grade 1) outside built environment boundaries largely constrained by flood zones the only potentially suitable area is the western half of the frontage. This site is well located however Chapel Road is narrow. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.

## Question Key Rural Service Centre - Terrington St. Clement

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 8.18 Terrington St. John, St. John's Highway & Tilney St. Lawrence

**8.18.1** Terrington St. John is a marshland village situated to the south of the main A47, 6 miles to the west of King's Lynn, with a population of 890<sup>(28)</sup>. Extensive, flat plains of fertile agricultural land surround the village. The character of Terrington St. John owes a great deal to the use of local traditional materials in the construction of its older buildings include orange brick, red brick, brown brick, pantiles and Welsh slate.

**8.18.2** Tilney St. Lawrence, with a population of 1,690, is a scattered settlement comprising of four areas of development with a focus around the St. John's Road/School Road crossroads which has a semi rural character. Most of the village services and facilities are located in this part of the village. The most extensive development has taken place along St John's Road in the village. The predominant construction materials are red brick with either slate or pantiles.

**8.18.3** St. John's Highway, is a linear shaped settlement which has been extended to a more rectangular form over the years. The main road divides the settlement, however away from the major road the harmony of the built form and materials coupled with extensive hedgerows and groups of mature trees give the village a pleasing overall character. The predominant construction materials are red/buff brick with either slate or pantiles.

**8.18.4** Terrington St. John, Tilney St. Lawrence and St. John's Highway are designated a joint Key Rural Service Centre in the Core Strategy due to the way that they function together and the range of facilities present which include a surgery, school, bus route, Post Office, pub, filling station and other employment and retail uses.

**8.18.5** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth, but the Water Management Alliance mention limited capacity and health care provision may need to be expanded if development exceeds 20 dwellings.

**8.18.6** In considering landscape character, the village is situated within the 'Drained Coastal Marsh' landscape character type. This type of landscape is defined in the Landscape Character Assessment as having a strong sense of openness, with open views towards a generally undeveloped coastal skyline, is predominantly isolated and rural character with open, panoramic views across the ever-changing nature of the seascape (The Wash) and having an intricate network of inter-tidal habitats.

**8.18.7** The Strategic Flood Risk Assessment has identified that Terrington St. John, Tilney St. Lawrence and St. John's Highway are surrounded on all sides by flood zones (fluvial) 3 & (tidal) 2, but there is a small built up area within Terrington St. John outside the flood zones.

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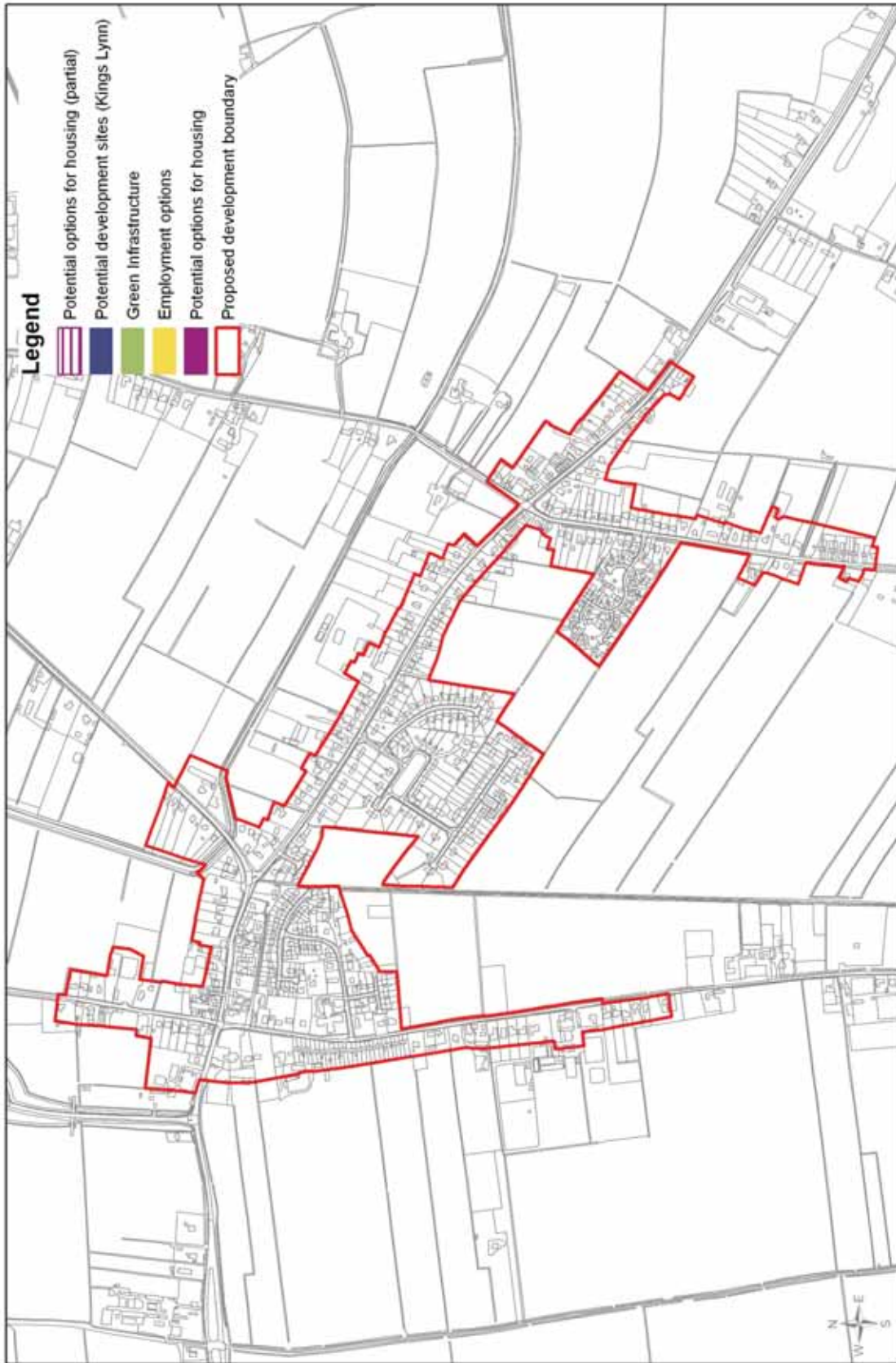
28 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

**8.18.8** Currently there are no suitable, available and deliverable sites proposed for allocation in these villages. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

## **Question Key Rural Service Centre - Terrington St. John, St. John's Highway & Tilney St. Lawrence**

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?





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Terrington St John,  
St John's Highway and Tilney St Lawrence

## 8.19 Watlington

**8.19.1** Watlington is situated approximately 4 miles south of King's Lynn. The village is served by Watlington railway station (on the Fen Line between London Kings Cross – Cambridge and King's Lynn) which is situated less than a mile from the centre of the village. The population is 2,320<sup>(29)</sup>.

**8.19.2** Watlington is designated a Key Rural Service Centre in the Core Strategy due the range of facilities present which include a surgery, school, bus route, railway station, Post Office, pub and other retail uses. The village provides a local employment base which has developed from its role in serving the local agricultural community.

**8.19.3** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth, but the primary school may need expanding, there is no spare capacity in healthcare provision and Anglian Water may require some improvements to their system. New development may have to contribute to meeting these needs.

**8.19.4** In considering landscape character, the village is situated within the 'Settled Farmland with Plantations' landscape character type. This type of landscape is defined in the Landscape Character Assessment as having intact mature landscape structure including mature parkland trees, intact hedgerows and woodland plantations. Also a patchwork of grazed parkland, with views to historic halls and a moderate to strong sense of tranquillity throughout the area.

**8.19.5** The Strategic Flood Risk Assessment has identified that an area to the west of Watlington around the River Great Ouse and the Relief Channel is constrained by flood zones (tidal) 2, 3 and a flooding hazard zone.

**8.19.6** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**8.19.7** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**8.19.8** Views are invited on any of the sites. Potential options are shown on a map which follows the table.

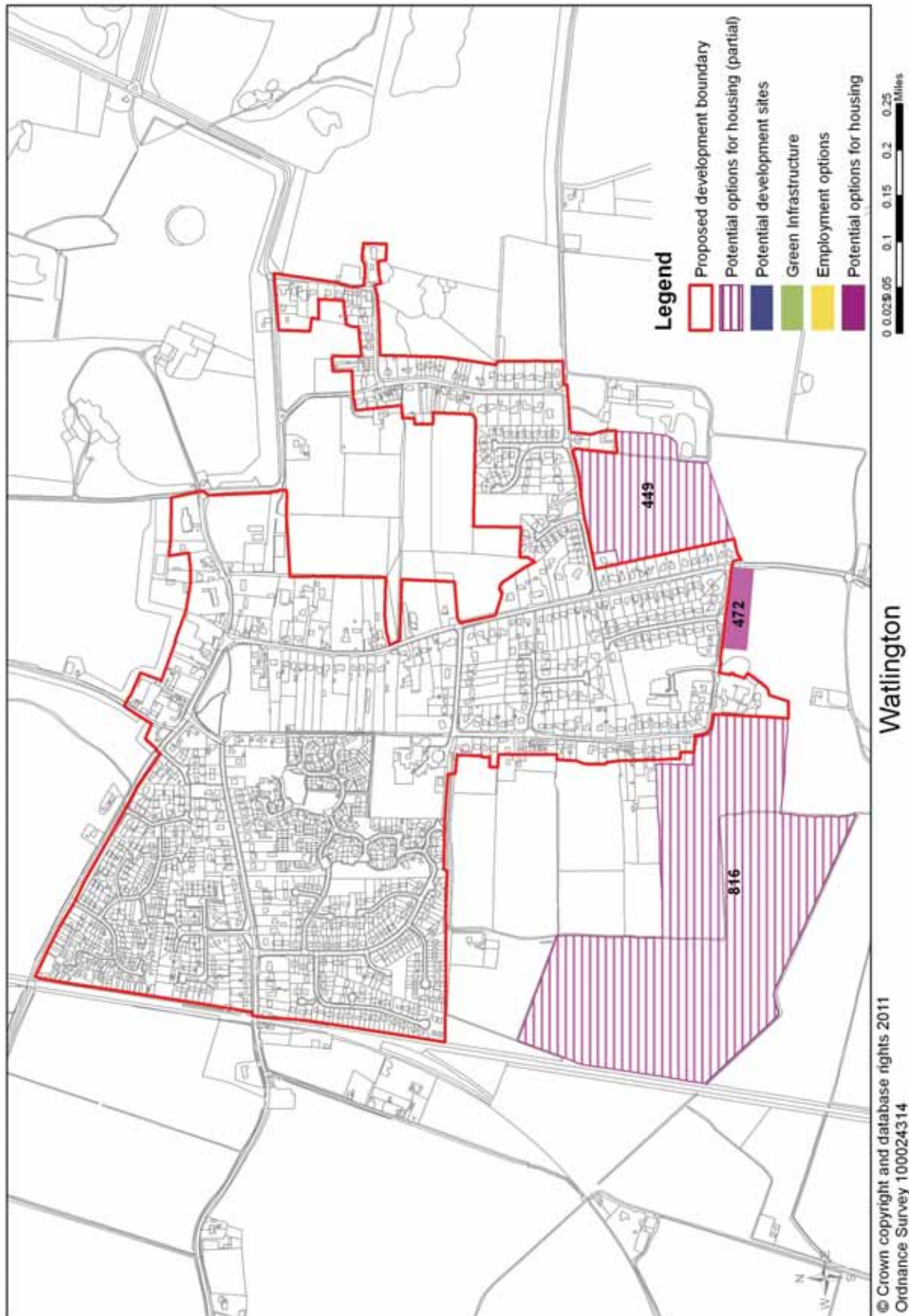
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29 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
449	Land south of Thieves Bridge Road, east of Downham Road.	Agricultural.	Residential.	4.5	A large agricultural site (grade 2) outside built environment boundaries and on the edge of settlement. If the site area were reduced in size, a smaller part of the site could potentially be included in the comparative assessment to choose a preferred option for the settlement.
472	South of Fen Road, opposite Warren Close	Agricultural.	Residential.	0.6	Fen Road frontage site, agricultural land (grade 2), edge of settlement with overhead cables on the site. Development may impact upon form and character of the settlement.
816	Land to the West of Fen Road	Agricultural.	Residential.	19	A very large agricultural site (grade 3) outside built environment boundaries, partially within flood zones. Too large for allocation of the entire site, the western area of the site is constrained by a flood zone. Edge of settlement, there appears to be suitable habitat for biodiversity. Development of the site would encroach on the countryside and may have a detrimental affect on the form and character of the settlement. Achieving a safe access may be challenging for this location.

## **Question Key Rural Service Centre - Watlington**

1. Do you agree with the development boundaries shown on the map?
2. Of the potential options which is your preferred location for growth? Why?
3. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 8.20 West Walton / Walton Highway

**8.20.1** West Walton and Walton Highway are Marshland villages 3 miles to the north of Wisbech. The population of the parish of West Walton is approximately 1,710<sup>(30)</sup> which includes Walton Highway. Collectively the villages have a primary and secondary school, commutable bus route, pubs, other retail and employment. The Core Strategy groups the settlements together to collectively form a Key Rural Service Centre. This is due to the shared services and facilities between the settlements, and the close functional relationship between the two.

**8.20.2** West Walton village was originally centred around St Mary's Church and the cross roads, but has expanded towards the east in a linear form along Salts Road and School Road. The building materials are usually red brick, although some more recent buildings are buff coloured brick, with roofs in older buildings pantiles or slate and more recently red/brown plain tiles.

**8.20.3** Walton Highway is focused around the intersection at Lynn Road (the former route of the A47). The settlement was originally linear in pattern along this road, but more recent developments have seen the village grow along Salts Road, School Road, St. Pauls Road North and Common Road. While most buildings in the older part of the village are two-storey nearly all new developments are single storey construction.

**8.20.4** The Infrastructure Study identifies that plans for any additional development could raise issues around the capacity of the primary school and health/social services in the village; as well as potential capacity issues regarding the A47, and also water and drainage.

**8.20.5** The Landscape Character Assessment refers to these settlements as 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 orchards. There is an historic drainage network, and a strong sense of tranquillity throughout the area.

**8.20.6** The Strategic Flood Risk Assessment identifies West Walton as at high risk (category 3) of tidal flood risk, and small areas of the village also fall within the hazard zone. Walton Highway is at low to medium risk of tidal flooding and does not fall within hazard zones.

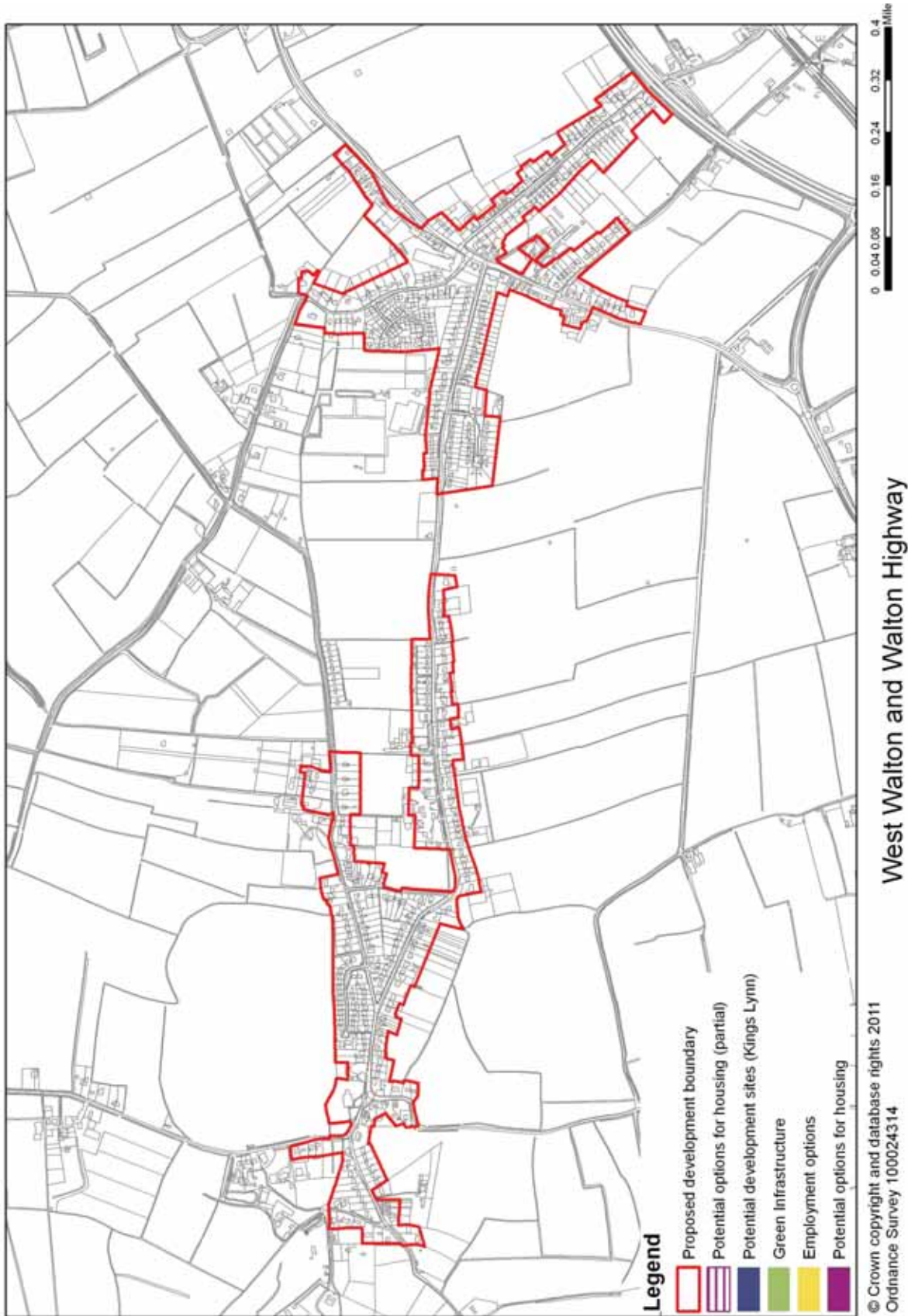
**8.20.7** Currently there are no suitable, available and deliverable sites proposed for allocation in these villages. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

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30 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

## **Question Key Rural Service Centre - West Walton & Walton Highway**

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?





## 9 Rural Villages

This chapter will analyse the characteristics of each Rural Village in turn. Within each settlement's section there will include an analysis of any sites outside the development boundaries which had been deemed suitable, acceptable and achievable in the SHLAA (all other sites not found to meet the criteria can be found in Appendix 1); and a map showing these sites and proposed settlement boundaries.

The settlements included in this section were determined by Adopted Core Strategy policy CSO2 - The Settlement Hierarchy. A full copy of the settlement hierarchy can be found in Appendix 3 of this document.

Allocation for 215 houses is required between all the settlements covered in this chapter. The distribution of this allocation is not decided upon as yet, and different approaches which may be taken can be found in Chapter 2 Distribution of Development. Your views are sought on the most appropriate method.

## 9.1 Ashwicken

**9.1.1** Ashwicken is a small village falling within Leziate Parish, 5 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. The population of Leziate parish is 630<sup>(31)</sup> (Ashwicken is estimated at 467, see Distribution of Development chapter).

**9.1.2** Ashwicken has a primary school and a bus service. Ashwicken First School is to become a primary in September 2011. Previously children transferred from this school at the end of Year 3, to Grimston Junior. The school is receiving two new modular classrooms to accommodate additional children.

**9.1.3** Ashwicken falls within the 'Farmland with Woodland and Wetland' landscape character type. This type of landscape is defined in the Landscape Character Assessment as being characterised by mixed agricultural fields, interspersed with woodland and areas of open water create a medium scale landscape with a varied sense of enclosure. This landscape is flat to gently undulating.

**9.1.4** Five sites were submitted for allocation in Leziate Parish. All sites were rejected in the Strategic Housing Land Availability Assessment (see Appendix 1).

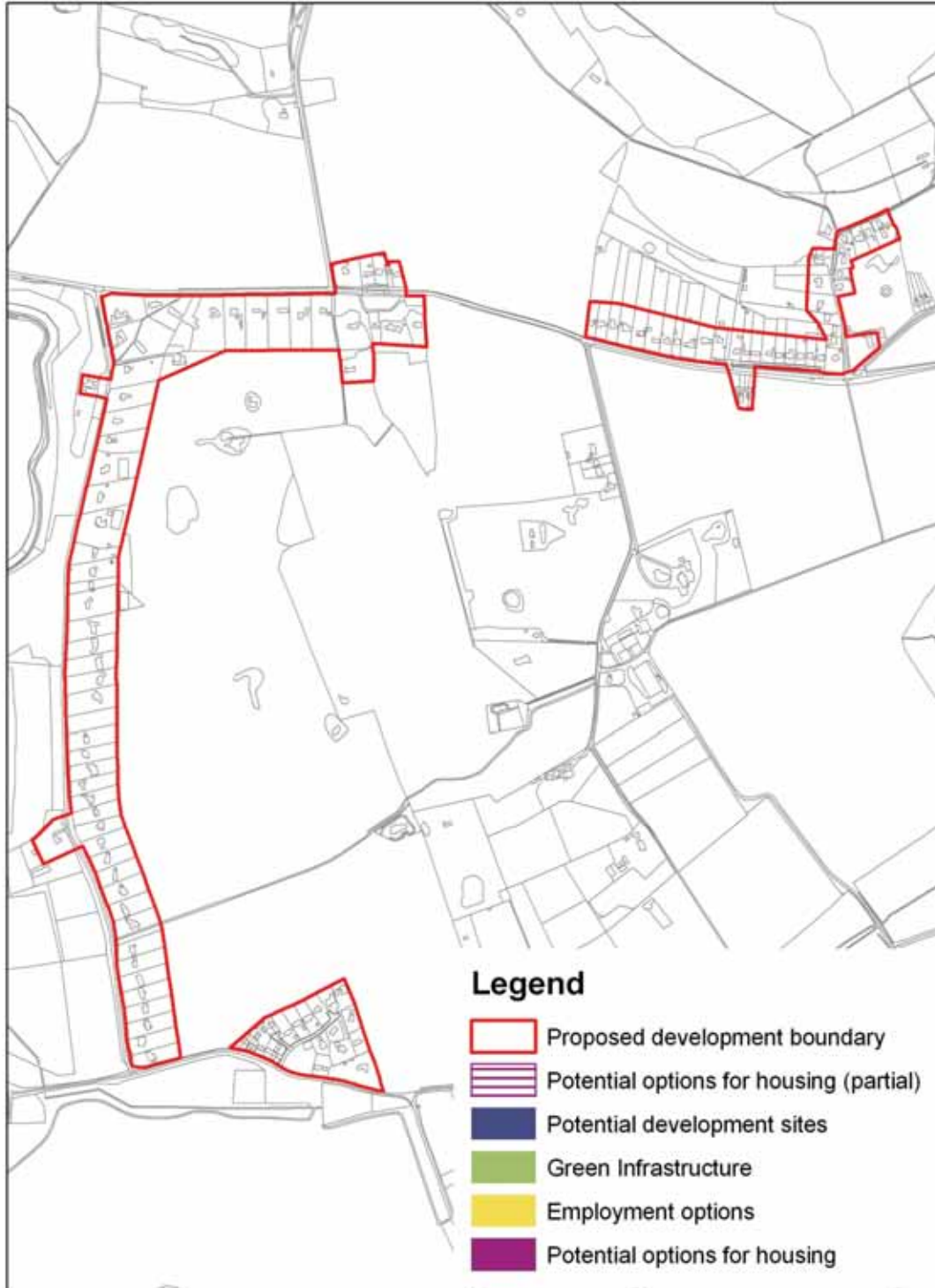
**9.1.5** Currently there are no suitable, available and deliverable sites proposed for allocation in Ashwicken. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Rural Village - Ashwicken

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

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31 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



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Ashwicken

000 098 06 073 0.125 Miles

## 9.2 Burnham Overy Staithe

**9.2.1** 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.

**9.2.2** 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 an estimated population of 210<sup>(32)</sup>.

**9.2.3** The Landscape Character Assessment 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.

**9.2.4** Burnham Overy Staithe is connected to coastal villages via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells next the Sea.

**9.2.5** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.2.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.2.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

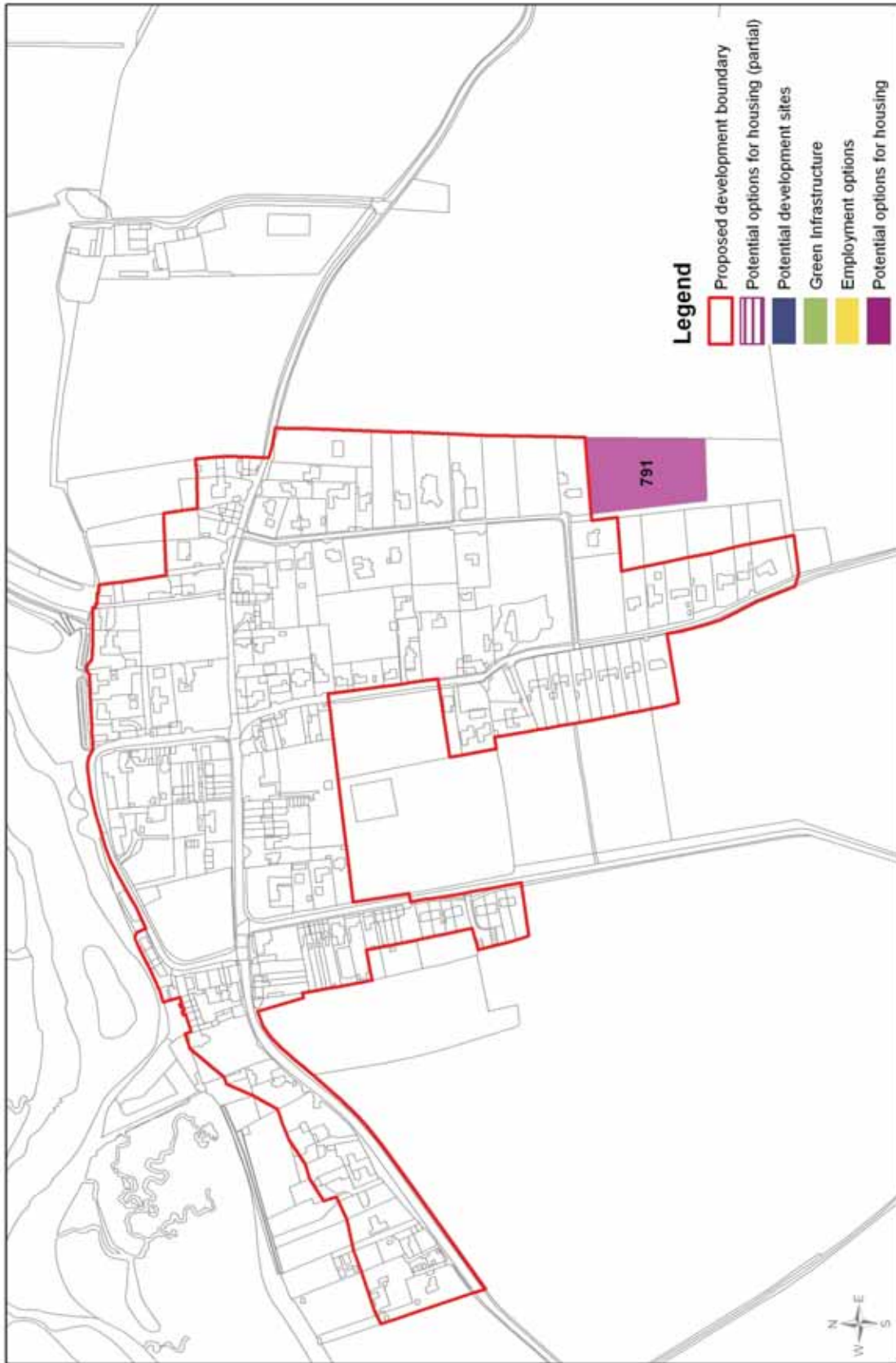
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
791	Glebe Estate, Burnham  Overy Staithe	Agricultural - dormant	Residential	0.6	Site 791 is a greenfield site which is wholly within the AONB and therefore unsuitable for major development. Access to the site is poor, along a narrow unadopted road. There are no footpaths to services.

32 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					Development could impact on the landscape by encroaching into the countryside, however the site is surrounded by development to the north and west and is screened by hedgerow.

## Question Rural Village - Burnham Overy Staithe

- a. Do you agree with the development boundaries shown on the map?
- b. How do you feel about the site put forward? Do you think this is an appropriate place for growth within this settlement?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



Burnham Overy Staithe

## 9.3 Castle Rising

**9.3.1** Castle Rising is a small, historic village with a population of just 220<sup>(33)</sup> and is some 5 miles north-east of King's Lynn.

**9.3.2** In considering landscape character Castle Rising falls within the 'Wooded Slopes with Estate Land' landscape character type. This type of landscape is defined in the Landscape Character Assessment as being dominated by the presence of coniferous and mixed plantation woodlands and mixed estate woods but with substantial areas of land given over to arable farming, this is a medium scale landscape with contrasting degrees of enclosure. The small villages bring an intimate quality to the landscape.

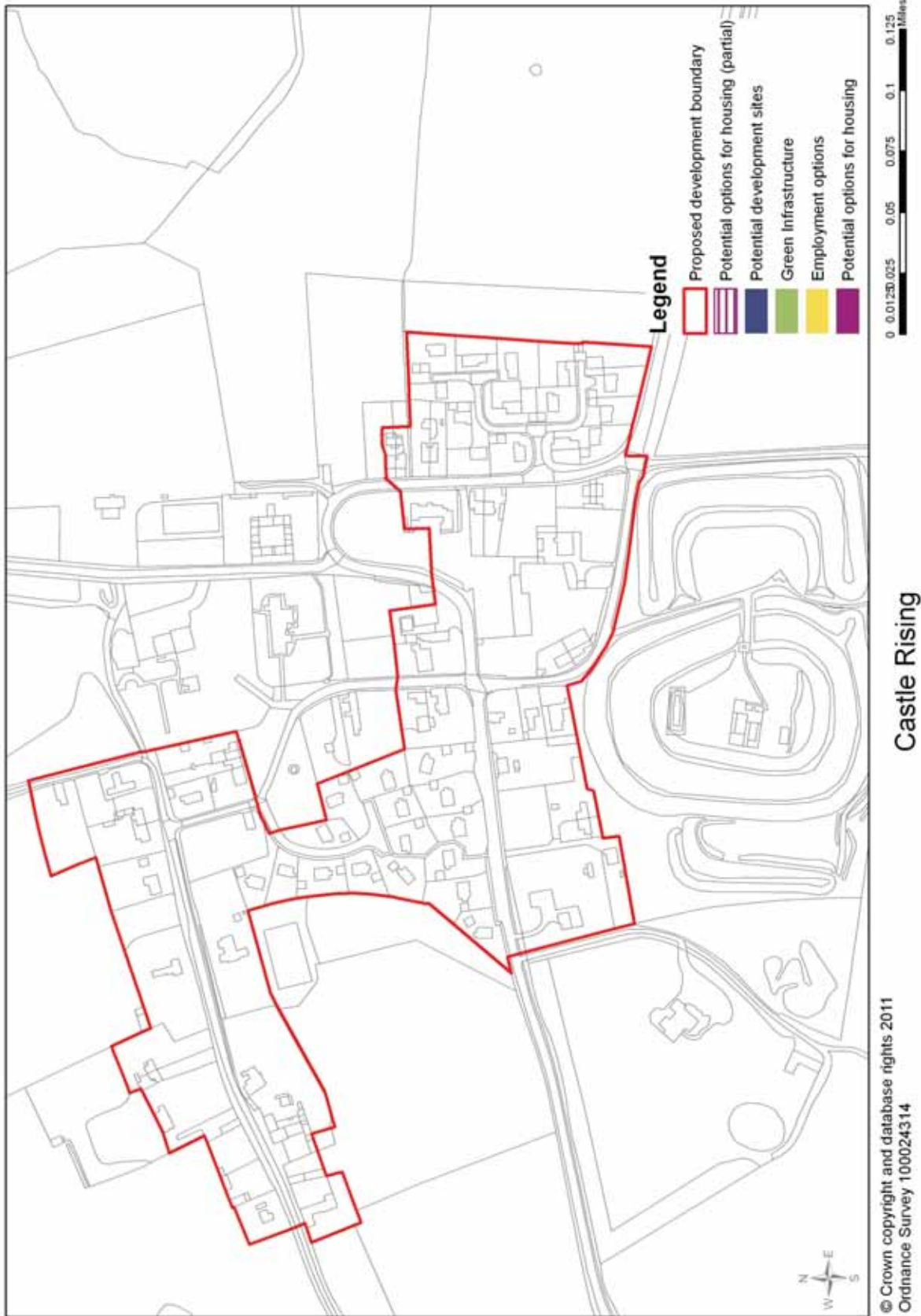
**9.3.3** Currently there are no suitable, available and deliverable sites proposed for allocation in Castle Rising. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### **Question Rural Village - Castle Rising**

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

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33 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk





## 9.4 Denver

**9.4.1** Denver is situated 1 mile south of Downham Market with a population of 890<sup>(34)</sup>. The village has a linear form although the centre focuses on St. Mary's Church 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 older buildings in the village are constructed from Cambridge yellow brick and Carstone with pitched roofs of Welsh slate or Norfolk clay pantiles.

**9.4.2** Denver is designated a Rural Village in the Core Strategy due the range of facilities present which include a school, bus route, pub and other retail and employment uses.

**9.4.3** In considering landscape character, the village is situated within the 'Settled Farmland with Plantations' landscape character type. This type of landscape is defined in the Landscape Character Assessment as having 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 two commons.

**9.4.4** The Strategic Flood Risk Assessment has identified that there are no flood issues in Denver.

**9.4.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.4.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.4.7** Views are invited on any of the sites. Potential options are shown on a map which follows the table.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
517	Land North of Sandy Lane.	Agricultural.	Residential.	3.2	Agricultural site (grade 2) with residential unit outside built environment boundaries. Shared access with a public right of way on an unmade road. The Core Strategy identifies need to sustain existing services in rural

34 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

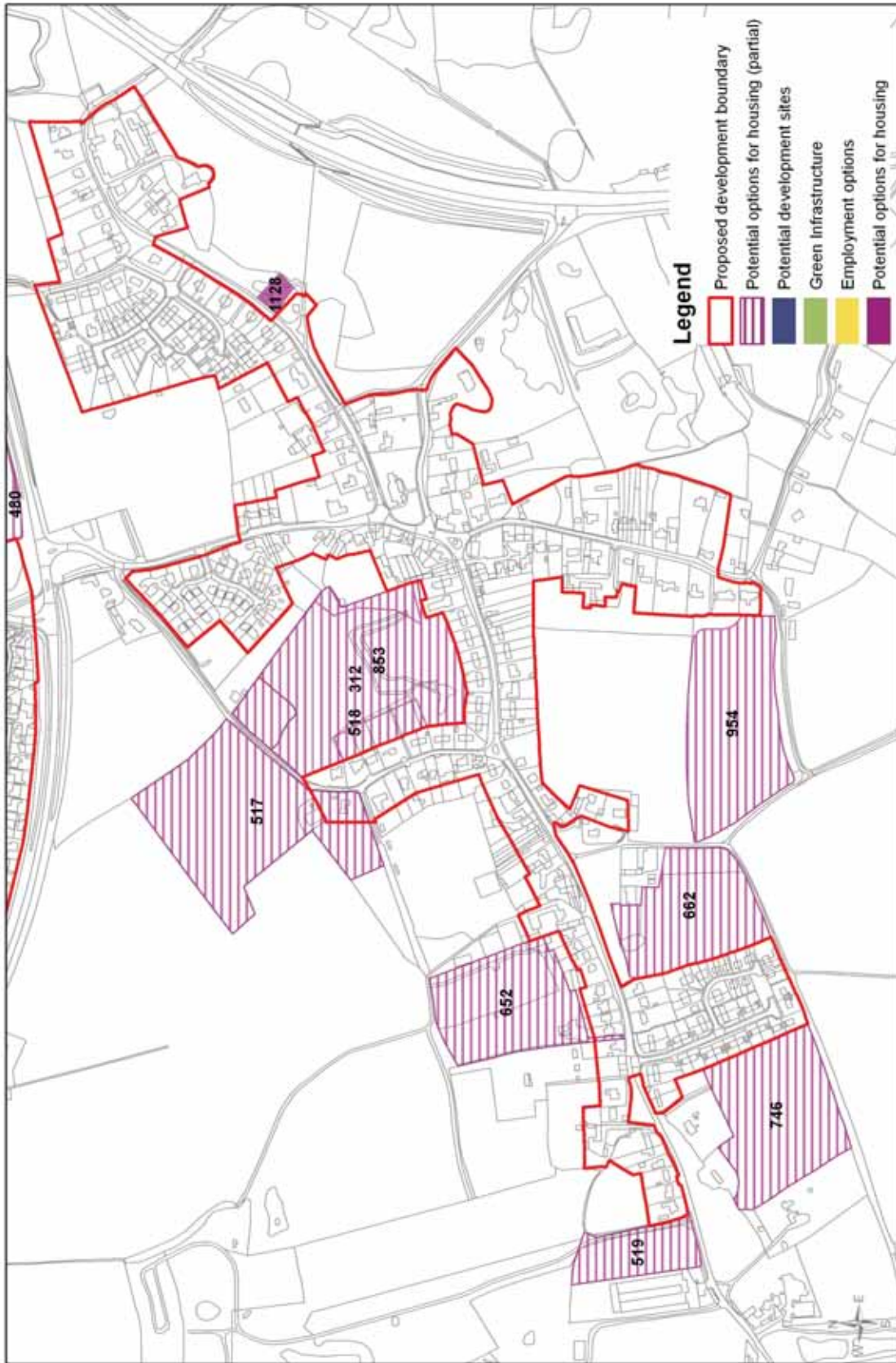
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
312, 518 & 853	Land South of Sandy Lane.	Agricultural & residential.	Residential.	3.9	Agricultural use (grade 2 & 3) outside built environment boundaries. A number of TPO trees and a public right of way on site. There has been an enforcement issue relating to an unauthorised change of use from agricultural to residential on part of the site. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
519	Land at Denver Farm, Sluice Road.	Agricultural.	Residential.	0.8	Agricultural site (grade 3) outside built environment boundaries. The size and location means the site may only be suitable for frontage development. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
652	Land to the rear of 90 Sluice Road.	Agricultural.	Residential.	1.9	Agricultural site (grade 2 & 3) outside built environment boundaries. Public right of way adjacent to the site. Potential access and impact upon settlement form issues. The Core Strategy identifies need to

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
662	Manor Farm Barns, Sluice Road.	Agricultural.	Residential.	1.8	Agricultural site (grade 2) outside built environment boundaries. There is a public right of way adjacent to the site and a small number of TPO trees present on the northern area. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
746	Land to the South of 97 Sluice Road.	None stated.	Residential.	2.2	Agricultural site (grade 2) outside built environment boundaries. Public right of way on southern boundary. No apparent road frontage or access shown. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
954	Land off Whin Common Road.	Agricultural.	Residential.	2.4	Agricultural site (grade 2 & 3) outside built environment boundaries. Public rights of way adjacent to the site and along the proposed access from Cow Lane and Sluice Road. The Core Strategy identifies need to sustain existing services in rural

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
1128	Land at Ryston Road, Denver.	Residential garden/ woodland	Residential.	0.1	Small garden site, outside built environment boundaries with a number TPO trees on site. The site would only be suitable for 1 unit from a shared access.

## Question Rural Village - Denver

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Denver

## 9.5 East Winch

**9.5.1** The village of East Winch is situated to the east of the borough on the A47, 7 miles east of King’s Lynn and 11 miles west of Swaffham. The village has a population of 800<sup>(35)</sup>.

**9.5.2** East Winch is designated a Rural Village in the Core Strategy due to the facilities present which include a regular bus service, a Post Office, a pub and local employment. There were no infrastructure constraints identified for a limited scale of growth in the village.

**9.5.3** There are three parts to the village; The Hall to the east; development around the junction of the A47 and stretching along School Road in a linear pattern; and the largest part of the village is around the junction of the A47 and then follows Gayton Road north and east which contains estate development. The materials of older building were mainly carstone for walls and red clay pantiles or Welsh slate for roofs. The modern development has both buff and red brick, with red/brown plain tiles.

**9.5.4** The Landscape Character Assessment explains that this area encompasses a small-scale landscape exhibiting a variety of different habitats, mainly agricultural fields. Farmland is interspersed with fairly large (plantation) woodland and areas of open water are also an important feature, associated with the valley of the River Nar to the south. Settlement is relatively scarce and consists of a number of small villages and hamlets, including East Winch.

**9.5.5** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.5.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.5.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref.	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
65	Land curtledge North of the	Agricultural.	Residential.	0.2	A small parcel of agricultural land (grade 3) outside built

35 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

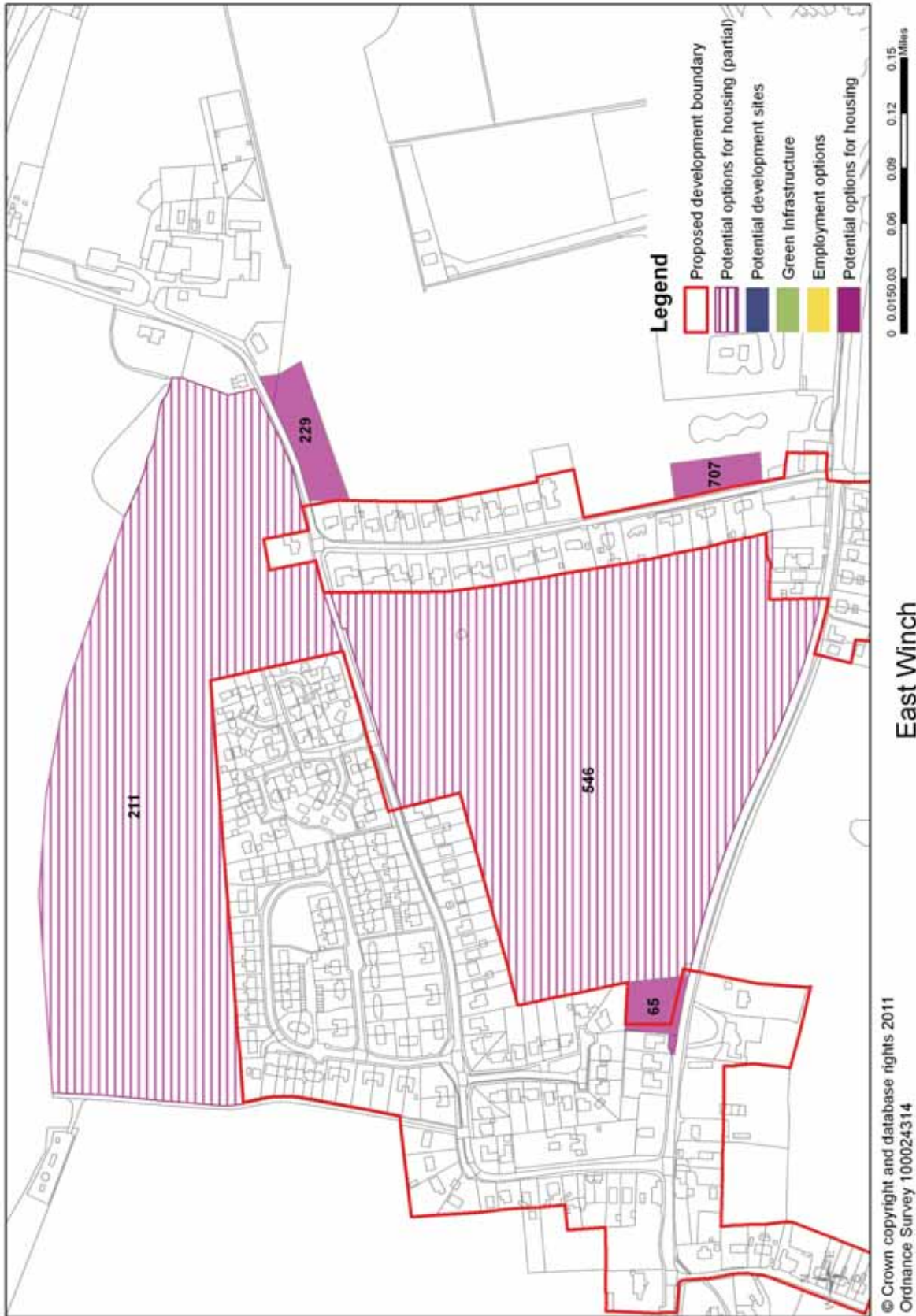
Site Ref.	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
	A47 Lynn Road.				environment boundaries with direct access on to the A47 which may be difficult create safe access.
211	Land north of Gayton Road.	Agricultural.	Residential.	9.7	Large agricultural site (grade 3 & 4) outside built environment boundaries. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
229	Land at Gayton Road (east of Torwood).	Agricultural.	Residential.	0.4	Agricultural site (grade 4) outside built environment boundaries. There are some small electricity poles across the site and a good hedgerow. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
546	Land south of Gayton Road.	Agricultural.	Residential.	10.7	Large agricultural (grade 3 & 4) outside built environment boundaries. It has frontage on the A47 and Gayton Road. There are some small electricity poles across the site and a good hedgerow. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					small-scale infilling or affordable housing.
707	Adjoining land to Braemore	Residential.	Residential.	0.2	A small paddock to the north of a mixed residential and retail use (wedding dress sales) outside built environment boundaries. A pond has been dug on the site and the site has been subject to an enforcement notice. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required this site may accommodate small-scale infilling or affordable housing.

## Question Rural Village - East Winch

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?





## 9.6 Fincham

**9.6.1** Fincham is located on the A1122, 12 miles south of King's Lynn. It is set in a mature landscape which gives the village an enclosed character, in contrast to the wide, open nature of the surrounding countryside. The centre of Fincham is a Conservation Area with attractive buildings and strong, local character. The settlement is linear in form, being contained between the junctions of two minor roads and the A1122. The materials of the older buildings include unknapped flint, Norfolk red brick and Cambridge yellow brick. Roofs are mainly pitched and of orange/red pantiles and Welsh slate.

**9.6.2** Fincham is designated a Rural Village in the Core Strategy. There are limited employment opportunities in the village and few services. The population is 500<sup>(36)</sup>.

**9.6.3** In considering landscape character, the village is situated within the 'Settled Farmland with Plantations' landscape character type. This type of landscape is defined in the Landscape Character Assessment as having intact mature landscape structure including intact hedgerows and woodland plantations. There is contrast between open and enclosed views across the area and a relatively strong sense of tranquillity throughout the area.

**9.6.4** The Strategic Flood Risk Assessment has identified that there are no flood issues in Fincham.

**9.6.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.6.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.6.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

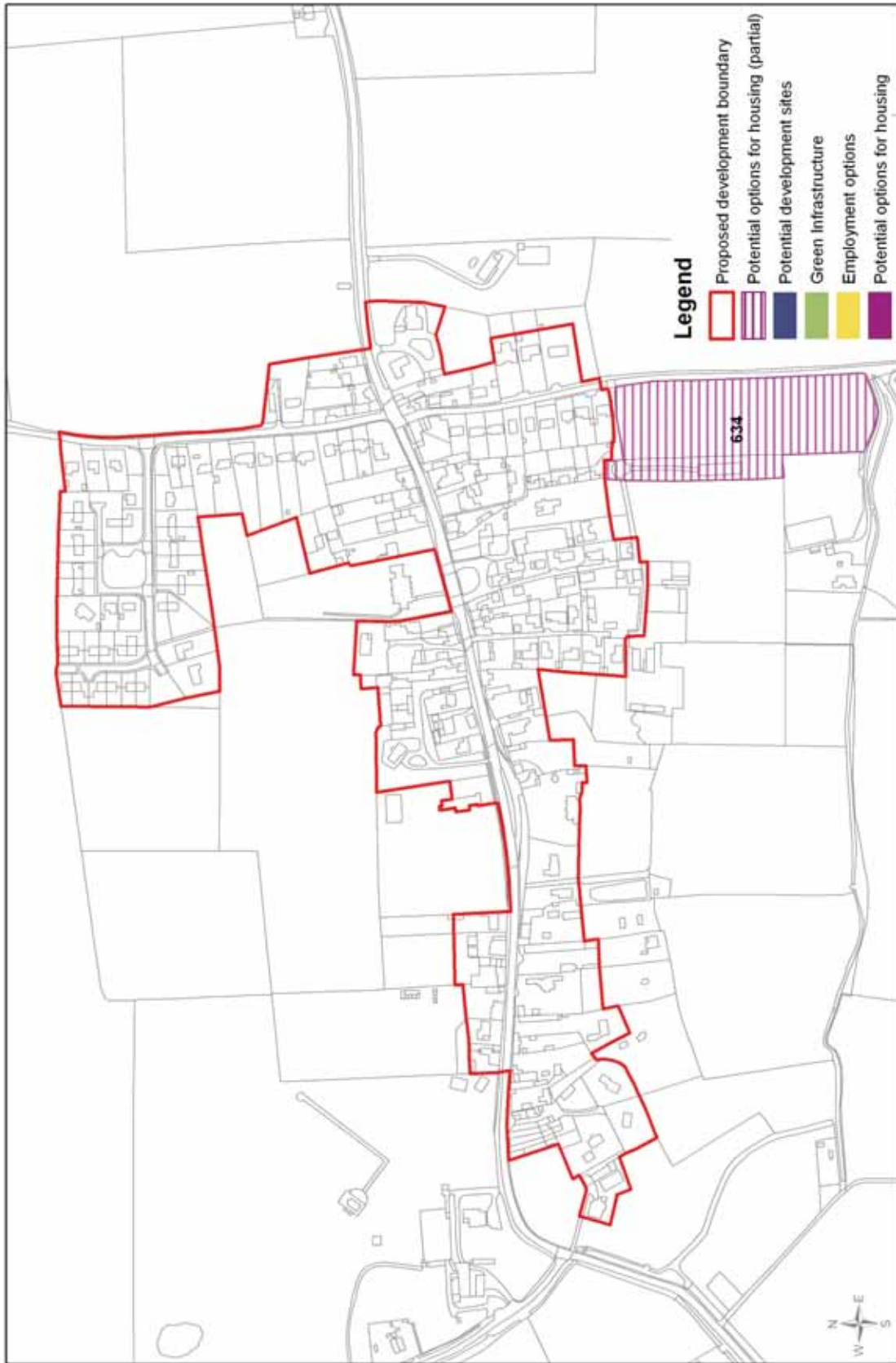
Site Ref.	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
634	Land South of 20 Boughton Road.	Agricultural.	Residential.	1.7	A large agricultural site (grade 3) on the edge of settlement outside built environment boundaries. A footpath exists on the northern boundary of

36 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref.	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					the site, the southern area is constrained by fluvial flood zone 2. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.

## Question Rural Village - Fincham

- a. Do you agree with the development boundaries shown on the map?
- b. How do you feel about the site put forward? Do you think this is an appropriate place for growth within this settlement?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



Fincham

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## 9.7 Flitcham

**9.7.1** Flitcham is a small linear settlement which spreads from St Mary's Church towards Flitcham Abbey and is situated 7 miles north east of King's Lynn. Flitcham is low in overall service provision but the village does support a small school. The main access road from Flitcham is the B1153 but the village is not served by public transport links. Flitcham with Appleton parish has a population of just 200<sup>(37)</sup>.

**9.7.2** The local vernacular consists mainly of red brick but flint and chalk faced walls are also present. The village contains a Conservation Area. Flitcham is characterised as 'Rolling Open Farmland' in the Landscape Character Assessment. The area contains a mature landscape structure including belts and copses, woodland, mature trees and patches of intact hedgerow.

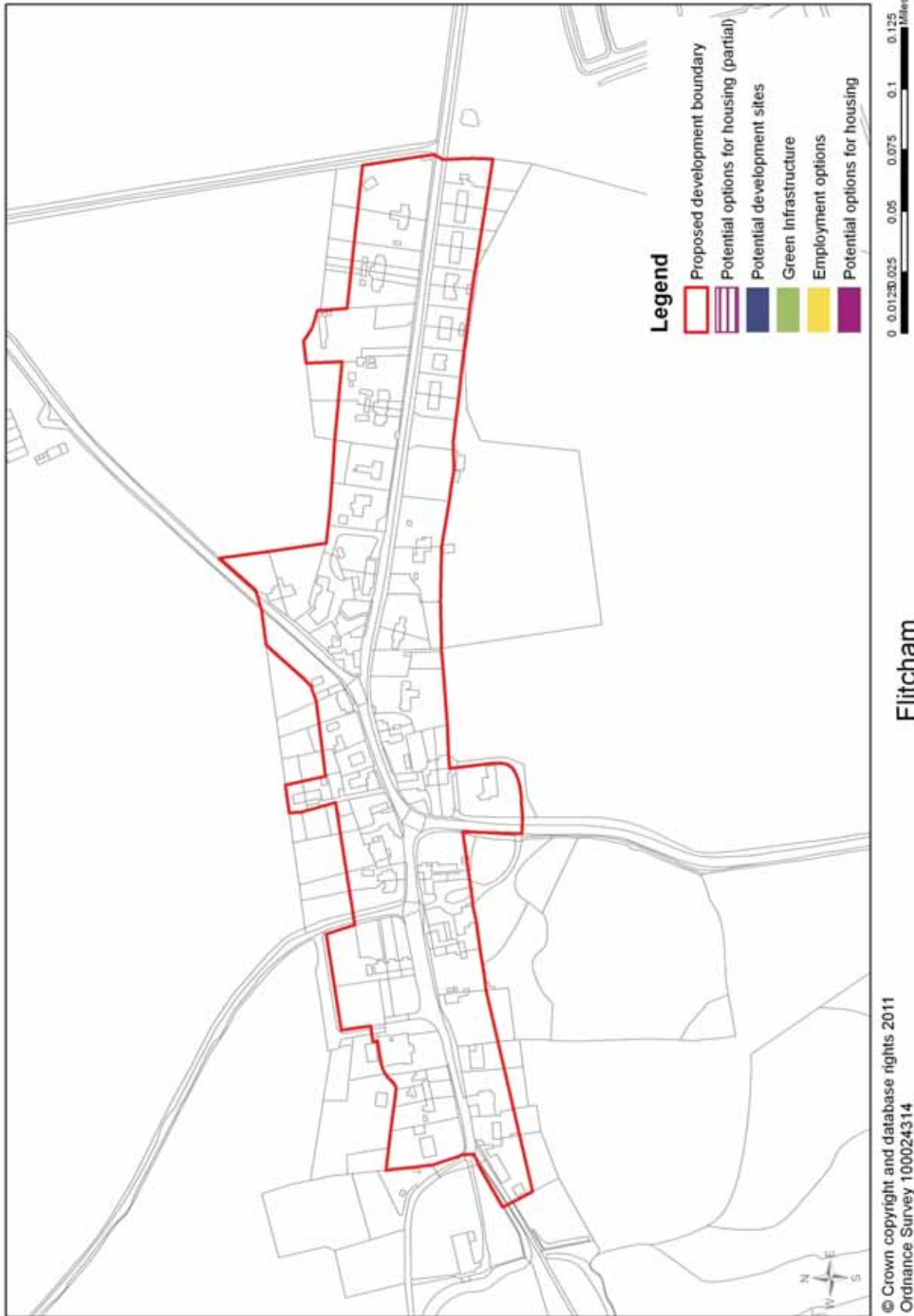
**9.7.3** Currently there are no suitable, available and deliverable sites proposed for allocation in Flitcham. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Rural Village - Flitcham

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

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37 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



## 9.8 Great Bircham/Bircham Tofts

**9.8.1** Great Bircham and Bircham Tofts combine to form a linear village. The village has some essential services including a school, a convenience shop with a Post Office counter and a pub. The village contains many traditional cottages, farmhouses and outbuildings in a rural setting. A key local landmark feature west of Great Bircham is the Windmill set in open farmland, which contributes to strong local recognisable sense of place. The settlement is not served by public transport links. Bircham parish has an estimated population of 450<sup>(38)</sup>. Opportunities for employment are present in the nearby Bircham Newton which houses the National Construction College East and Construction Industry Training Board Headquarters (now Construction Skills).

**9.8.2** Landscape character is dominated by a mixture of gently undulating arable farmland and parkland. The Peddars Way and Norfolk Coast Path, runs to the west of Houghton Park and Great Bircham.

**9.8.3** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.8.4** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.8.5** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
457	Land adjacent to 16 Lynn Road	Garden	Residential	0.2	Site 457 is greenfield land used for a garden. There is no footpath to services. Development may result in a loss of hedgerow and may impact on biodiversity. The site could provide frontage development which would be consistent with the linear form of the settlement although would extend the

38 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					village further south encroaching on countryside.
458	Lower Farm, Bircham Tofts	Agricultural	Residential	0.8	Site 458 is a farm complex with a series of agricultural outbuildings which are currently in use. The site is large in scale. The site is distant from the village centre and there is no footpath. Development would result in a loss of some grade 3 agricultural land and agricultural buildings.
483/905	Land on the North Side of Stanhoe Road B1155 lying between Trimingham House and Stocks Close	Agricultural	Residential	0.8	Site 483 is greenfield grade 3 agricultural land. The site is wholly within a cordon sanitaire which could have a negative impact on amenity. There is currently a footpath across the front of the site which is screened from the road by existing hedgerow. The entire site is large in scale but would enable frontage development in keeping with neighbouring properties (due to the size of gardens and position set back from the road). Development of the site could join up to existing development east and west and would complement the linear pattern of the settlement.

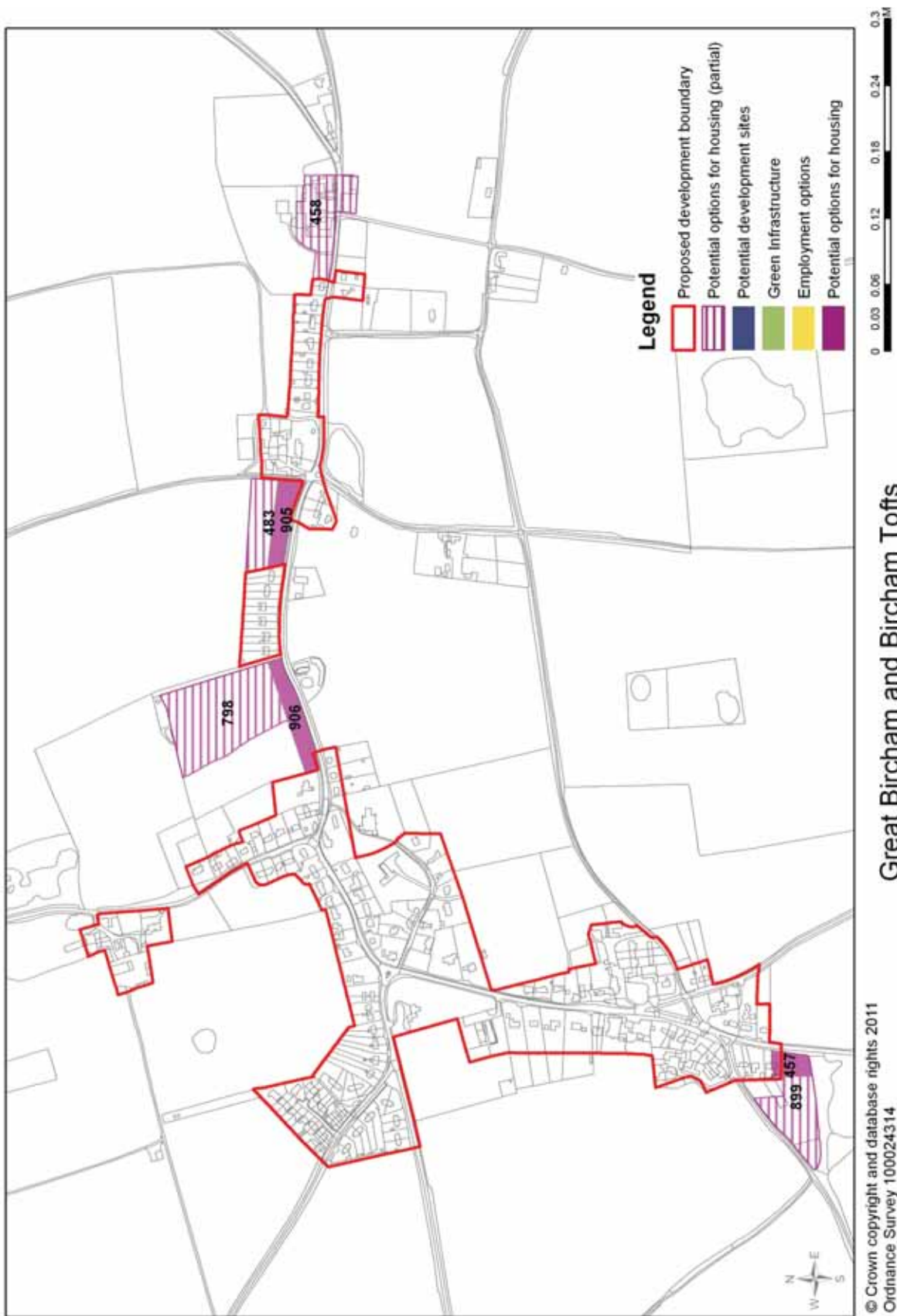


Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
798	Stanhoe Road, Great Bircham	Agricultural	Residential	1.9	Site 798 is greenfield grade 3 agricultural land. The site overlaps with part of site 906. Site is large in scale for a rural village. Development would have a negative impact on the landscape unless the site size was reduced. The site is within a cordon sanitaire which could impact on amenity. Visibility is obscured by a bend in the road. Development may result in a loss of some hedgerow and may impact on biodiversity.
899	Land lying between Dersingham Lane and Lynn Road	Agricultural	Residential	0.8	Site 899 is greenfield grade 3 agricultural land. Vehicular access from the track off the B1153 is not ideal. The site is large in scale appearing to be used as a garden (in part) and the site is behind existing development therefore would not reinforce the linear pattern of the settlement. Development may result in a loss of some hedgerow and may impact on biodiversity. There is no footpath to services.
906	Arable land to the north of Stanhoe Road (B1155)	Agricultural	Residential	0.4	Site 906 is greenfield grade 3 agricultural land. The site overlaps with part of site 798. The site is a narrow strip of land suitable for

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
	lying between Stocks Close and Pond Farm				frontage development which could join up to existing development to the east and west and would complement the linear pattern of the settlement. The site is within a cordon sanitaire which could impact on amenity. Visibility is obscured by a bend in the road. Development may result in a loss of some hedgerow and may impact on biodiversity.

## Question Rural Village - Great Bircham and Bircham Tofts

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



Great Bircham and Bircham Tofts

## 9.9 Harpley

**9.9.1** Harpley is a small rural village consisting of three distinct parts, two of which are grouped around farms. The settlement pattern is generally linear and development is surrounded by mature trees and the wider countryside. The parish of Harpley has an estimated population of 350<sup>(39)</sup>. The level of services has declined in recent years, however the village has a primary school, a church and still retains a pub. Harpley also has a village hall. Harpley is in a relatively elevated position in comparison to most rural villages within the borough which affords good views. The traditional local vernacular consists of two storey buildings of red brick and clunch with pitched roofs of pantiles or slate.

**9.9.2** The borough's Landscape Character Assessment characterises Harpley as 'Rolling Open Farmland'. The assessment notes that Harpley is a smaller village with a relatively harsh urban edge, which is very visible from the surrounding landscape.

**9.9.3** Harpley is adjacent to the the A148, a well used road link between the larger settlements of King's Lynn and Fakenham. The village is served by a bus stop although services are infrequent.

**9.9.4** Eleven sites were originally proposed for housing in Harpley. Three sites were rejected when considered in the Strategic Housing Land Availability Assessment. The reasons for rejection are listed in Appendix 1. Eight sites have been proposed for housing in Harpley which require consideration as options for allocation.

**9.9.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For as explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.9.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.9.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref.	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
169	Land off Westgate Street	Agricultural.	Residential.	0.2	Site 169 is small greenfield agricultural land (grade 3). The site is adjacent to a bus

39 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref.	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					stop and some small scale residential development could help to sustain this service. The site is surrounded on three sides by residential development therefore could constitute infill development.
171	Land on Back Street	Agricultural	Residential	0.6	Site 171 is greenfield agricultural land (grade 3). There is a TPO on the edge of the site, however this should not constrain development. Site is surrounded by countryside to the east and west and garden land to the south, therefore development could have a negative impact on the landscape and would encroach on the countryside.
172	Land on Short Lane	Agricultural	Residential	2.4	Site 172 is a large greenfield agricultural site (grade 3). The site is surrounded by countryside on two sides and therefore development could have a negative impact on the landscape. The southern frontage of the site has been partially developed with four modern dwellings adjacent to existing residential development. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					small-scale infilling or affordable housing.
460	Blacksmith's Pasture, Cross Street	Grazing	Residential	0.6	Site 460 is greenfield agricultural land (grade 3). The site is constrained by both a TPO and a TPO (group) in the middle of the site and a public right of way. There is a pond on the site and mature hedgerows. These factors could affect the layout and capacity of the site but should not prevent development. The site is surrounded by residential development to the east, south and west, therefore development of the site is not considered to have a negative impact on the landscape.
461	Nethergate Street/ School Lane	Grain store	Residential	0.2	Site 461 is a brownfield site comprising a grain store surplus to landowners requirements. The site is screened by mature hedgerow. Access has already been established for two new properties to the east of the site. The site is opposite a primary school and has good access to services.
625	Land at Brickyard Lane	Agricultural	Residential	0.8	Site 625 is a large greenfield agricultural site (grade 3). The site is behind existing development and is accessed

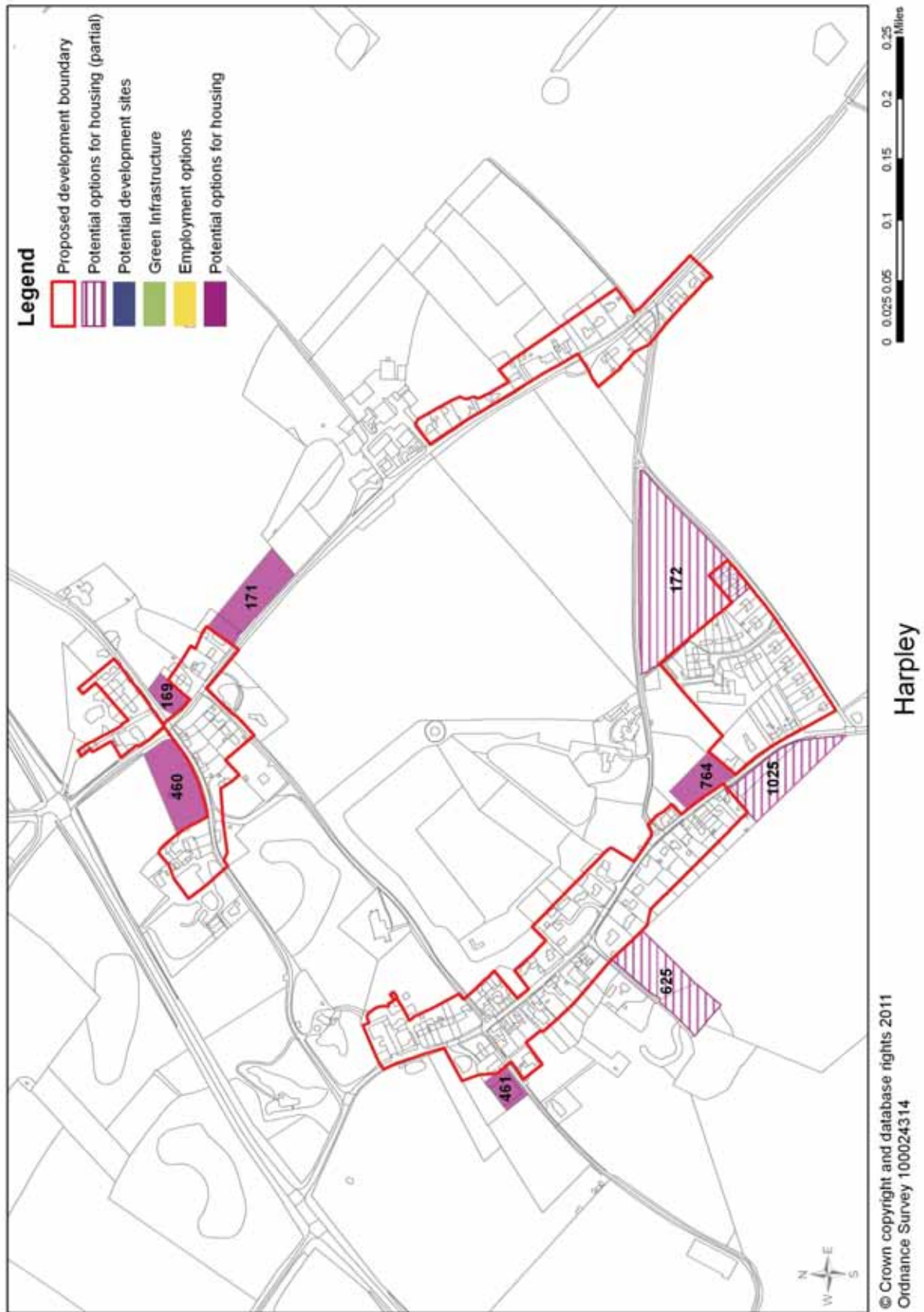
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					off a narrow track. Development of the whole site would extend development into the countryside which could have a negative impact on the landscape. To minimise the landscape impact the size of site should be reduced. There is a public right of way running across the western edge of the site.
764	Land east of Nethergate Street	Paddocks	Residential	0.3	Site 764 is greenfield land used for paddocks (grade 3). Development of the site would continue the frontage development along Nethergate Street, but would result in a loss of mature hedgerow with a potential impact on biodiversity. The site is surrounded by development to the north, west and south and therefore new development would not impact on the wider countryside but may impact on the form and character of the village.
1025	Land west of Nethergate Street	Agricultural	Residential	0.7	Site 1025 is greenfield agricultural land (grade 3). The site is currently used for agriculture and is large in scale. The site is at the southern edge of the settlement and therefore development would continue the residential frontage of Nethergate Street. The

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					frontage of the site is an area of thick mature hedgerow, shrubs and trees which could have biodiversity value and would have to be removed to enable frontage development. The site is open to the west and south so development could have a negative impact on the landscape.

## Question Rural Village - Harpley

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?





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Harpley

## 9.10 Hilgay

**9.10.1** Hilgay is situated 4 miles south of Downham Market, to the east of the A10. The village is built on an elevated site which rises from the River Wissey in the north and the surrounding fenland to the west. There is a bridge over the river. This was a former section of the A10. The village was originally linear in form although estate development has made it more compact. The materials of the older buildings include Norfolk red brick and Cambridge yellow brick. Roofs are mainly pitched and of orange/red pantiles and Welsh slate.

**9.10.2** Hilgay is designated a Rural Village in the Core Strategy, there are limited employment opportunities in the village and few services. It has a population of 908 (excluding Ten Mile Bank, which is also within the Parish).

**9.10.3** In considering landscape character, the village is situated within the “Settled Farmland with Plantations” landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as having a mature landscape structure including mature trees and patches of intact hedgerows, views on to fen landscapes and a moderate to strong sense of tranquillity throughout the area.

**9.10.4** The Strategic Flood Risk Assessment has identified that Hilgay is surrounded to the north and west following the route of the River Wissey by flood zone (fluvial) 3 and the hazard zone.

**9.10.5** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.10.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.10.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
281	Land off Church Road.	Agricultural.	Residential.	1.6	A large agricultural site (grade 3) outside the built environment boundaries and adjacent to a listed church building with a number of TPO's on the boundary. The

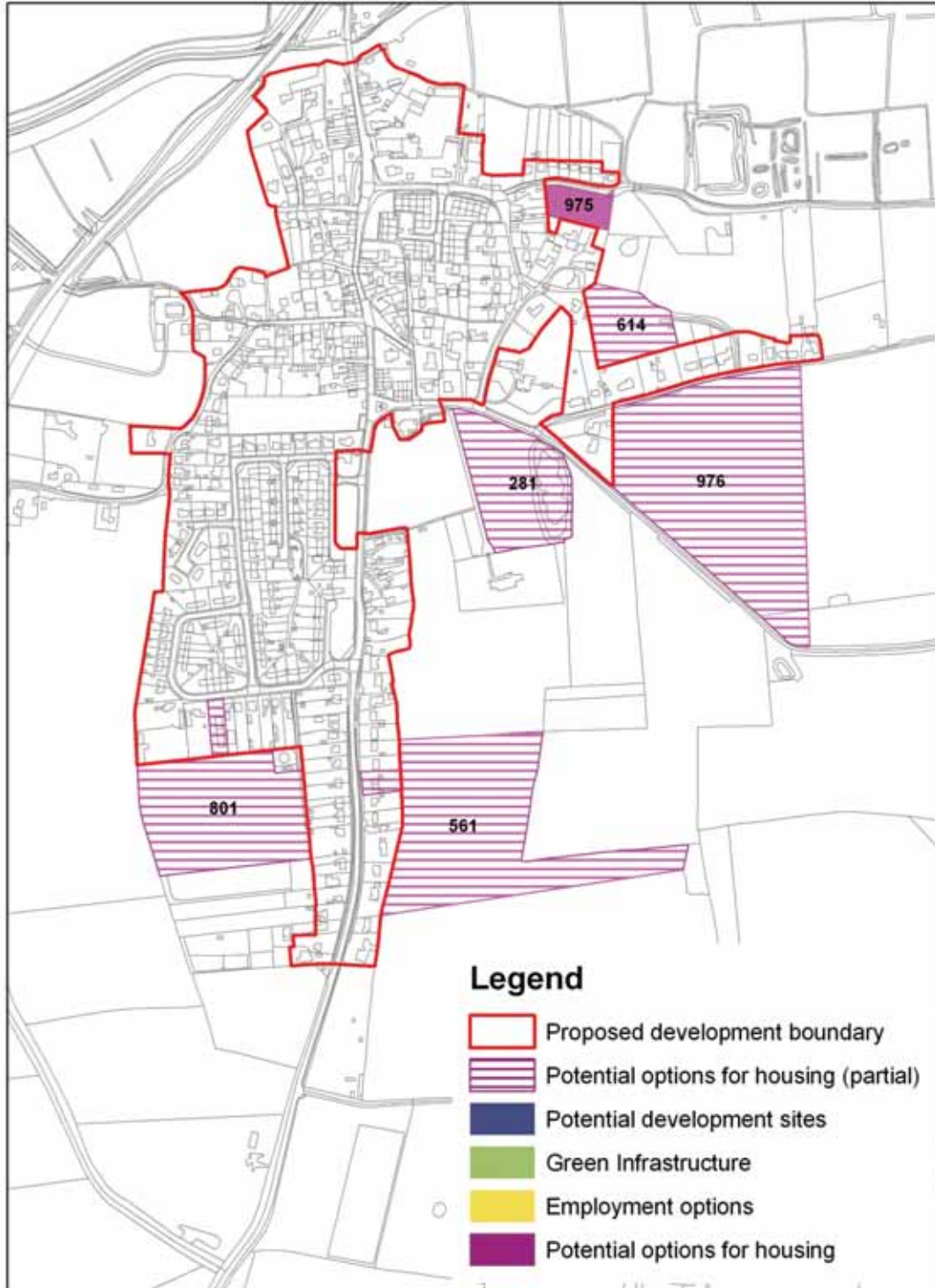
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					location appears rural and any development may have a negative impact upon the rural setting and the church. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
561	Land at Ely Road.	Agricultural.	Residential.	3.9	A large agricultural (grade 3) site to the rear of a linear form of development outside built environment boundaries. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
614	Land near Church Road.	Agricultural.	Residential.	0.8	A large agricultural (grade 2 & 3). The location appears rural and any development would have a negative impact upon the rural setting. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
801	Land South of Foresters Avenue.	Agricultural.	Residential.	2.6	A large agricultural (grade 2 & 3). The location appears rural and any development would have a negative impact upon the rural setting. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
975	Land at Thistle Hill Road.	Agricultural.	Residential.	0.3	A large agricultural (grade 2 & 3). The location appears rural and any development would have a negative impact upon the rural setting. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required the site may accommodate small-scale infilling or affordable housing.
976	Land at Hubbard Drove.	Agricultural.	Residential.	5.1	A large agricultural (grade 2 & 3). The location appears rural and any development would have a negative impact upon the rural setting. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					small-scale infilling or affordable housing.

## Question Rural Village - Hilgay

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Hilgay

0 0.02 0.04 0.06 0.08 0.1 Miles

## 9.11 Hillington

**9.11.1** Hillington is essentially a linear village, centred around the entrance to Hillington Hall, on the edge of the Sandringham Estate, straddling the A148 King's Lynn to Cromer road. Development has also taken place along the B1153 near to St. Mary's Church. Buildings are mainly two-storey with pitched roofs. Building materials are generally shelled carstone and red brick for older dwellings, with plain tiles being the dominating roofing material. Hillington has a shop/petrol station, pub, and bus services. The village has a population of 300<sup>(40)</sup>. It lies 7 miles north east of King's Lynn.

**9.11.2** In relation to landscape character the village is situated in the "Wooded Slopes with EstateLand" landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as being dominated by the presence of coniferous and mixed plantation woodlands and mixed estate woods but with substantial areas of land given over to arable farming, this is a medium scale landscape with contrasting degrees of enclosure. The small villages bring an intimate quality to the landscape.

**9.11.3** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.11.4** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.11.5** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
819/187	Land situated west of Pasture Close	Pasture	Residential	3.6	Site 187/819 is a greenfield site used for pasture (grade 3 agricultural) and contains a pond. The site is close to a pumping station and is within a cordon sanitaire. The size of the site for development is not in keeping with the scale of the village and could have a

40 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

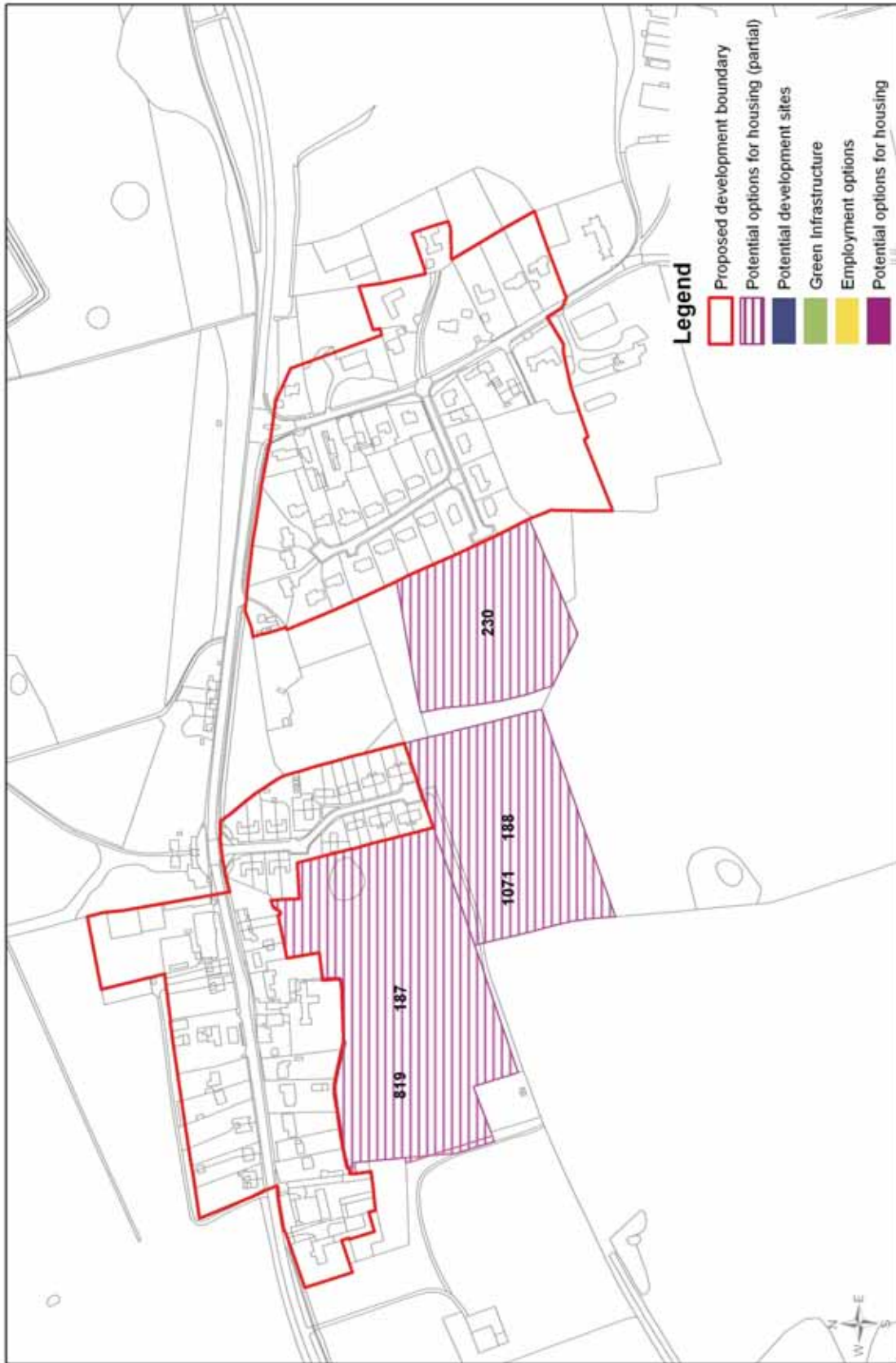
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					negative impact on the landscape character. If allocation is required, part of the site may accommodate small scale infilling or affordable housing.
1071/188	Land situated south of Pasture Close	Pasture	Residential	2.2	Site 1071/188 is a greenfield site used for pasture (grade 3 agricultural). There is access through the site to a pumping station and it is within an Anglian Water sewage treatment works cordon sanitaire. The entrance to the site is covered by mature trees/hedgerow although the site is at the edge of a cul de sac, so there is scope to provide access. The size of the site for development is not in keeping with the scale of the village and could have a negative impact on the landscape character. If allocation is required, part of the site may accommodate small scale infilling or affordable housing.
230	Land to the west of Wheatfields estate	Agricultural	Residential	1.7	Site 230 is a greenfield site used for agriculture (grade 3). The site is within a cordon sanitaire. The site is at the edge of a cul de sac so there is scope to provide access. The size of the site for development is not in keeping with the scale of the



Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					village and could have a negative impact on the landscape character. If allocation is required, part of the site may accommodate small scale infilling or affordable housing.

## Question Rural Village - Hillington

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Hillington

## 9.12 Ingoldisthorpe

**9.12.1** Ingoldisthorpe parish has an estimated population of 750<sup>(41)</sup>. The central part of the village contains a convenience store and school. The village is served by good public transport links and is well connected to both King's Lynn and Hunstanton and the nearby larger villages of Heacham and Dersingham via the Lynn Road (B1440). Ingoldisthorpe village currently consists of three distinct parts, the largest being centred around the junction of Hill Road with the Lynn Road.

**9.12.2** The western part of the village is characterised as 'Wooded Slope with Estate Land' whereas the eastern part of the village is characterised as 'Rolling Open Farmland' in the borough's Landscape Character Assessment. The eastern part of the village feels more enclosed with notable traditional buildings interspersed with mature trees and hedgerows.

**9.12.3** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.12.4** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.12.5** Views are invited on any of the sites. Potential options are shown on the accompanying map.

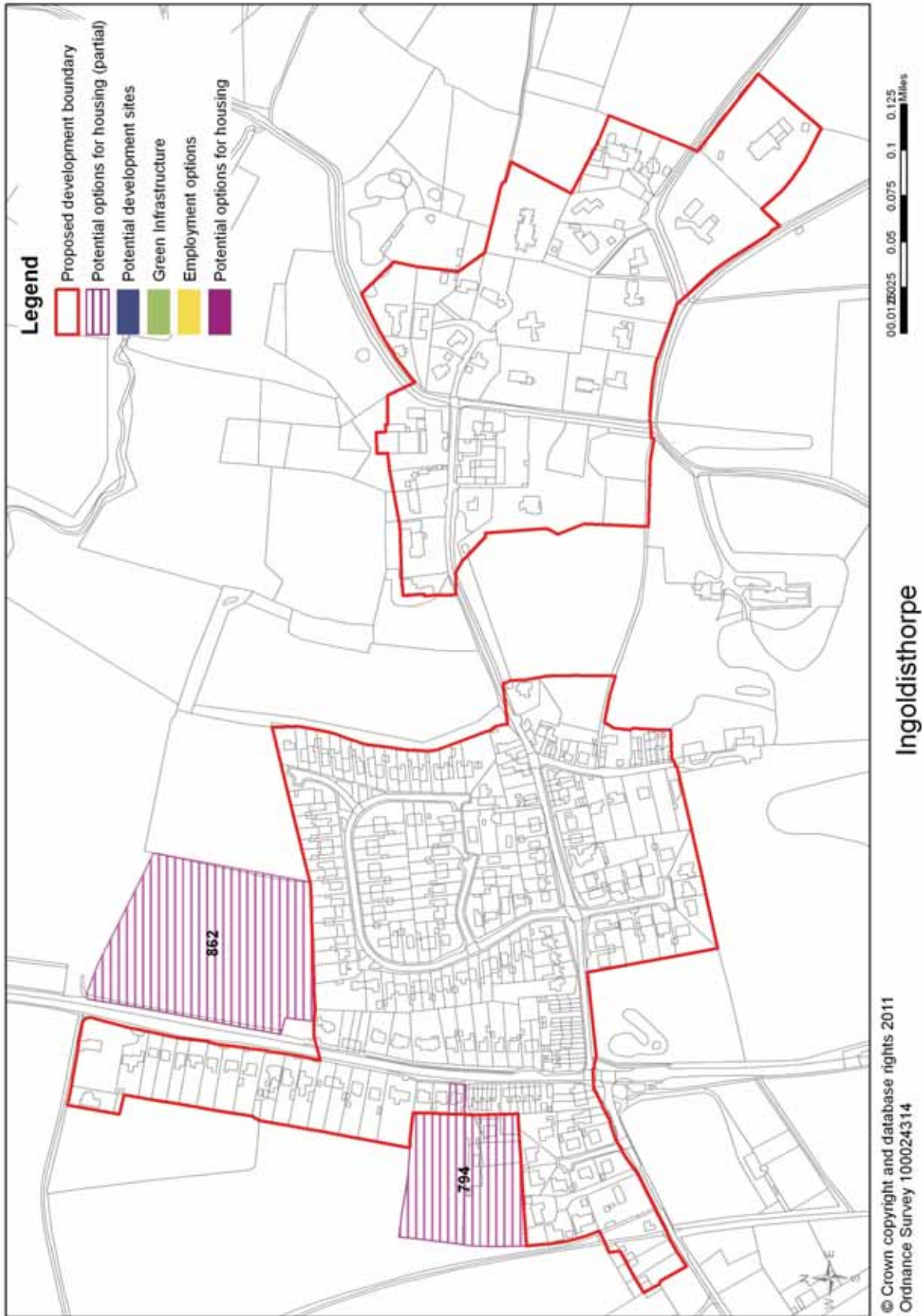
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
794	Land at 'Raylvu', Lynn Road, Ingoldisthorpe	Agricultural/paddocks	Residential	1.2	Site 794 is grade 3 agricultural land used for paddocks and outbuildings. The site is inappropriately large in scale for a rural village. The proposal seeks to demolish number 127 Lynn Road to provide access to the site. The site is set behind existing houses which could create issues for the amenity of residents such as overlooking and

41 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					could also affect the form and character of the settlement. Potential impact on biodiversity.
862	Land situated opposite 143-161 Lynn Road	Agriculture	Residential	2.3	Site 862 is a greenfield grade 3 agricultural site. The site is adjacent to a busy road which would impact on amenity although good access could be provided. Existing hedgerow helps to screen the site from the wider countryside. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.

## Question Rural Village - Ingoldisthorpe

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 9.13 Marshland St James/St Johns Fen End/Tilney Fen End

**9.13.1** Marshland St James is a linear settlement, 11 miles south west of King's Lynn, extending along Smeeth Road, the central part being that between its junction with Walton Road and the Post Office. Although set in flat, open countryside the presence of mature trees and hedgerows gives a pleasant enclosed character to certain parts of the settlement such as the areas around the Primary School and the Cemetery. The older buildings vary in both built form, some being single and others two-storeys high, and in materials of construction which include timber and rendered finishes as well as the more common red brick. Most of the roofs of these older houses have slate coverings. Newer buildings are mainly bungalows, usually of red, buff or brown brick with interlocking tile roofs. The village has a school, shop, Post Office and pub but no public transport service.

**9.13.2** St Johns Fen End is situated around the bridge over the Smeeth Lode Drain, but the major part of the village stretches north along the western side of School Road. The village is linear in nature. Mature trees help to define the edge of the village along Low Road and behind School Farm. Most of the buildings are pre 1900 and are of two storey construction with red brick or in a few cases rendered or whitewashed brick walls, with mainly slate or pantile roofs. The village has a Post Office Stores.

**9.13.3** The population of Marshland St James is 1,270<sup>(42)</sup>. The other two villages form part of other parishes.

**9.13.4** In considering landscape character Marshland St James fall within the "The Fens – Settled Inland Marshes" landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as a large scale, low lying landscape offering distant, panoramic views that evoke a sense of openness. This open character is less evident where settlements, shelterbelts and orchards occur. It has a simplistic terrain characterised by a distinctly flat landform providing wide horizons. Earthworks in the form of rivers and creek embankments bring topographic change and strong, straight lines of contrast. It is an intensively farmed arable landscape comprising predominantly geometric fields divided by straight drainage channels and dykes and underlain predominantly by silts.

**9.13.5** Field size is variable in places with small units defining settlement edges. Fruit orchards are a relatively common (yet declining) feature with rectangular plots ordered into rows. These rows often channel views and where orchards occur alongside roads, views across the landscape are more restricted. Conifer planting is also a relatively common feature. Buildings and storage associated with horticulture and food production industries, as well as power stations, pumping stations and sluices, provide visible human built elements. The area is well served by a network of rural roads that follow an irregular path.

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42 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

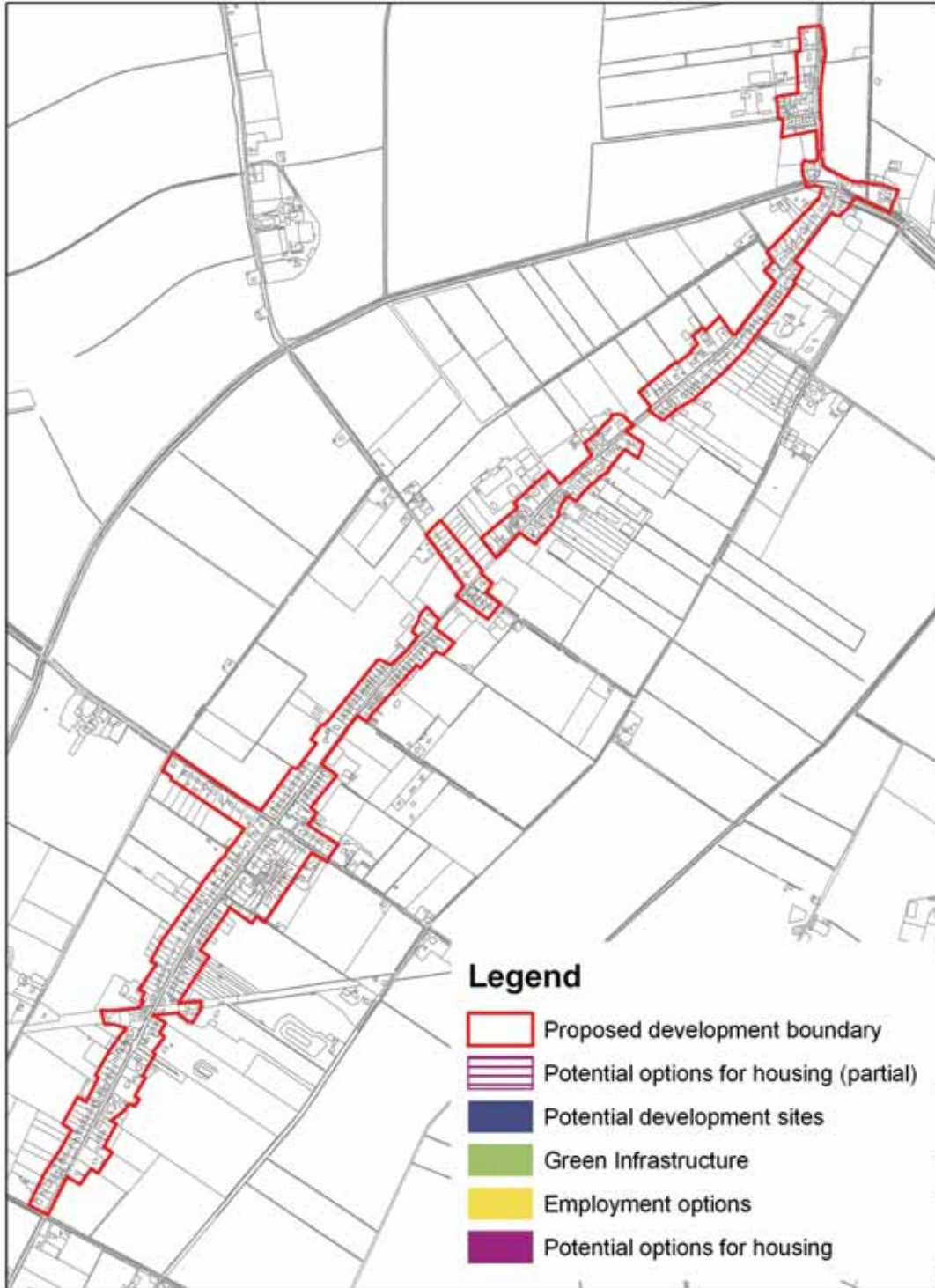
**9.13.6** The landscape appears well settled – with villages, town edges, large houses, individual farms and properties generally in view. Settlement is predominantly found aligning secondary roads and has a linear arrangement with villages often merging through ribbon development. The skyline appears cluttered in places due to the varied heights, forms and textures of vertical elements including trees, pylons and buildings. Lines of pylons are dominant features slicing diagonally across the field system. The pylons and posts carrying overhead wires are frequently in view. Views can be gained to the edge of King's Lynn and Wisbech.

**9.13.7** The Strategic Flood Risk Assessment indicates that the villages fall within Category 3a High Risk (Fluvial).

**9.13.8** Currently there are no suitable, available and deliverable sites proposed for allocation in these villages. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

## **Question Rural Village - Marshland St James, St Johns Fen End & Tilney Fen End**

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Marshland St James,  
St John's Fen End and Tilney Fen End

0 0.05 0.1 0.15 0.2 0.25 Miles



## 9.14 Middleton

**9.14.1** Middleton is approximately 3 miles south east of King’s Lynn along the A47. The village sits in an elevated location and has a traditional focus around the Church and crossroads. The limits of the village are defined by an immediate transition to agricultural land. The villagescape is varied in quality with the area around the village hall being high quality. The materials of the older buildings consist of carstone, red brick and yellow brick. Roofs are mainly pitched and of red clay pantiles and slates.

**9.14.2** Middleton is designated a Rural Village in the Core Strategy, there is an adequate range of services which includes a school, bus route, shop, Post Office and pub but employment opportunities in the village are limited. The population is 1,430<sup>(43)</sup>.

**9.14.3** In considering landscape character, the village is situated within “Farmland with Woodland and Wetland” landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as having an intact mature landscape structure including mature parkland trees, hedgerows and woodlands. Also a strong historic integrity and a moderate to strong sense of tranquillity throughout the area.

**9.14.4** The Strategic Flood Risk Assessment has identified that there are no flood issues in Middleton.

**9.14.5** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.14.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.14.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

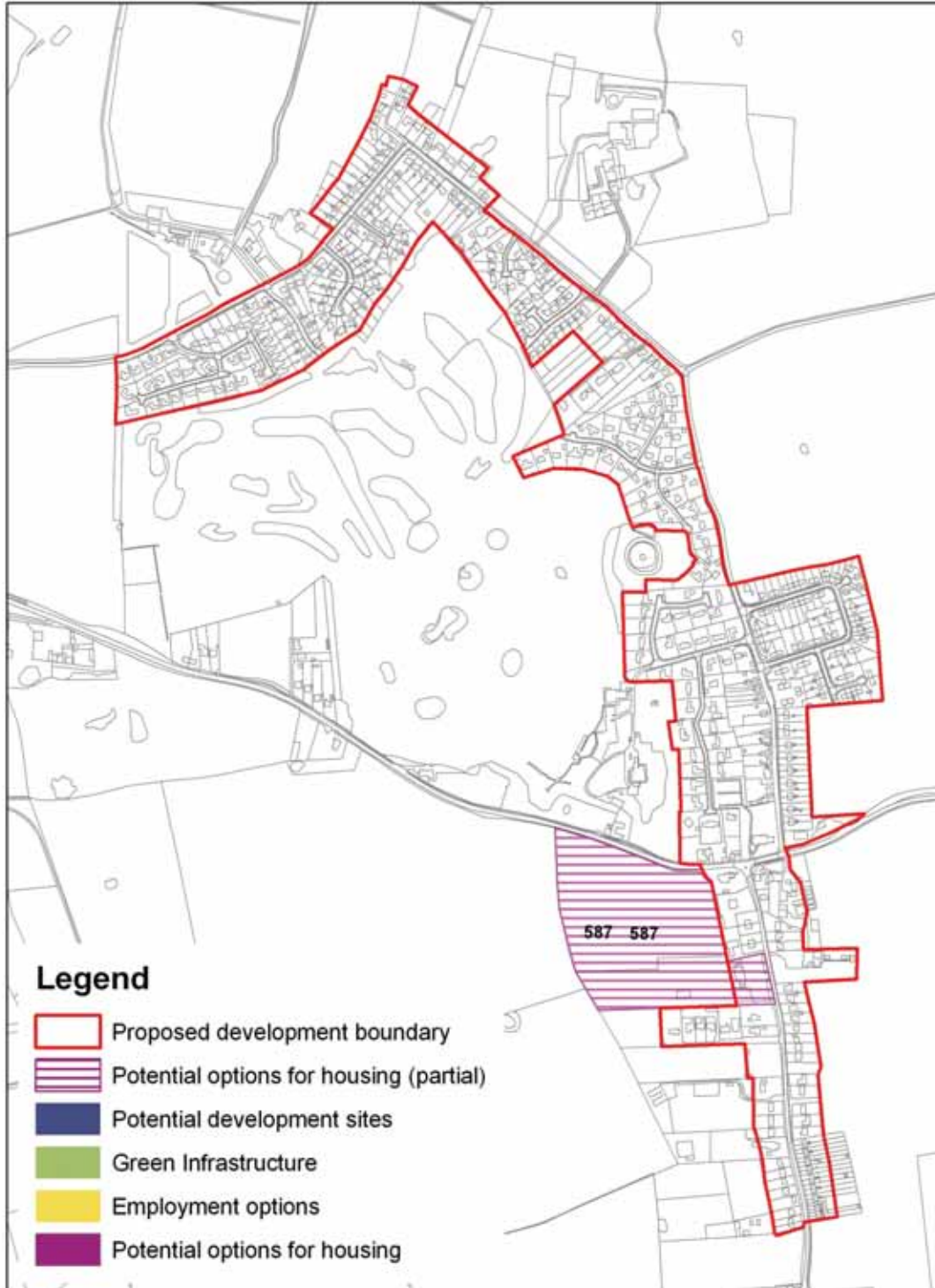
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
587	Land at School Road	Agricultural & community	Mixed community, education, surgery, residential.	6.4	A large mixed use site including agricultural (grade 3) land and a community use including hall and playground. The loss of

43 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					community uses is to be avoided wherever possible in line with the Core Strategy. If uses must be lost on this site, relocation should be a priority. The southern area of the is constrained by a high pressure gas pipeline buffer zone, and there are a number of TPO trees along the west boundary. Access is constrained in the north because any access would be directly on to the A47.

## Question Rural Village - Middleton

- a. Do you agree with the development boundaries shown on the map?
- b. What is your view on the site put forward? Do you think this is an appropriate place for growth within this settlement?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Middleton

0 0.03 0.06 0.09 0.12 0.15 Miles



## 9.15 Old Hunstanton

**9.15.1** Old Hunstanton is a small coastal village located at the northern edge of the seaside resort of Hunstanton adjacent to the Norfolk Coast AONB. The village is in a tranquil setting and contains mainly residential development. The village can become very busy in the summer with day trippers and weekenders due to its location with good access to the beach and the Norfolk Coast Path. The village also houses some traditional beach huts, hotels, the RNLI lifeboat station and is close to the Hunstanton Golf Course.

**9.15.2** Old Hunstanton lacks a school but contains a broader range of facilities and is close to the larger service resort centre of Hunstanton. The village is connected to coastal villages via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells next the Sea. Old Hunstanton parish has an estimated population of 450<sup>(44)</sup>. Part of the village is designated a Conservation Area. The borough's Landscape Character Assessment characterises the settlement as 'coastal slopes' immediately adjacent to the northern 'Open Coastal Marshes'.

**9.15.3** The borough's Infrastructure Study has indicated that Hunstanton practice which also serves Old Hunstanton has spare physical capacity, but may need additional medical cover.

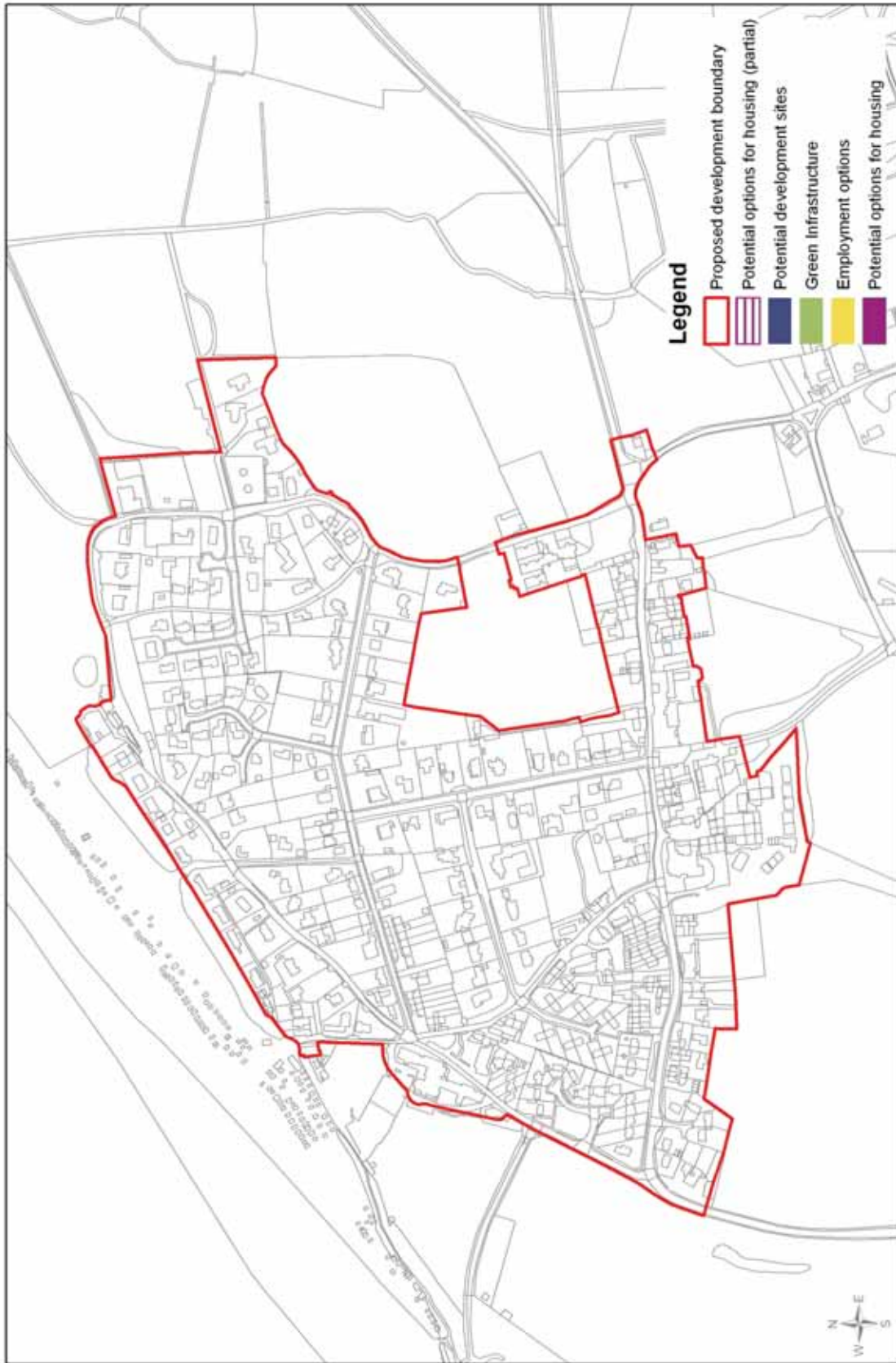
**9.15.4** During the SHLAA process no sites were put forward in Old Hunstanton.

### Question - Rural Village Old Hunstanton

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any sites you wish to bring to our attention? Why would they be suitable?

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44 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



Old Hunstanton

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## 9.16 Runcton Holme

**9.16.1** Runcton Holme is situated approximately 9 miles south of King’s Lynn and 4 miles north of Downham Market to the west of the A10. The village has developed around the crossroads between the Watlington to Downham Market road, School Road and Common Road. The village is basically linear in form and has a rural setting and a good relationship with the surrounding open countryside. This rural character is strengthened by hedgerows and garden planting. The materials of the older buildings consist of carstone, red brick and yellow brick. Roofs are mainly pitched and of red clay pantiles and slates.

**9.16.2** Runcton Holme is designated a Rural Village in the Core Strategy, there are limited employment opportunities in the village and few services. The population is 630<sup>(45)</sup>.

**9.16.3** In considering landscape character, the village is situated within the “Settled Farmland with Plantations” landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as having intact mature landscape structure including mature parkland trees, intact hedgerows and woodland plantations. There is also a patchwork of grazed parkland and a moderate to strong sense of tranquillity throughout the area.

**9.16.4** The Strategic Flood Risk Assessment has identified that there are no flood issues other than, to the south, an area of flood zone 3 (fluvial) around a tributary to the River Great Ouse which runs through the village.

**9.16.5** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.16.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.16.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
319	Land at Runcton Holme House,	Agricultural, Woodland, Garden.	Residential.	2.8	A large garden, meadow & agricultural site (grade 3) outside the built environment

45 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

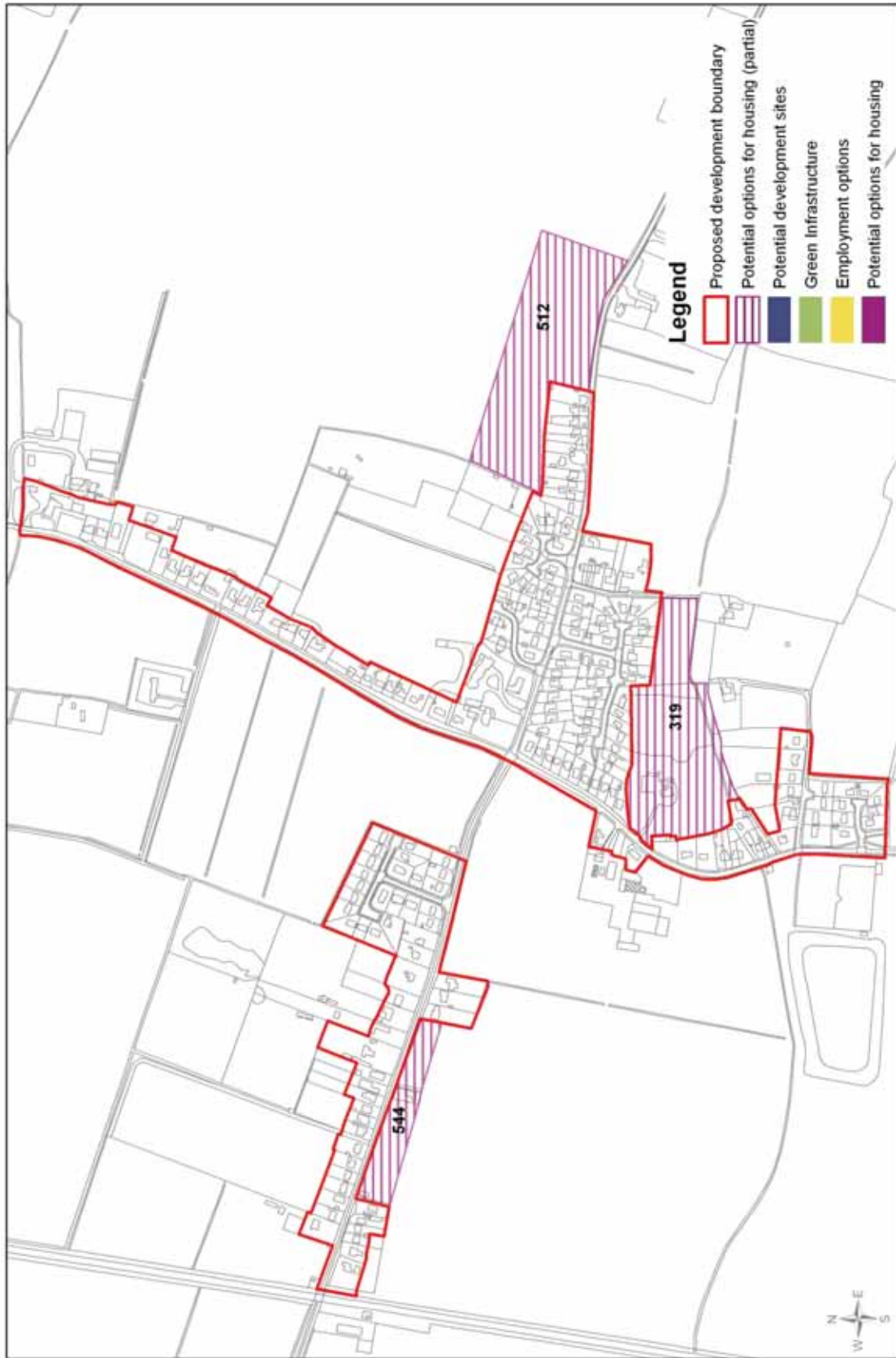
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
	Downham Road.				boundaries, with numerous TPOs. Edge of settlement with poor access to services. Good design would be required to limit any impact upon neighbouring properties. The access road would not be appropriate for large scale development. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing along with the mixed uses suggested.
512	Land at School Road.	Agricultural.	Residential.	3	A large agricultural site (grade 2) outside the built environment boundaries. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
544	Land at Common Road.	Agricultural.	Residential.	0.9	An agricultural site (grade 3) outside the built environment boundaries, with poor access to services. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					accommodate small-scale infilling or affordable housing.

## Question - Rural Village Runcton Holme

1. Do you agree with the development boundaries shown on the map?
2. Of the potential options which is your preferred location for growth? Why?
3. Are there any other sites you wish to bring to our attention? Why would they be more suitable?





0 0.020.04 0.08 0.12 0.16 0.2 Miles

Runcton Holme

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## 9.17 Sedgeford

**9.17.1** Sedgeford is a small rural village located to the east of Heacham approximately 3 miles from the Wash. The western half of Sedgeford is within the Norfolk Coast AONB and the village also has a designated Conservation Area. The Sedgeford Historical and Archaeological Project was established in 1996 to reconstruct the story of human settlement in the parish. Sedgeford parish has an estimated population of 550<sup>(46)</sup> and has grown little over the previous century. Sedgeford lacks services but the village does contain a primary school, village hall and pub. The settlement is not served by public transport links.

**9.17.2** The village contains a mixture of traditional development built of carstone, red brick and clunch materials, and modern development which has generally followed a linear projection along the B1454. The village has an enclosed character which results from its sheltered setting in the vale of the Heacham River. The landscape is characterised as ‘Rolling Open Farmland’ and is generally undulating which enables significant countryside views from several points around the village, particularly from the fields to the west.

**9.17.3** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.17.4** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.17.5** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
26/882	Land at Jarvie Close	Agriculture (unused)	Residential	0.6	Site 882 is a greenfield site. The site is wholly within the AONB and therefore unsuitable for major development. There is existing residential development to the north, east and south of the site therefore development on this site would constitute

46 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					infill development. There are domestic pylons across the site.
768	Land south of Docking Road	Paddock	Residential	1.1	Site 768 is a greenfield site used for paddocks. The site is large in scale and is adjacent to the Conservation Area. The site is surrounded by countryside on three sides therefore development could have a negative impact on the landscape unless the site size was reduced. The site is behind the existing frontage of houses, accessible via a narrow track which slopes upward making the site prominent in the landscape (although it is screened by hedgerow). Development behind housing in this location would not be in keeping with the form and character of the settlement.

## Question Rural Village - Sedgeford

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 9.18 Shouldham

**9.18.1** Shouldham is situated approximately 10 miles south east of King's Lynn and approximately 6 miles north east of Downham Market. The village is based on a circuit form and the high quality character has been recognised through designation as a Conservation Area. Buildings are generally two-storey with the materials of the older buildings consist of carstone, red brick and yellow brick. Roofs are mainly pitched and of red clay pantiles and slates.

**9.18.2** Shouldham is designated a Rural Village in the Core Strategy, there is an adequate range of services which includes a school, bus route, shop, Post Office and pub but employment opportunities in the village are limited. The population is 630<sup>(47)</sup>.

**9.18.3** In considering landscape character the village is situated within "Settled Farmland with Plantations" landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as having intact mature landscape structure including mature parkland trees, intact hedgerows and woodland plantations. Also a patchwork of grazed parkland and a moderate to strong sense of tranquillity throughout the area.

**9.18.4** The Strategic Flood Risk Assessment has identified that there are no flood issues in Shouldham.

**9.18.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.18.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.18.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
323	Land adjacent to the Hall Fairstead Drove	Agricultural.	Residential.	0.2	A small greenfield paddock site outside the built environment boundaries, agricultural grade 4. Has a right of way present along

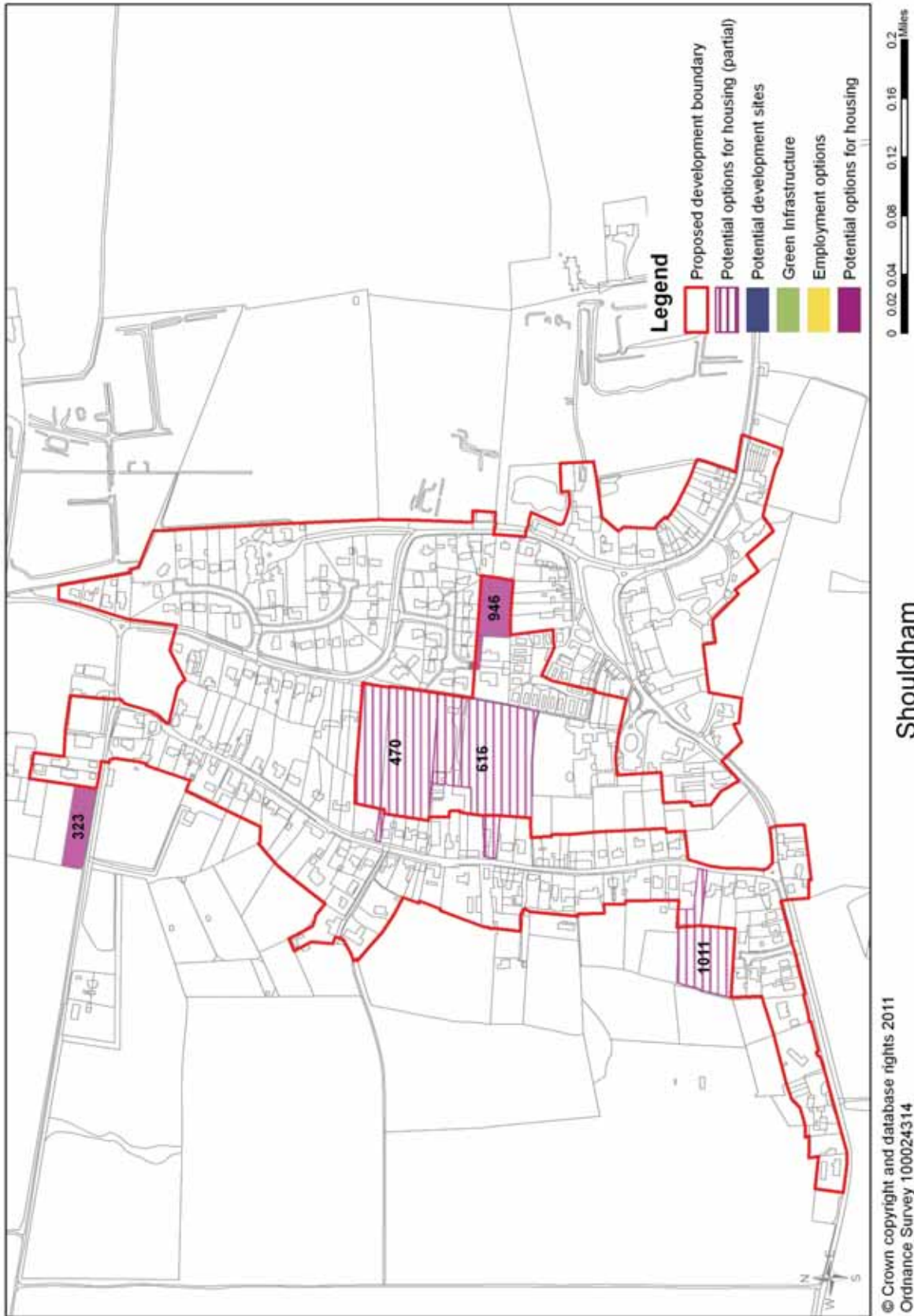
47 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					one frontage boundary. The edge of settlement nature would have a negative impact upon the local landscape. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
470	Land south of 1 New Road.	Agricultural.	Residential.	1.2	A large agricultural site (grade 4) outside the built environment boundaries. Development of the site would negatively impact upon the village scene and general character of the area. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
616	Land off Westgate Street.	Agricultural.	Residential.	1.3	A large paddock/agricultural site (grade 4) outside the built environment boundaries. Development of the site would negatively impact upon the village scene and general character of the area. The Core Strategy identifies need to sustain existing services in rural villages, therefore if

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					allocation is required part of this site may accommodate small-scale infilling or affordable housing.
946	Land to the West of 5 Eastgate Street.	Residential.	Residential.	0.3	A greenfield garden site outside built environment boundaries and adjacent to a Conservation Area. Access would be gained via a cul-de-sac then across a residential plot close to an existing property, this could result in amenity issues.
1011	Rear of Labyrinth, Westgate Street.	Agricultural.	Mixed Residential, employment, retail, community & health.	0.5	An agricultural site (grade 4) outside the built environment boundaries. The site has a number of trees and an hedgerow which appears to be suitable habitat for biodiversity. The access proposed via Westgate Street does not appear suitable, it would be more appropriate to access the site via Rye's Close. The Core Strategy sets out criteria for determining the suitability of alternative uses therefore sites will only be allocated for residential use.

## Question - Rural Village Shoulham

- Do you agree with the development boundaries shown on the map?
- Of the potential options which is your preferred location for growth? Why?
- Are there any other sites you wish to bring to our attention? Why would they be more suitable?





## 9.19 Southery

**9.19.1** Southery is situated approximately 5 miles south of Downham Market. The village is located in the fens on an elevated site and is a large settlement. The village has grown by linear expansion, and the centre has an urban character which contrasts with the quieter rural parts of the village. The materials of the older buildings include Norfolk red brick and Cambridge yellow brick with some flint used. The roofs are mainly pitched and of clay pantiles and Welsh slate.

**9.19.2** Southery is designated a Rural Village in the Core Strategy, there is an adequate range of services which includes a school, bus route, shop, Post Office and pub but employment opportunities in the village are limited. The population is 1,260<sup>(48)</sup>.

**9.19.3** In considering landscape character, the village is situated within the “Settled Farmland with Plantations” landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as having a mature landscape structure including, mature trees and patches of intact hedgerows, views on to fen landscapes and moderate to strong sense of tranquillity throughout the area.

**9.19.4** The Strategic Flood Risk Assessment has identified that Southery is surrounded to all sides, except the north west, by flood zones (fluvial) 2 & 3 and the hazard zone.

**9.19.5** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.19.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.19.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
55	Land at 9 Uppgate Street / 1 Lynn Road.	Agricultural.	Residential.	1.1	A large agricultural site (grade 2 and 3) outside built environment boundaries, partially within a Health and Safety Executive Hazard

48 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

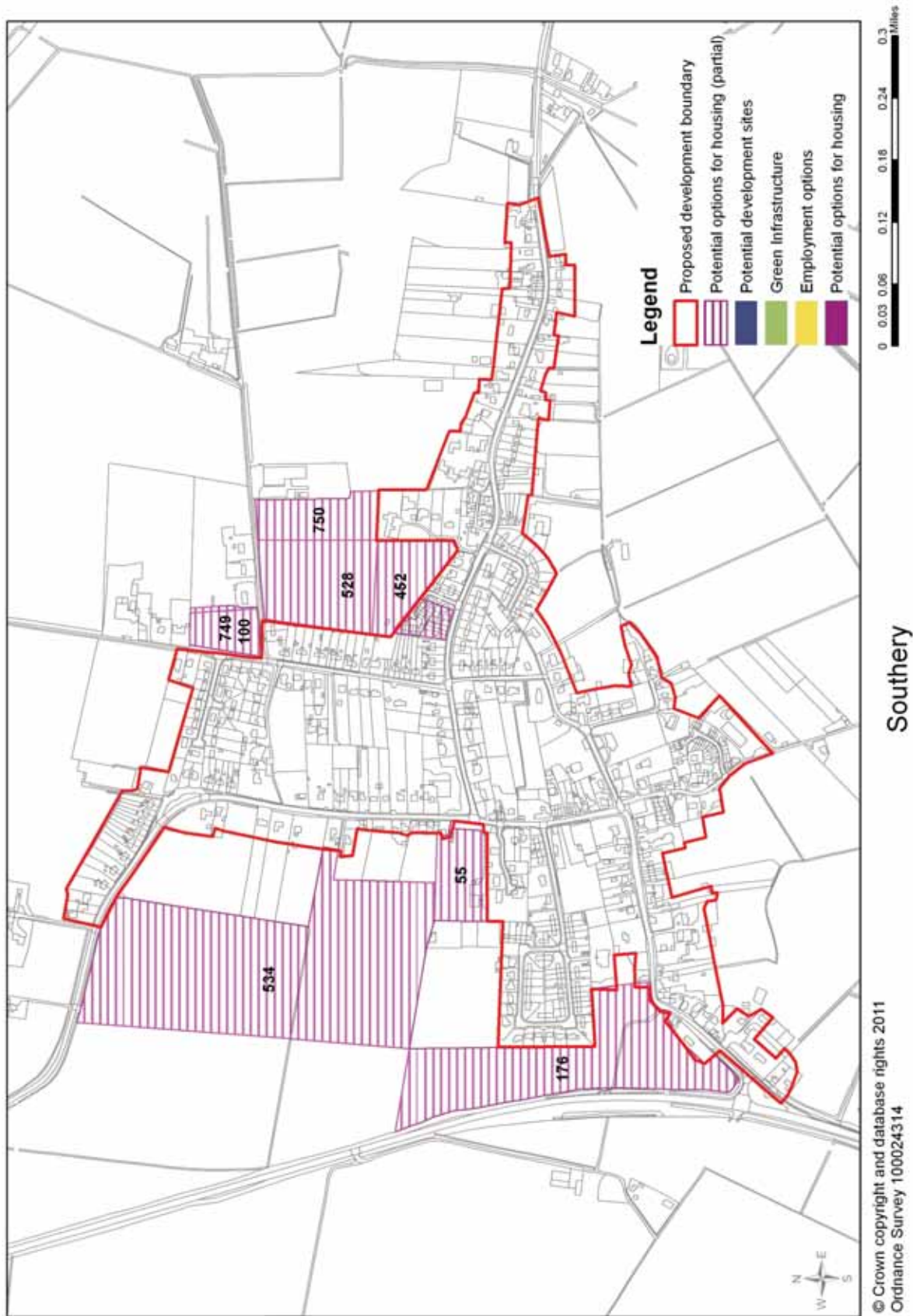
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					Zone. There is a community bench and village sign on the frontage. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
100 & 749	Land at Campsey Road.	Agricultural.	Residential.	0.7	An agricultural site (grade 2) outside built environment boundaries, completely within a Health and Safety Executive hazard zone. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
176	Land off Ferry Bank.	Agricultural.	Residential.	5	A large agricultural site (grade 1 and 3) outside built environment boundaries and completely within a Health and Safety Executive hazard zone. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
452 & 528	Land rear of farmyard and 27-31 Feltwell Road.	Agricultural.	Residential.	3.6	A large agricultural site (grade 2) outside built environment boundaries and completely within a Health and Safety Executive hazard zone. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
534	Land off Lynn Road.	Agricultural.	Residential.	11	A large agricultural site (grade 2 and 3) outside built environment boundaries and partially within a Health and Safety Executive Hazard Zone. There is very little road frontage. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
750	Land off Ringmore Road	Agricultural.	Residential.	1.3	A large agricultural site (grade 2) outside built environment boundaries, completely within a Health and Safety Executive hazard zone and has a right of way present along one boundary. The surrounding highway network appears narrow and the site is not particularly well located in relation to

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					village services. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.

## Question - Rural Village Southery

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Southern

## 9.20 Syderstone

**9.20.1** Set on a rising site above an extensive common, Syderstone is a small linear village situated in the north eastern area of the borough. The village contains many traditional character buildings of flint and red brick and contains a landmark feature: the round tower church of St Mary's. The village contains very few facilities other than a pub, and the school is located in nearby Blenheim Park. The settlement is not served by public transport links. Syderstone parish has an estimated population of 500<sup>(49)</sup>.

**9.20.2** Syderstone Common is a Norfolk Wildlife Trust nature reserve, and designated as an SSSI (Site of Special Scientific Interest). The borough's Landscape Character Assessment characterises the area surrounding Syderstone as part 'Rolling Open Farmland' and part 'Plateau Farmland'. The area is distinctly rural and peaceful which is partly due to its position away from more strategic road links.

**9.20.3** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.20.4** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.20.5** Views are invited on any of the sites. Potential options are shown on the accompanying map.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
218/225/874	Land west of Tattersett Road	Agricultural	Residential	1.2	Site 218/225/874 has been submitted several times. The site is a greenfield site (grade 3 agricultural). The site is too large in scale for a rural village, if allocation is required only part of this site may accommodate small-scale infilling or affordable housing. Development would encroach on the

49 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

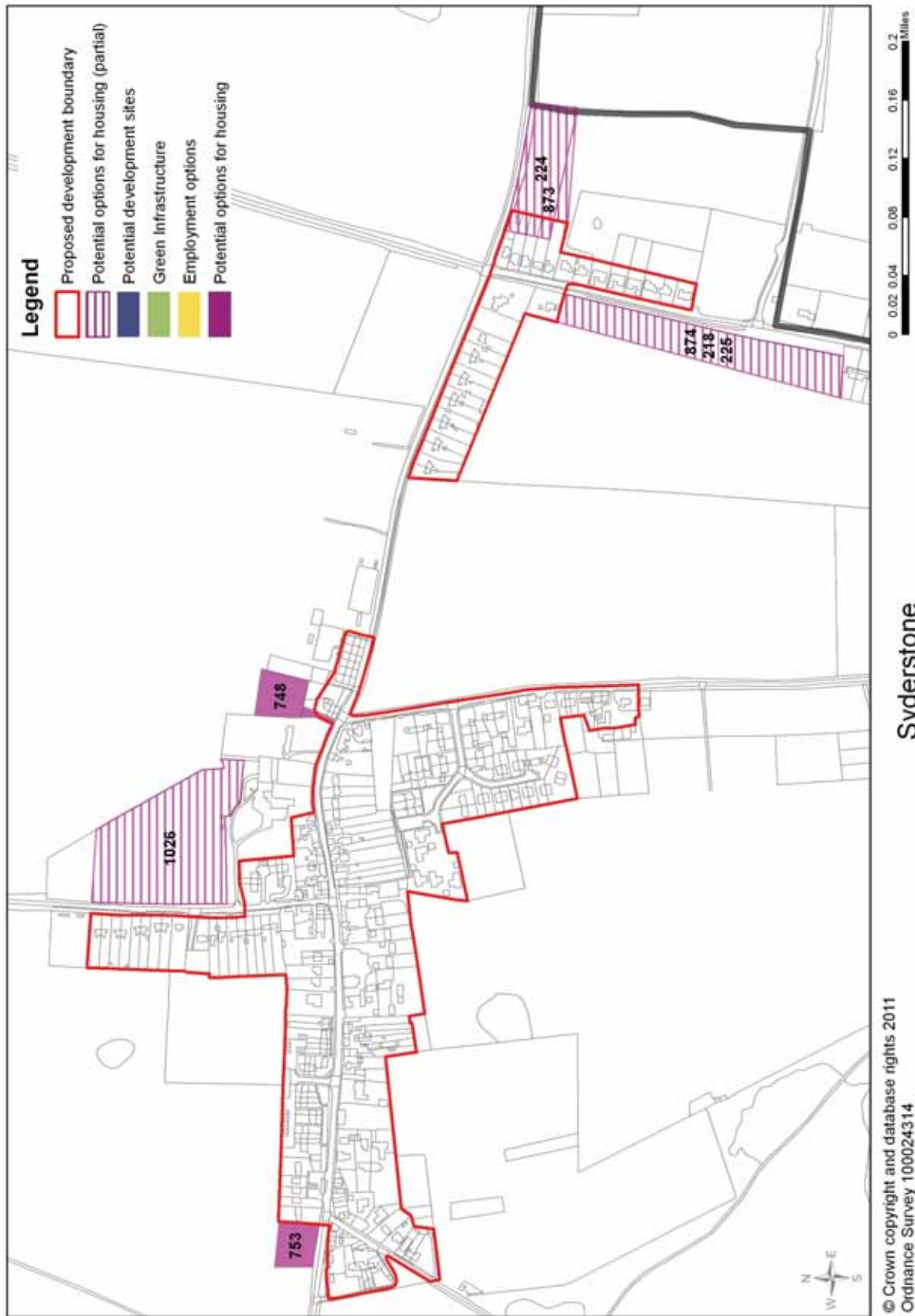
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					countryside. Loss of hedgerow. The site is close to the primary school.
224/873	Land east of Tattersett Road	Agricultural	Residential	0.7	Site 224/873 is a greenfield site (grade 3 agricultural) and has been submitted more than once. The site is large and new development would encroach into the countryside. Mature trees and hedge exist on the front boundary. Access to the site is very poor - a one track, poor quality road.
748	Land East of St. Mary's Church	Agricultural	Residential	0.3	Site 748 is a greenfield site (grade 3 agricultural). The site has poor access – a one track, poor quality road which is a public right of way. There is a public right of way across the site. Mature trees exist on the front boundary. Any development would encroach into the countryside, but this could be screened.
753	Land West of 26, The Street	Agricultural	Residential	0.2	Site 753 is a greenfield site (grade 3 agricultural). Site 753 is bordered by mature trees and development would result in a loss of mature hedgerow. Any development would encroach into the countryside and would alter the western approach to the settlement, however, it could

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					mirror frontage development on the south side of The Street.
1026	Land to the east of Creak Road	Agricultural	Residential	1.8	Site 1026 is a greenfield site (grade 3 agricultural). Mature hedgerow, mature trees and some pylons present on the border of site which would constrain frontage development. The site is large in scale for a rural village and development could intrude into the landscape and harm the landscape setting. If allocation is required only part of this site may accommodate small-scale infilling or affordable housing.

## Question Rural Village - Syderstone

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?





## 9.21 Ten Mile Bank

**9.21.1** Ten Mile Bank is a hamlet 5 miles south of Downham Market and is part of Hilgay parish. It is situated on the west bank of the River Great Ouse between Denver and Littleport and has the only road crossing of the river between these two points. The river road between Denver and Littleport runs parallel to the main A10 London – Cambridge – King’s Lynn road on the opposite side of the river. The village has a school and bus service.

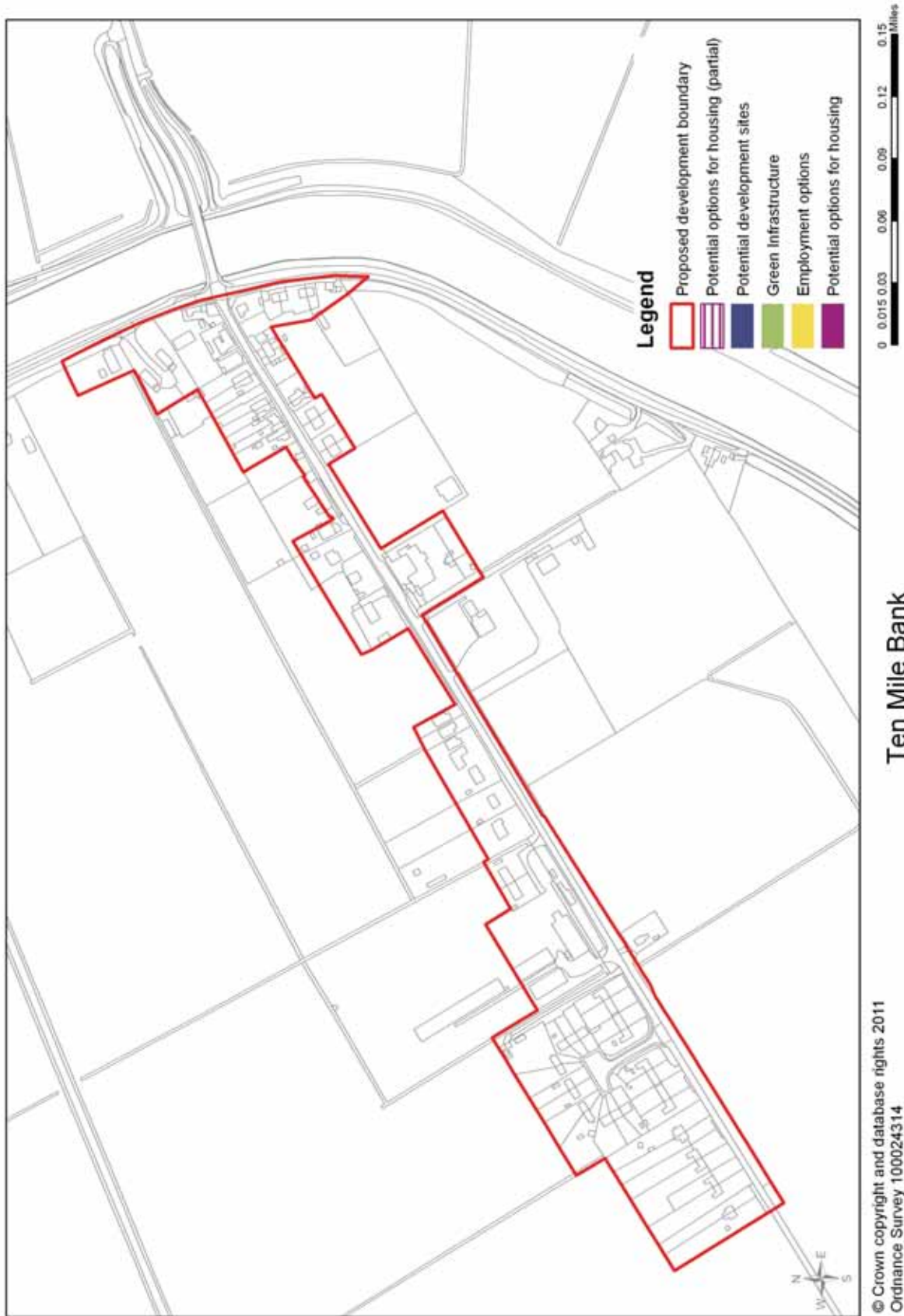
**9.21.2** In considering landscape character Ten Mile Bank falls within the “The Fens – Open Inland Marshes” landscape character type. This type of landscape is defined in the borough’s Landscape Character Assessment as being characterised by a large scale landscape with extensive vistas and wide open skies evoking a strong sense of openness, exposure and isolation. The elevation of the landscape ranges between 1m AOD to -2m AOD resulting in a strikingly flat, low lying terrain. Strong geometric and linear landscape patterning is defined by large scale intensive arable farming with extensive field units divided by a regular network of drainage ditches and dykes, long straight roads, large straight rivers and cut off channels. This is a largely unsettled landscape with villages and dispersed farmsteads with adjoining outbuildings.

**9.21.3** The Strategic Flood Risk Assessment has identified that the village falls within Category 3 High Risk (Tidal) and the Hazard (rapid inundation) Zone. East of the river the land falls within Category 3a High Risk (Fluvial).

**9.21.4** Currently there are no suitable, available and deliverable sites proposed for allocation in these villages. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for ‘rejecting’ a site.

### **Question Rural Village - Ten Mile Bank**

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 9.22 Thornham

**9.22.1** Thornham is a linear coastal settlement located approximately 4 miles from the main town of Hunstanton. The village contains two pubs and a GP surgery but no school and limited services. Thornham parish has a small estimated population of 390<sup>(50)</sup>. Thornham is linked to other coastal villages via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells next the Sea.

**9.22.2** Thornham attracts seasonal tourists due to its accessibility on the main coastal route (A149) and due to its position within Norfolk Coast AONB and directly on the Norfolk Coast Path. The village contains some traditional and modern development, often constructed with white clunch, flint, red brick and red clay pantiles and has a designated Conservation Area. The village is characterised by open coastal mashes to the north and the area includes a dynamic patchwork of saltmarsh and mudflats, dissected by a complex network of ditches, creeks and lagoons along the coastal fringe. There are open panoramic views towards the coast from northern parts of the village.

**9.22.3** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.22.4** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.22.5** Views are invited on any of the sites. Potential options are shown on the accompanying map.

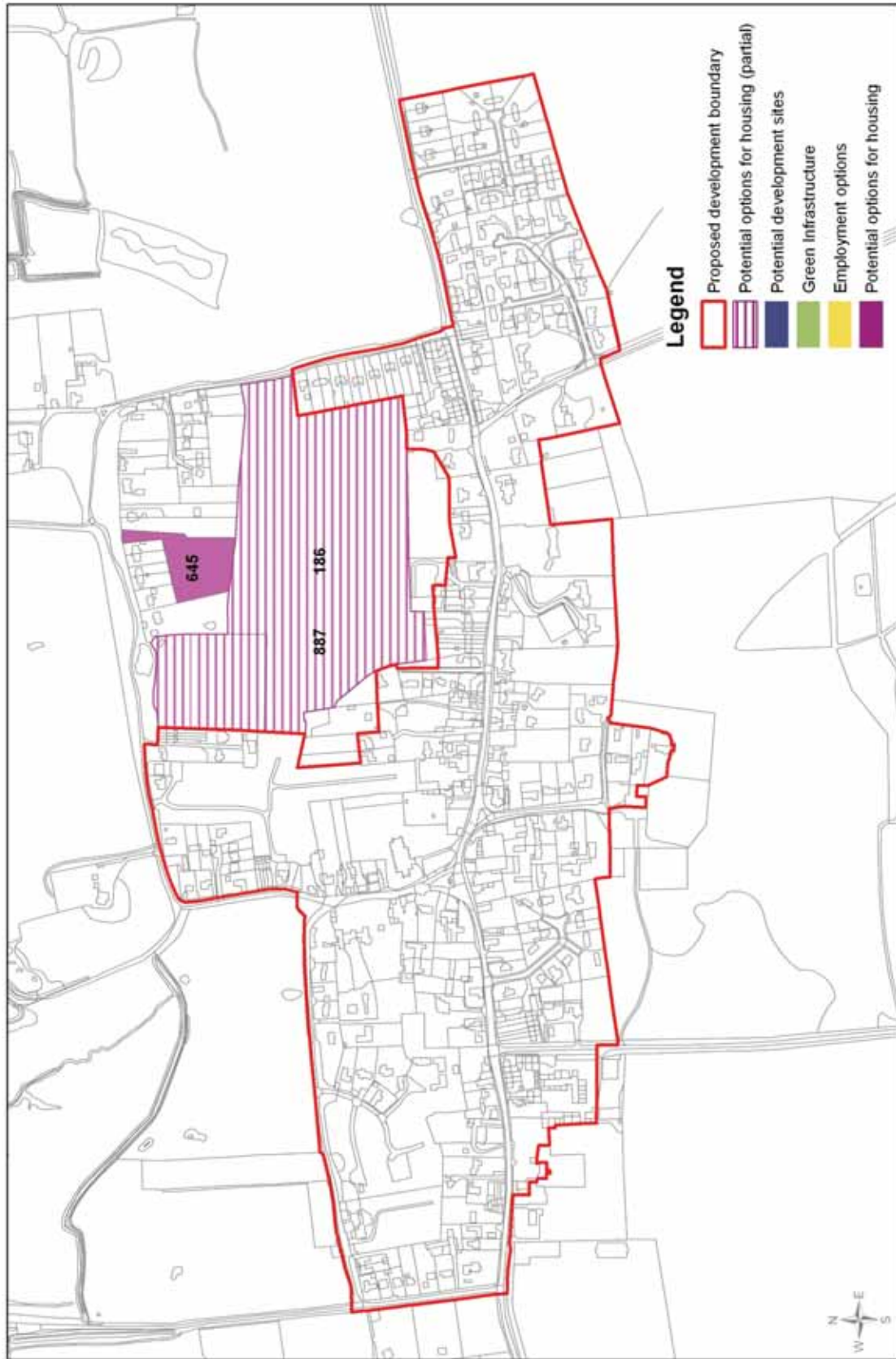
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
186/887	Land North of Thornham Primary School	Agricultural	Care complex with associated health facilities, residential and retail	8.4	Site 186/887 is a greenfield site (grade 3 agricultural). Part of the site is used for playing fields. The site is within a sensitive location, both within the AONB and adjacent to a conservation area, therefore major development is inappropriate. The site is

50 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					large in scale for a rural village. It would be difficult to create more frontage or infill development without constraining access for agricultural vehicles or decreasing the size of the playing fields.
645	Oldfield Green	Paddock	Residential	0.6	Site 645 is a greenfield site. The site is within the AONB therefore major development is inappropriate. Any development will have a visible impact on the existing landscape/ townscape affecting the AONB. Access is likely to be an issue due to the narrow entrance to the site, and the narrow road it leads onto (The Green). There is no established footpath to nearby services, and services are fairly distant from the site. Potential biodiversity impact. Loss of grade 3 agricultural land.

## Question Rural Village - Thornham

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



Thornham

## 9.23 Three Holes

**9.23.1** Three Holes is situated to the south of Upwell, as the A1101 bridges the Middle Level Main Drain. The settlement is linear and sprawling in form along the A1101 Main Road and is located 8 miles south of Wisbech.

**9.23.2** The population of Three Holes is estimated to be 390 (see Distribution of Development chapter). The village has a shop, commutable bus route, a pub and employment and as a result has been classed as a Rural Village within the Core Strategy.

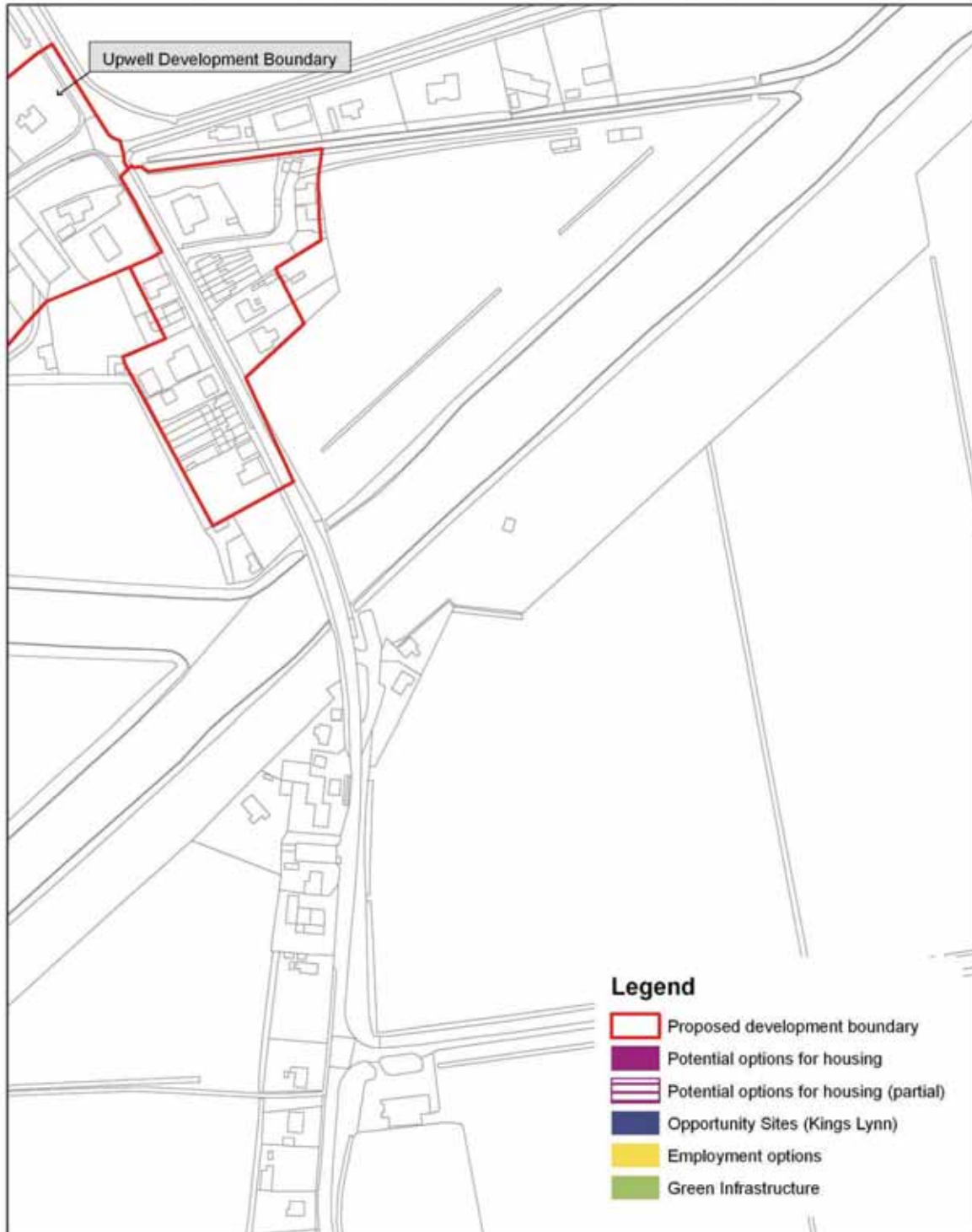
**9.23.3** There were no infrastructure constraints identified for a limited scale of growth in the village. However Three Holes is identified as at high fluvial flood risk (category 3) and part of the village is within the Hazard Zone.

**9.23.4** In landscape terms the village lies between two landscape types. 'The Fens - Settled Inland Marshes', within a backdrop of arable farmland and plantations, dominate this very flat, low-lying landscape with its vast open skies. The settlement pattern further consists of several isolated farmsteads with associated farm buildings, dotted linearly along the rural roads. The second character area, 'The Fens - Open Inland Marshes', is situated to the east of Downham Market with the Middle Level Main Drain diagonally cutting the area in half. The land use in this large-scale, low-lying landscape is predominantly intensively managed arable farmland with a dense regular network of dykes and ditches.

**9.23.5** Currently there are no suitable, available and deliverable sites proposed for allocation in these sites. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Rural Village - Three Holes

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Three Holes

0 0.015 0.03 0.06 Miles



## 9.24 Tilney All Saints

**9.24.1** Tilney All Saints is situated approximately 3 miles south west of King's Lynn, between the A17 and A47. The village is located in the Fens and although it stretches north-south along the main village road the village gives the appearance of being focussed around the church.

**9.24.2** Tilney All Saints is designated a Rural Village in the Core Strategy, there are limited employment opportunities in the village and few services. It has a population of 560<sup>(51)</sup>.

**9.24.3** In considering landscape character, the village is situated within "The Fens – Settled Inland Marshes" landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as having panoramic views across the area and beyond over adjacent fen landscape, a strong historic integrity including historic drainage network and a moderate to strong sense of tranquillity throughout the area.

**9.24.4** The Strategic Flood Risk Assessment has identified that Tilney All Saints is completely constrained by flood zones (tidal) 2 & 3.

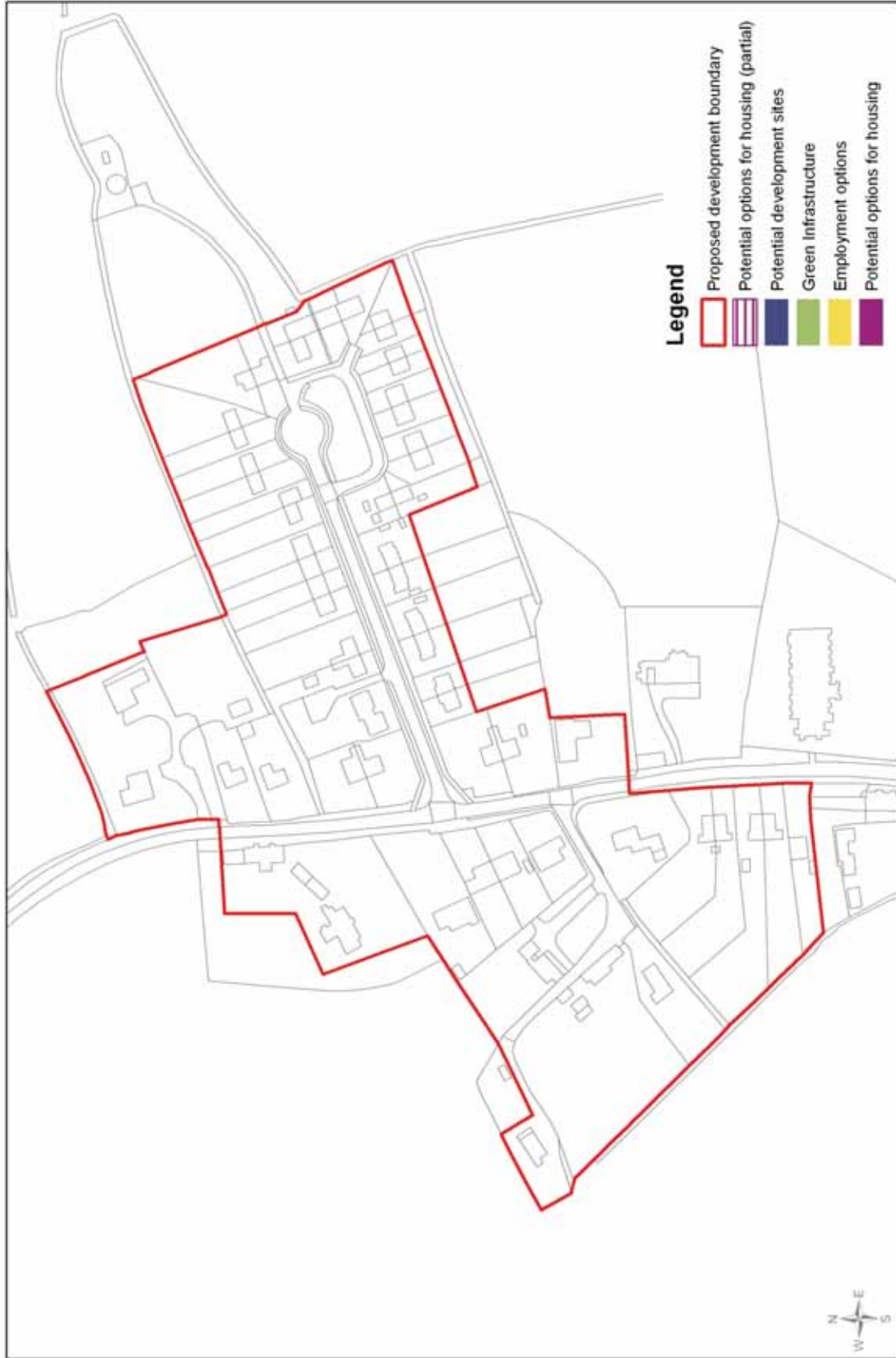
**9.24.5** Currently there are no suitable, available and deliverable sites proposed for allocation in Tilney All Saints. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Rural Village - Tilney All Saints

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

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51 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



0 0.00330.01 4.02 0.02 0.035  
0 10 20 30 40 50  
Metres

Tilney All Saints

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## 9.25 Walpole Cross Keys

**9.25.1** Walpole Cross Keys is located approximately 6 miles west of King's Lynn and 6 miles north-east of Wisbech. The village is positioned in the Fens and is mainly linear in form with an area which contains the few services in the settlement. The topography is flat this gives the settlement an open feel. The predominant building material is brick, usually light red in colour or occasionally buff. Roofs are in the main pitched covered with either pantiles or slate.

**9.25.2** Walpole Cross Keys is designated a Rural Village in the Core Strategy, there are limited employment opportunities in the village and few services including a school, pub and bus route. It has a population of 500<sup>(52)</sup>.

**9.25.3** In considering landscape character, the village is situated within the "Drained Coastal Marsh" landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as having a strong sense of openness, with open views towards a generally undeveloped coastal skyline, is predominantly isolated and rural character with open, panoramic views across the ever-changing nature of the seascape (The Wash) and having an intricate network of inter-tidal habitats.

**9.25.4** The Strategic Flood Risk Assessment has identified that Walpole Cross Keys is completely constrained by flood zones (tidal) 2 and 3.

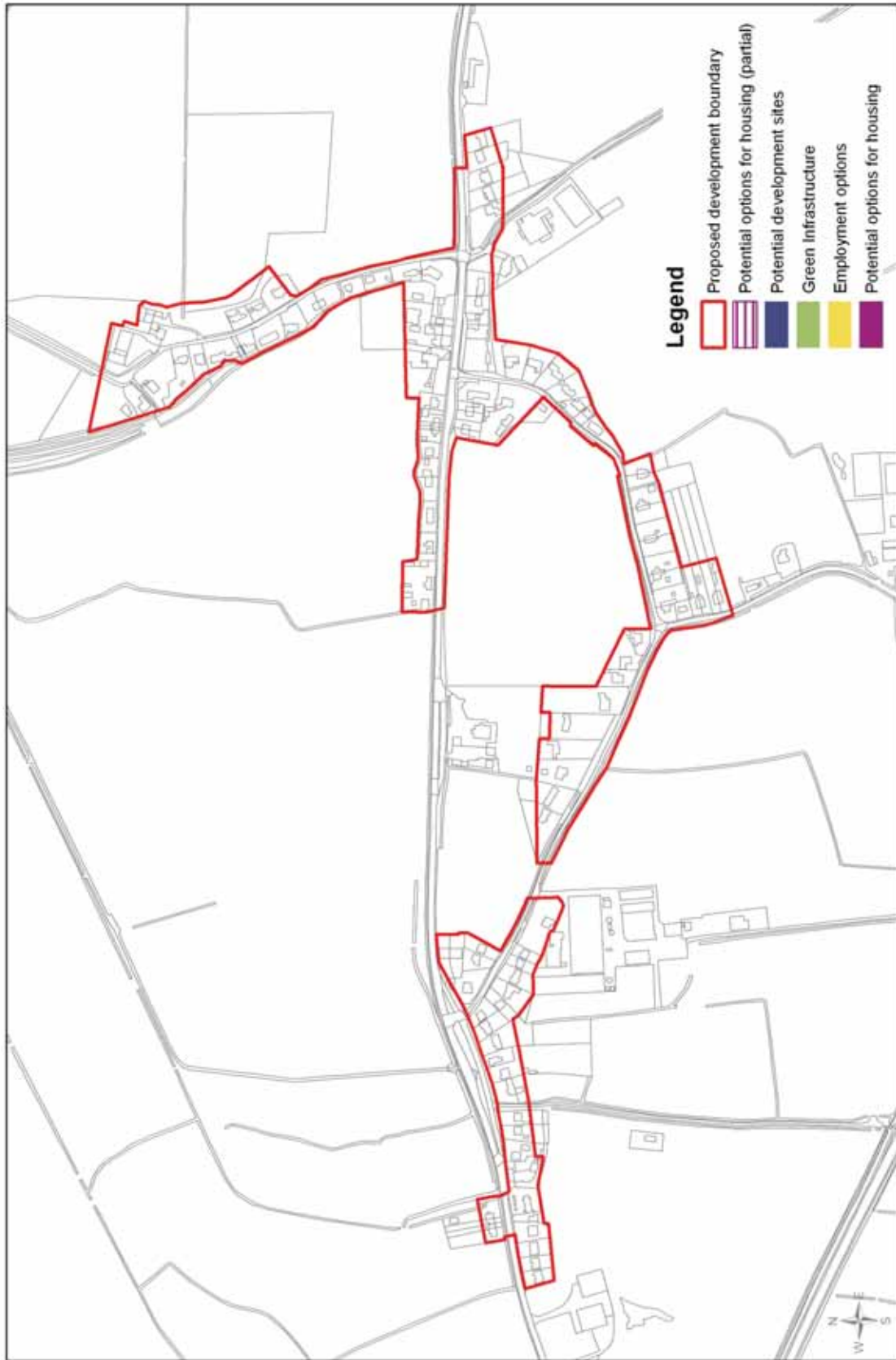
**9.25.5** Currently there are no suitable, available and deliverable sites proposed for allocation in Walpole Cross Keys. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Rural Village - Walpole Cross Keys

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

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52 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



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### Walpole Cross Keys

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Ordnance Survey 100024314

## 9.26 Walpole Highway

**9.26.1** Walpole Highway developed at the point where the old A47 trunk road intersected with a Marshland Drove. The village has a peaceful character since the A47 bypass in the 1990s. The settlement is linear in its original form although more recent development has given it a rectangular shape. The village is very open in character with few enclosed spaces.

**9.26.2** There is a limited local employment base and few services, including school, pub, filling station and bus route. Walpole Highway has a population of 720<sup>(53)</sup>.

**9.26.3** In considering landscape character, the village is situated within the “Drained Coastal Marsh” landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as having a strong sense of openness, with open views towards a generally undeveloped coastal skyline, is predominantly isolated and rural in character with open, panoramic views across the ever-changing nature of the seascape (The Wash) and having an intricate network of inter-tidal habitats.

**9.26.4** The Strategic Flood Risk Assessment has identified that Walpole Highway is almost completely constrained by flood zone (tidal) 2 with flood zone (fluvial) 3.

**9.26.5** The following table shows the sites which were ‘accepted’ or ‘partially acceptable’ (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.26.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.26.7** Views are invited on any of the sites. Potential options are shown on the accompanying map.

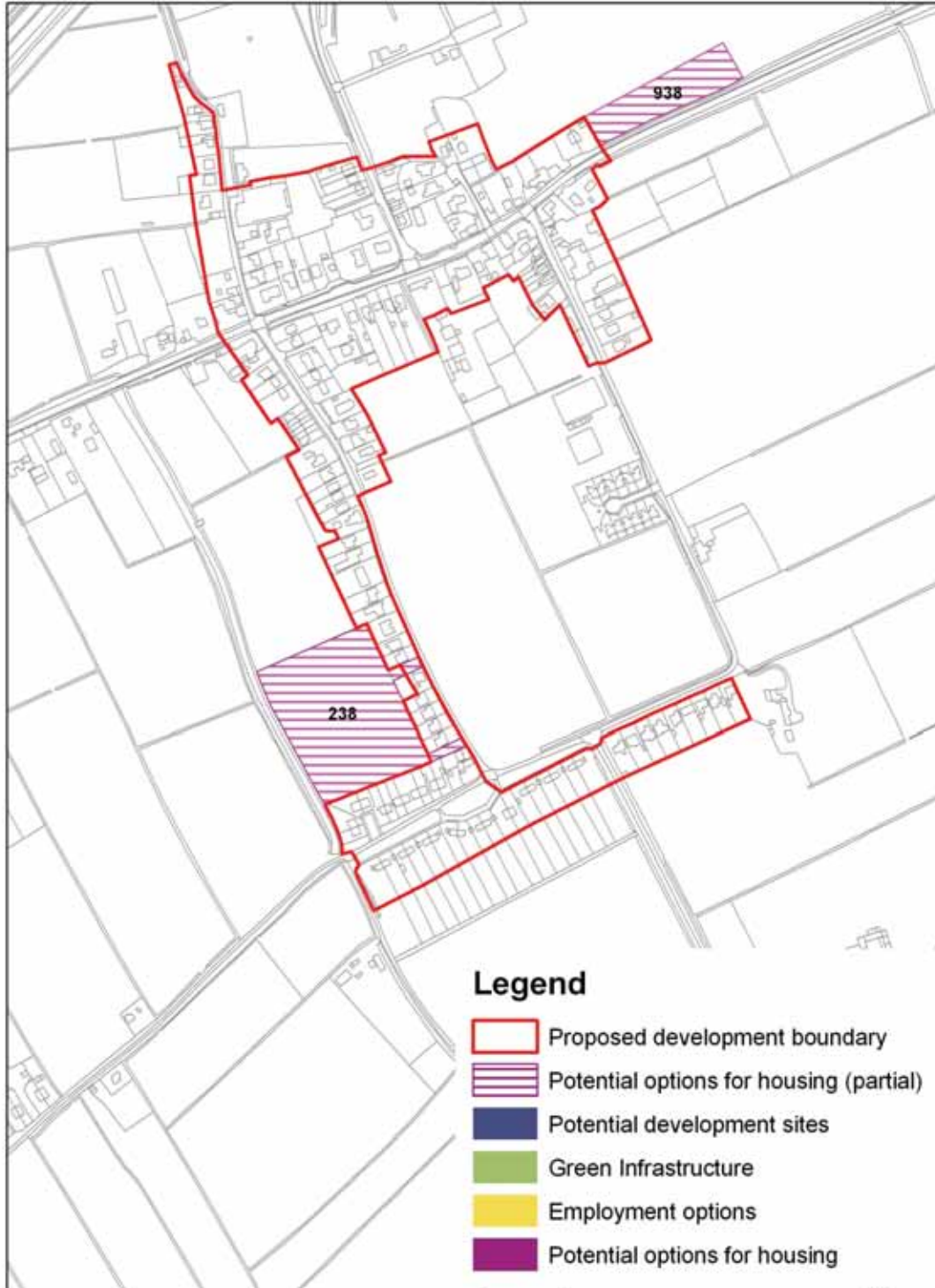
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
238	Land at School Road.	Agricultural.	Residential.	1.8	Site 238 is a greenfield site outside built environment boundaries and grade 2 agricultural land. The southern access would be the only suitable access because

53 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					the northern access is within a flood zone. The remainder of the site is situated to the rear of a linear form of development.
938	Land at Main Road.	Agricultural.	Residential.	0.6	Site 938 is a greenfield site outside built environment boundaries with a small frontage area unconstrained by flood risk which is grade 1 agricultural land. Achieving a safe access may be challenging.

## Question Rural Village - Walpole Highway

1. Do you agree with the development boundaries shown on the map?
2. Of the potential options which is your preferred location for growth? Why?
3. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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Walpole Highway

00000 02 03 04 05  
Miles

## 9.27 Walpole St Peter / Walpole St Andrew / Walpole Marsh

**9.27.1** The population of Walpole is 1,740<sup>(54)</sup> and this parish includes the villages of Walpole St Peter, Walpole St Andrew and Walpole Marsh. These villages are situated 6 miles to the north east of Wisbech, and approximately 10 miles south of King's Lynn. The villages of Walpole St Peter and Walpole St Andrew are physically joined, but within each village the settlement pattern is nucleated around the village church with spurs of development from this. Walpole Marsh is distinct but made up of a linear development along The Marsh Road, and is much smaller in size.

**9.27.2** Collectively the villages have a range of services and facilities including schools, a commutable bus route, a convenience store, retail and employment uses. The Core Strategy groups the settlements together to collectively form a Rural Village. This is due to the shared services and facilities between the settlements and the close functional relationship.

**9.27.3** There were no infrastructure constraints identified for a limited scale of growth in the villages. Walpole Marsh is identified in the Strategic Flood Risk Assessment as being at high (category 3) tidal flood risk, with parts of Walpole St Peter and Walpole St Andrew at low to medium risk (category 2).

**9.27.4** In relationship to landscape character, Walpole is situated at the northern extent of the 'Settled Inland Fens'. This large-scale, low-lying landscape offers extensive panoramic views in all directions, occasionally framed by fruit orchards scattered throughout the area. Dykes and ditches demarcate the small to medium sized mainly irregular fields, and often also follow the course of rural roads. Settlement pattern consists of large-scale farmsteads and nucleated hamlets and villages, including Walpole St. Andrew and St. Peter. Building character varies from old style farmhouses to relatively new suburban red or buff coloured brick housing. A network of narrow rural roads connects the villages.

**9.27.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.27.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1. All sites in Walpole Marsh and Walpole St Andrew were discounted in the SHLAA process.

**9.27.7** Views are invited on any of the sites. Potential options are shown on a map which follows the table.

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54 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



## Walpole St Peter

Site Ref.	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
33	Land at Townsend Estate.	Agricultural.	Residential.	1.4	Site 33 is a large greenfield site outside built environment boundaries and grade 1 agricultural land on the west edge of the settlement, development would have a negative impact upon the local landscape. Access appears to be an issue. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
59	Land between Police Road & Pidgeon Street.	Agricultural.	Residential.		Site 59 is a large greenfield site outside built environment boundaries and grade 1 agricultural land on the west edge of the settlement the edge of settlement nature would have a negative impact upon the local landscape. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					small-scale infilling or affordable housing.
306	Land south of Walnut Road.	Agricultural.	Residential.	0.9	Site 306 is a greenfield site outside built environment boundaries in agricultural use grade 2 land. The site has poor access to services and the edge of settlement nature would have a negative impact upon the local landscape. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
353	Frontage of a field at Church Road	Agricultural.	Residential.	1.4	Site 353 is a greenfield site outside built environment boundaries and grade 1 agricultural land. The site is the frontage of a field. The site has a drainage ditch and mature hedgerow which may be home for many species on its frontage, there is poor access to services. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate

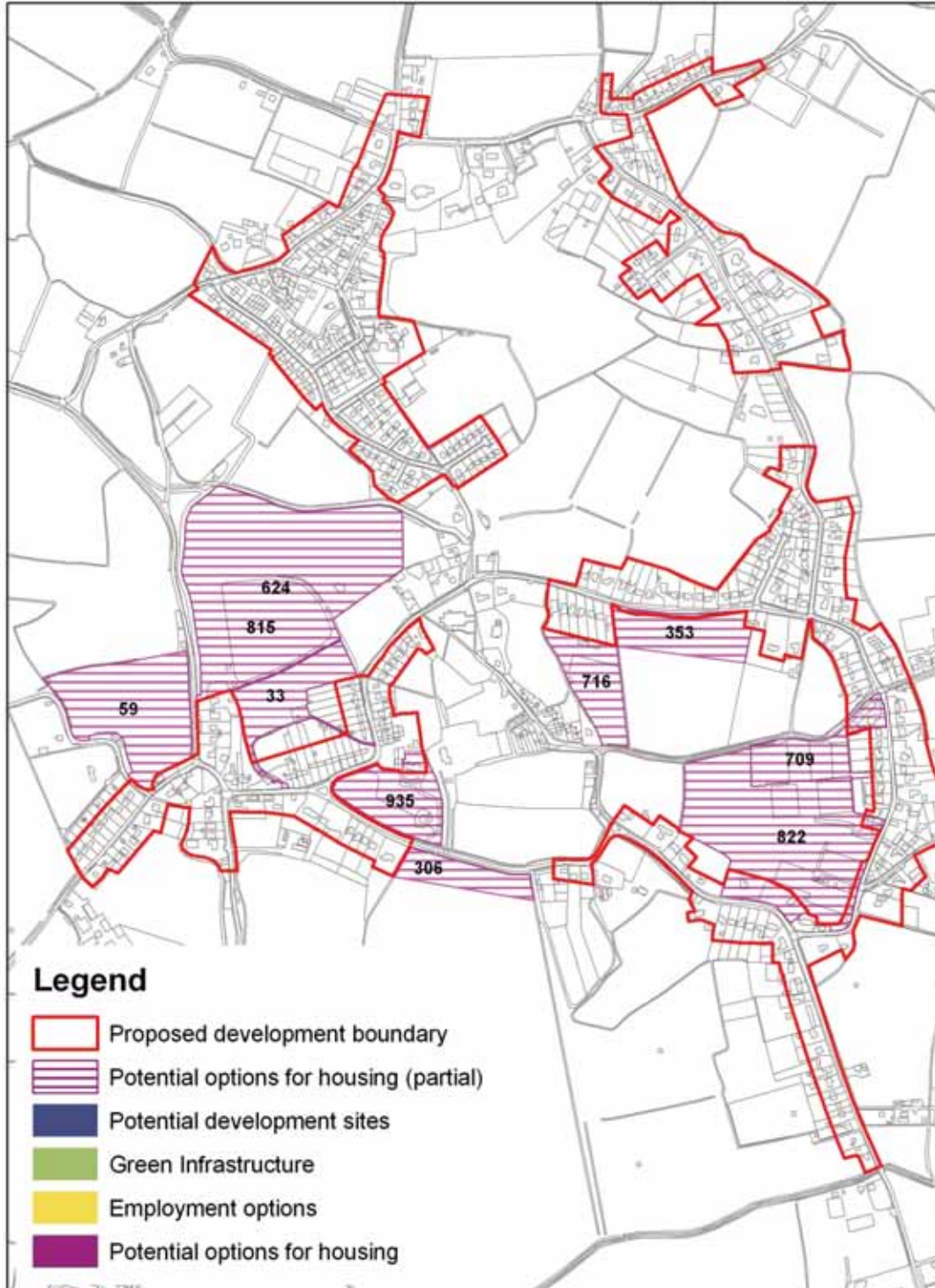
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					small-scale infilling or affordable housing.
624 & 815	Land between Stickfast Lane and Police Road.	Agricultural.	Mixed residential & leisure.	7.8	Site 624 is a very large greenfield site outside built environment boundaries and grade 1 agricultural land. The site has poor access to services and the edge of settlement nature would have a negative impact upon the local landscape. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing. The Core Strategy also sets out criteria for determining the suitability of alternative uses therefore sites will only be allocated for residential use.
709	Land at Elm House, Chalk Road.	Agricultural.	Residential.	1.3	Large agricultural/horticultural site (grade 1) outside built environment boundaries. Partially within flood zones 2 tidal. The site has poor access to services. The Core Strategy identifies need to sustain existing

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
716	Land to rear of Two Jays, Church Road.	Agricultural.	Residential.	1.3	A large agricultural site (grade 1) outside built environment boundaries. The site has poor highways access & access to services and the edge of settlement nature would have a negative impact upon the local landscape. The site has poor access to services. The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
822	Land to the South of Dunces Lane.	Water Garden/ Horticultural Business & agricultural.	Mixed residential & business.	5.6	A very large mixed use agricultural (grade 1) & horticultural site outside built environment boundaries. The site has poor access to services, development on the entire site would be of to large scale for the settlement as a rural village, if allocation is required part of this site

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					may accommodate small-scale infilling or affordable housing. The Core Strategy sets out criteria for determining the suitability of alternative uses therefore sites will only be allocated for residential use.
935	Berkeley House, Walnut Road.	Residential garden.	Mixed residential & employment.	1.5	A large greenfield garden site partially outside built environment boundaries. Development on the entire site would be of too large scale for the settlement as a rural village if allocation is required part of this site may accommodate small-scale infilling or affordable housing. The Core Strategy sets out criteria for determining the suitability of alternative uses therefore sites will only be allocated for residential use.

## Question Rural Village - Walpole St Peter, Walpole St Andrew and Walpole Marsh

- Do you agree with the development boundaries shown on the map?
- Of the potential options which is your preferred location for growth? Why?
- Are there any other sites you wish to bring to our attention? Why would they be more suitable?

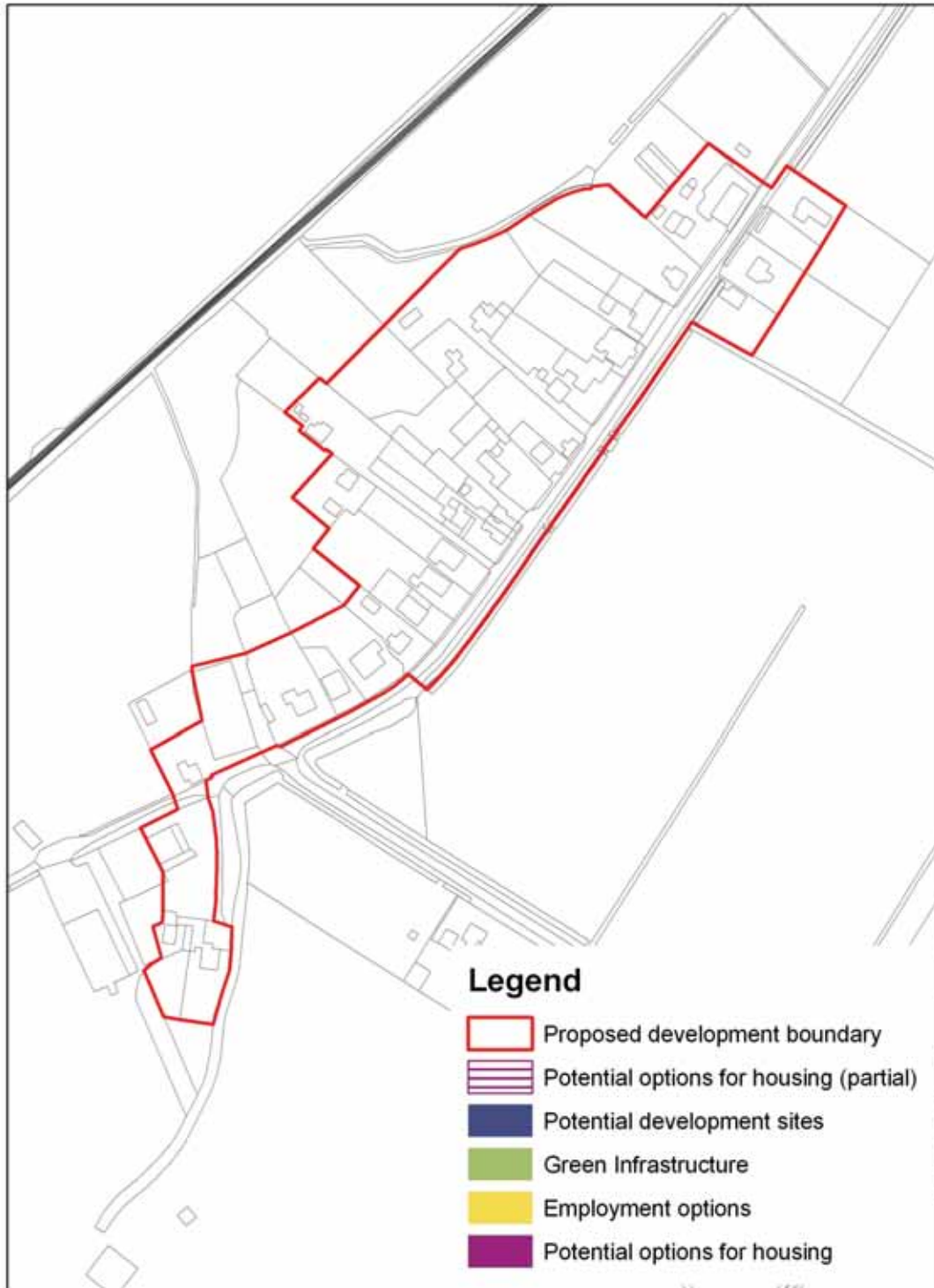


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Walpole St Andrew  
and Walpole St Peter

0 0.04 0.08 0.12 0.16 0.2 Miles



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Walpole Marsh

0000010020030045  
Miles

## 9.28 Welney

**9.28.1** The village of Welney is situated to the south west of the borough, 10 miles south west of Downham Market and 13 miles south of Wisbech. The total population of Welney is approximately 500<sup>(55)</sup>. The village lies adjacent to the Old Bedford River and the River Delph, and is in a curved linear form either side of Main Street, the A1101. The majority of older dwellings are of two-storeys with pitched roofs. Older buildings are built of red or yellow brick and roofing materials are of Welsh slate or Norfolk clay pantiles.

**9.28.2** The village stands alongside a Wildfowl and Wetlands Trust nature reserve which is internationally designated for its biodiversity, and in particular bird species. The reserve covers approximately 420 hectares in area.

**9.28.3** The Strategic Flood Risk Assessment indicates that much of the built up area of the village is subject to fluvial flood risk (category 3a - high risk) and the Hazard Zone completely covers the area surrounding the village.

**9.28.4** Welney is designated as a Rural Village in the Core Strategy, due to the limited range of services within the village.

**9.28.5** The Landscape Character Assessment identifies the village as being within 'The Fens – Open Inland Marshes' with wide open skies and a strong sense of openness throughout the area. As mentioned above there is a wetland habitat and other ecologically important features. There is a sparse settlement pattern, but a strong recognisable sense of place and moderately strong sense of tranquillity throughout the area.

**9.28.6** Currently there are no suitable, available and deliverable sites proposed for allocation in Welney. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

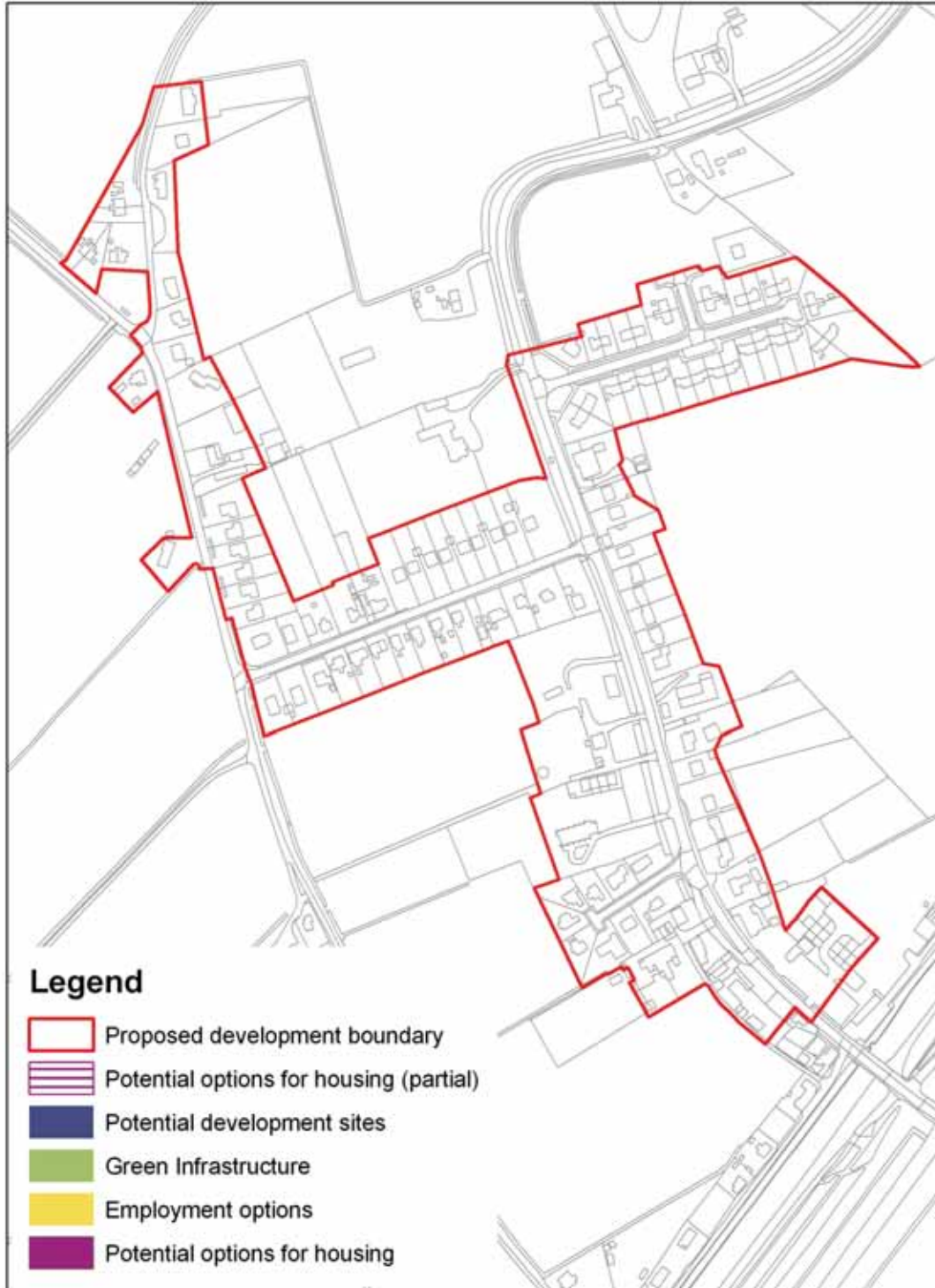
### Question Rural Village - Welney

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

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55 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk





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Welney

0 0.010 0.020 0.030 0.040 0.050  
Miles



## 9.29 Wereham

**9.29.1** The village of Wereham is situated 6 miles south east of Downham Market and has a population of 660<sup>(56)</sup>. The older part of the village is focused around the church and village pond, with more recent development forming a linear pattern along Stoke Road and Flegg Green. Within the older part of the village building materials include stone walls with pantiled pitched roofs, outside of this central core the major building material is brick. The village does have a designated Conservation Area.

**9.29.2** The village has a pub and other retail and employment uses but no other local services and so the village has been classed as a Rural Village in the Core Strategy. There were no infrastructure constraints identified for a limited scale of growth in the village.

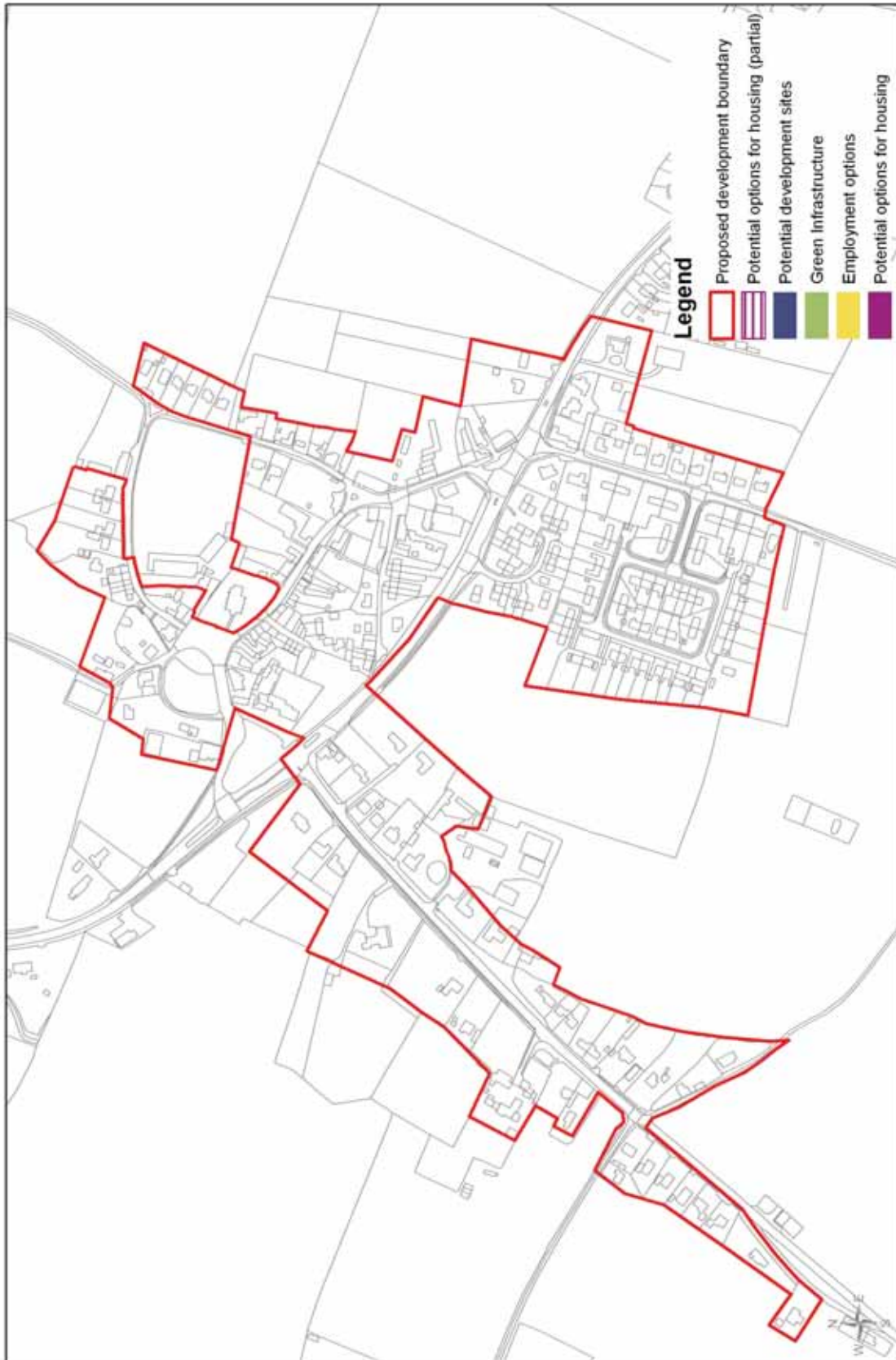
**9.29.3** The Landscape Character Assessment identifies the village as being within the 'Settled Farmland with Plantations' character type. The flat to gently rolling landscape encompasses several small linear villages (including Wereham) nestling within a predominantly agricultural backdrop. The field pattern consists of a network of small to medium fields delineated by a variety of field boundaries including hedgerows, drainage ditches, mature trees and wooden fencing. Several plantations woodlands, hedges, rows of poplars and other mature trees, frame views and give a sense of enclosure. A network of mainly rural, peaceful roads (often aligned by drainage ditches) connects the farms and villages

**9.29.4** Currently there are no suitable, available and deliverable sites proposed for allocation in Wereham. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Rural Village - Wereham

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

56 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



- Legend**
- Proposed development boundary
  - Potential options for housing (partial)
  - Potential development sites
  - Green infrastructure
  - Employment options
  - Potential options for housing



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Wereham

## 9.30 West Newton

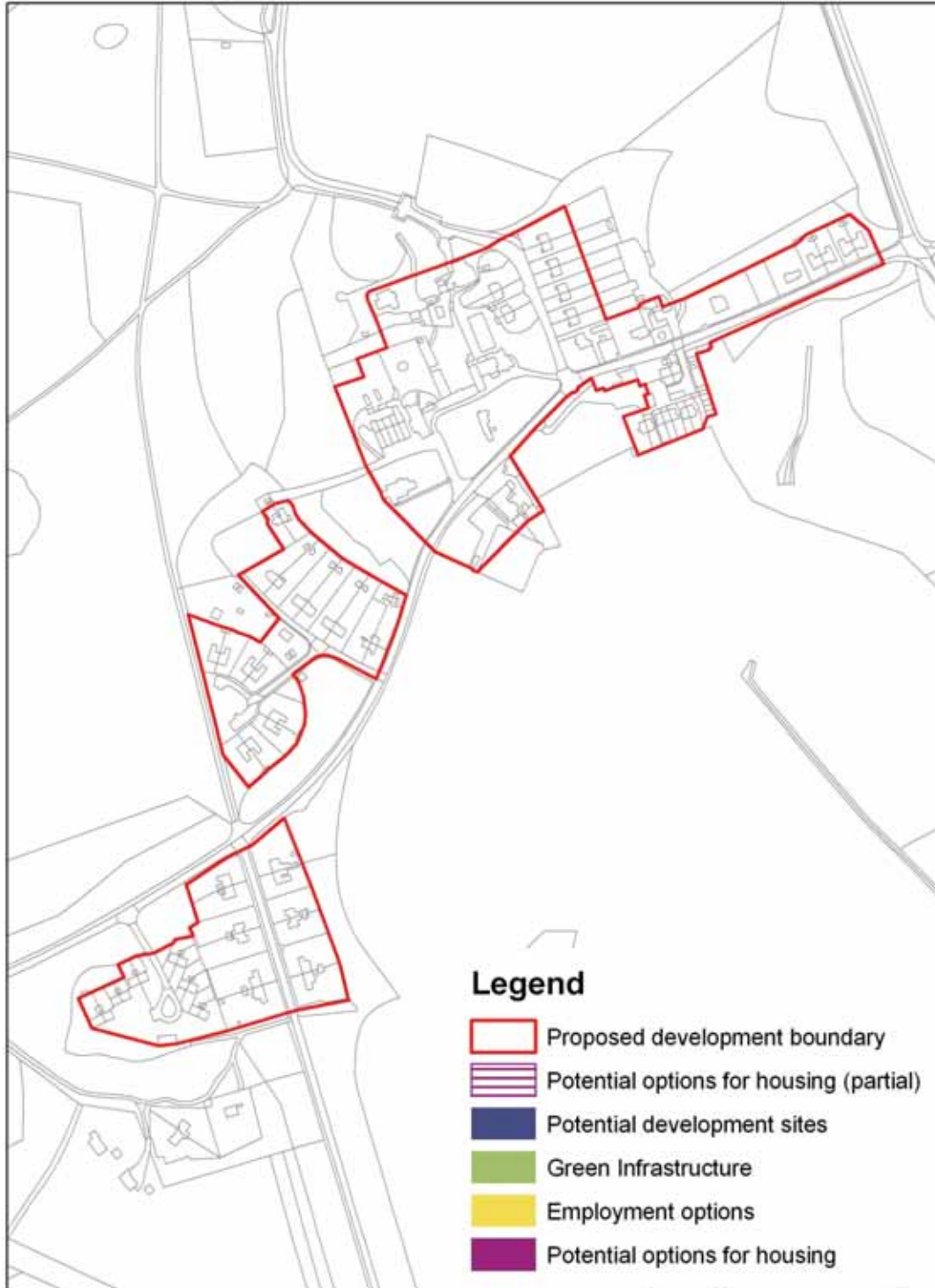
**9.30.1** West Newton is a small village located about 8 miles north east of King's Lynn. The village has strong links with Sandringham Estate encompassing a series of estate cottages within a woodland setting, located next to a church. The settlement is partly within Norfolk Coast AONB.

**9.30.2** West Newton is located in the parish of Sandringham which has an estimated population of 410. West Newton supports a primary school, social club and village shop but is otherwise limited in service provision. The village is served by a local bus service. The village is within the general character area of 'Wooded Slopes with Estate Land' which is a very mature landscape character, including vast expanses of mature coniferous woodland.

**9.30.3** Currently there are no suitable, available and deliverable sites proposed for allocation in West Newton. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### **Question Rural Village - West Newton**

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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West Newton

0 0.05 0.1 0.2 0.3 0.4 0.5 Miles



## 9.31 Wiggerhall St Germans

**9.31.1** Wiggerhall St Germans is a large village situated either side of the River Great Ouse at an ancient crossing point, 5 miles south of King's Lynn. The river is an important feature of the character of the village, but does not dominate its character, which is of a traditional Marshland style. The population is 1,340<sup>(57)</sup>. St Germans has a school, bus service, shop, and pub.

**9.31.2** The Infrastructure Study indicates that the infrastructure capacity could broadly accommodate the anticipated growth but the Water Management Alliance has identified limited capacity in drainage terms.

**9.31.3** In considering landscape character Wiggerhall St Germans falls within the "The Fens – Open Inland Marshes" landscape character type. This type of landscape is defined in the borough's Landscape Character Assessment as being characterised by a large scale landscape with extensive vistas and wide open skies evoking a strong sense of openness, exposure and isolation. The elevation of the landscape ranges between 1m AOD to -2m AOD resulting in a strikingly flat, low lying terrain. Strong geometric and linear landscape patterning defined by large scale intensive arable farming with extensive field units divided by a regular network of drainage ditches and dykes, long straight roads, large straight rivers and cut off channels. A largely unsettled landscape with villages and dispersed farmsteads with adjoining outbuildings.

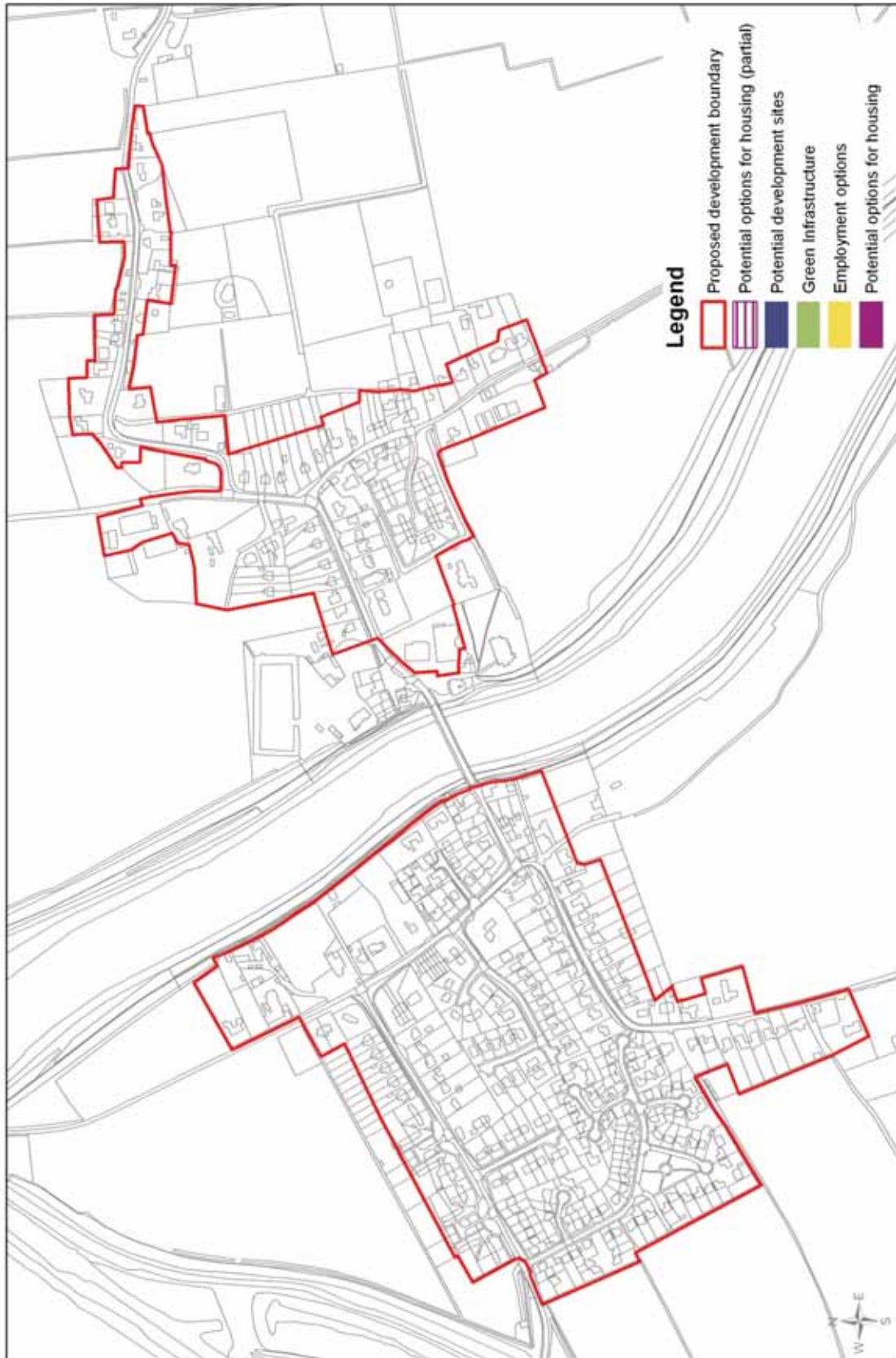
**9.31.4** The Strategic Flood Risk Assessment has identified that the village falls within Category 3 High Risk (Tidal) and the Hazard Zone.

**9.31.5** Currently there are no suitable, available and deliverable sites proposed for allocation in Wiggerhall St Germans. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Rural Village - Wiggerhall St. Germans

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

57 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk



Wighenhall St Germans

## 9.32 Wiggenhall St Mary Magdalen

**9.32.1** The village of Magdalen is situated on the west bank of the River Great Ouse; 7 miles south of King's Lynn. The river clearly defines its eastern edge. In other directions, however, the village is less clearly defined. The village is flat with few trees of significance and there is no obvious focal point; the Church and pub being at the northern end of the village near to the bridge in the older part of the village. Most of the older buildings are two-storey, some having small front gardens. There are, however, a considerable number of bungalows and much of the newer development has been of this type. Magdalen has a school, shop and a pub. The population is 710<sup>(58)</sup>.

**9.32.2** In considering landscape character Wiggenhall St Mary Magdalen falls within the "The Fens – Open Inland Marshes" landscape character type. This type of landscape is defined in the Borough's Landscape Character Assessment as being characterised by a large scale landscape with extensive vistas and wide open skies evoking a strong sense of openness, exposure and isolation. The elevation of the landscape ranges between 1m AOD to -2m AOD resulting in a strikingly flat, low lying terrain. Strong geometric and linear landscape patterning defined by large scale intensive arable farming with extensive field units divided by a regular network of drainage ditches and dykes, long straight roads, large straight rivers and cut off channels. A largely unsettled landscape with villages and dispersed farmsteads with adjoining outbuildings.

**9.32.3** The Strategic Flood Risk Assessment has identified that the village falls with category 3 High Risk (Tidal) and the Hazard Zone.

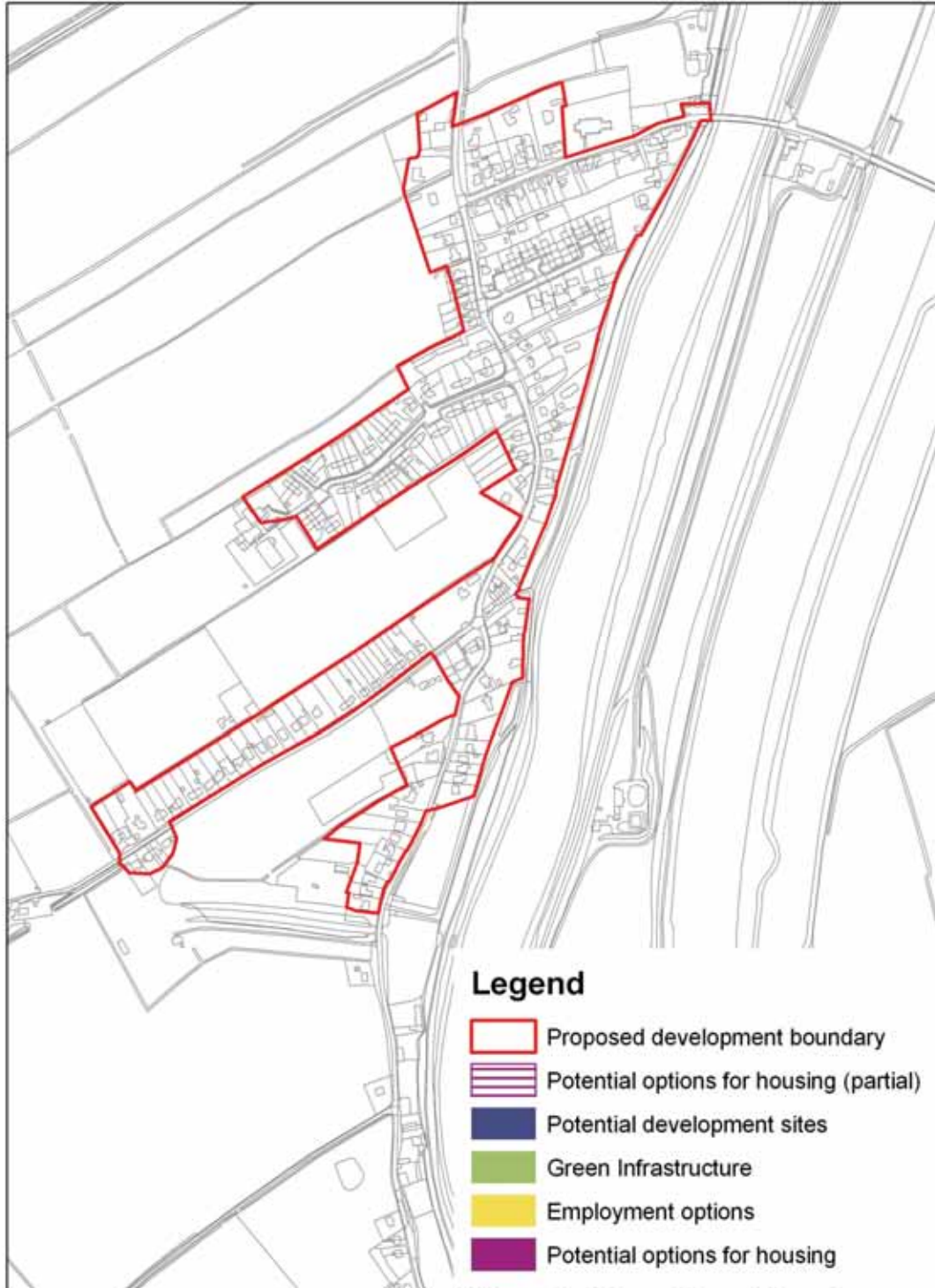
**9.32.4** Currently there are no suitable, available and deliverable sites proposed for allocation in Wiggenhall St Germans. Sites which were put forward but rejected as part of the Strategic Housing Land Availability Assessment (SHLAA) process can be found in Appendix 1, along with explanations for their rejections. Comments are invited on these sites, especially if there is further information which might address the reasons for 'rejecting' a site.

### Question Rural Village - Widdenhall St Mary Magdalen

- a. Do you agree with the development boundaries shown on the map?
- b. Are there any other sites you wish to bring to our attention? Why would they be more suitable?

58 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk





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Wigenhall St Mary Magdalan



## 9.33 Wimbotsham

**9.33.1** The village of Wimbotsham lies just over a mile to the north of Downham Market. The village has a population of 610<sup>(59)</sup> and offers a limited range of services including a school, commutable bus route, convenience store and a pub. The Core Strategy categorises the village as a Rural Village.

**9.33.2** The basic village form is linear, with some growth extending out from the main route through the village. The village has a designated Conservation Area around Church Road, The Street and the village green which form the centre of the village. Older buildings in the village were constructed using Norfolk red brick and carstone, with Norfolk clay pantiles or Welsh slate on roofs.

**9.33.3** There were no infrastructure constraints identified for a limited scale of growth in the village.

**9.33.4** The landscape character area is identified as 'Settled Farmland with Plantations' situated northeast of Downham Market with the Fens to the northern and western boundaries. The flat to gently rolling landform of this character area is covered with a patchwork of arable farmland, historic parkland (often grazed) and rough grassland, interspersed with copses and belts of plantation woodland and a scattering of hamlets and small villages. Occasional ponds and pools are peppered throughout the area. Ditches, trees and hedges often align the rural roads. From the A10, approaching the junction with the A1122 and also from adjacent footpaths, the eastern settlement edge of Downham Market is visible. A network of relatively narrow, rural roads crosses the area and connects the settlements. The main A10, A134 and A1122 roads cut through the area (forming a triangle), with associated noise and visual intrusion.

**9.33.5** Any development to the south of Wimbotsham would need to ensure a strategic gap is maintained between the village and Downham Market. (See also paragraph 5.0.13 Potential development considerations in Downham Market)

**9.33.6** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.33.7** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.33.8** Views are invited on any of the sites. Potential options are shown on the accompanying map.

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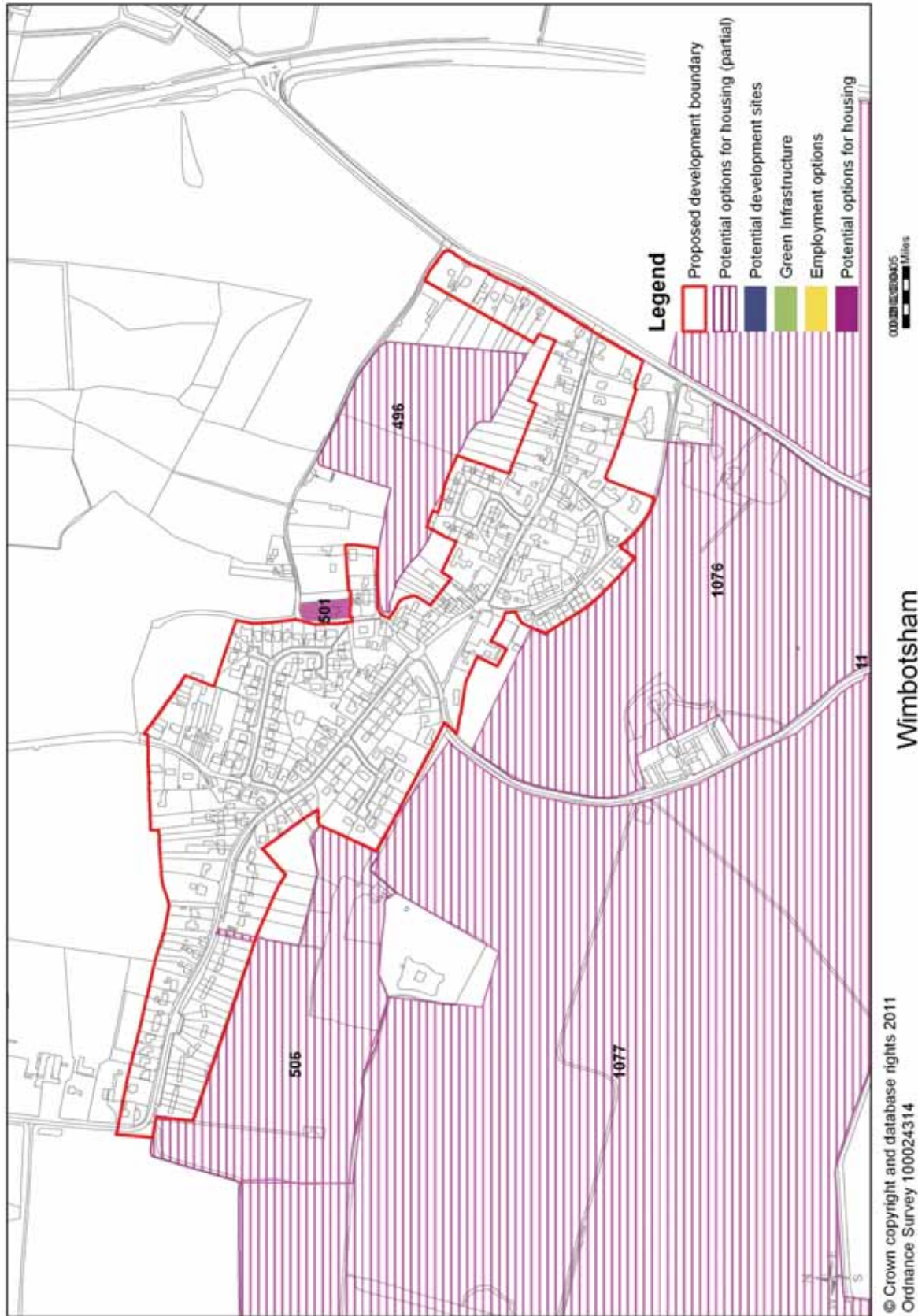
59 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
496	Land off Tinkers Lane	Agricultural	Residential	4.2	Large greenfield site outside built environment boundaries, grade 3 agricultural. The site is completely within the Marham Airfield safeguarding area and partially within a Conservation Area. Appears to be suitable biodiversity habitat with a number of mature trees and a mature hedgerow. Safe access with good visibility may not be possible. Site size would need to be reduced before this site could be allocated.
501	Millers Lane		Residential	0.2	Greenfield garden site outside built environment boundaries. The site is completely within the Marham Airfield safeguarding area and a Conservation Area. Access is poor, along an unmetaled road.
506	Land south of West Way	Agricultural	Residential	8	Large greenfield site outside built environment boundaries, grade 3 agricultural. The site is completely within the Marham Airfield safeguarding area and partially within a minerals consultation area. There appears to be suitable biodiversity habitat. Proposed access from West Way at the edge of the settlement would have a negative impact upon the local landscape. If the site could be reduced it may be suitable for some small-scale infilling or affordable housing.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
1076	The Wimbotsham Estate, Land at Lower Farm and Church Farm	Agricultural	Residential and employment	17	Large greenfield site outside built environment boundaries, grade 3 agricultural. The site is completely within the Marham Airfield safeguarding area and partially within a Conservation Area. There is a public right of way across the centre of the site. If the site could be reduced it may be suitable for some small-scale infilling along Lynn Road or affordable housing.
1077	The Wimbotsham Estate, Land South of West Way	Agricultural	Residential and employment	13.1	Large greenfield site outside the built environment boundaries, grade 3 agricultural. The site is completely within the Marham Airfield safeguarding zone and is partially constrained in the north/west by a minerals consultation area. The west boundary is constrained by a gas pipeline and flood zones. To the south the site is constrained by an Anglian Water cordon sanitaire. There is a public right of way across the south/east section of the site. There appears to be suitable habitat for biodiversity. Only a small area at the eastern end of the site is potentially suitable for a small frontage development of no more than 10 units on Low Road.

## **Question Rural Village - Wimbotsham**

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



## 9.34 Wormegay

**9.34.1** Wormegay lies 6 miles south of Kings Lynn and 8 miles north of Downham Market, a short distance from the A134. The village has a population of 330<sup>(60)</sup>. The Core Strategy categorised Wormegay as a Rural Village because of the limited local services which include a school, a commutable bus route and employment uses.

**9.34.2** The village is linear in form with development along Castle Road, and more recently Bardolphs Way. There is an immediate transition from the built extent of the village into open countryside, and it is important to recognise the significant trees around the castle. Older buildings are generally two-storey with pitched roofs, using yellow and red bricks and blocked and random carstone for walls, and red clay pantiles and slates for roofs.

**9.34.3** A small area of the built extent of Wormegay is identified in the Strategic Flood Risk Assessment as at high risk of fluvial flooding (category 3) and within the Hazard Zone. There were no infrastructure constraints identified for a limited scale of growth in the village.

**9.34.4** The 'Fens - Open Inland Marshes' landscape character type follows the course of the River Nar to the east and is restricted by the banks of the River Great Ouse to the west. The banks limit views westwards and give the landscape a more enclosed feel, in strong contrast with the more open character within the rest of the Open Inland Marshes. The area features managed arable fields, occasionally interspersed with pasture and dykes and ditches frequently demarcate the medium to large, mostly regular fields. Both the main river and relief channels are key landscape features within the area.

**9.34.5** The following table shows the sites which were 'accepted' or 'partially acceptable' (arising from the SHLAA process) and are therefore considered as potential options for allocation for residential development. For an explanation of this project see [page XX](#). For an explanation of the potential scale of development that might be appropriate see chapter 2, [page XX](#).

**9.34.6** Sites which were rejected in the SHLAA process are not included, but are listed in Appendix 1.

**9.34.7** Views are invited on any of the sites. Potential options are shown on the accompanying map which follows the table.

Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
96	Land at Middle Farm.	Mixed residential & agricultural.	Residential.	1.4	A mixed garden and large field outside built

60 figure from Norfolk County Council mid 2009 parish population estimates for Norfolk

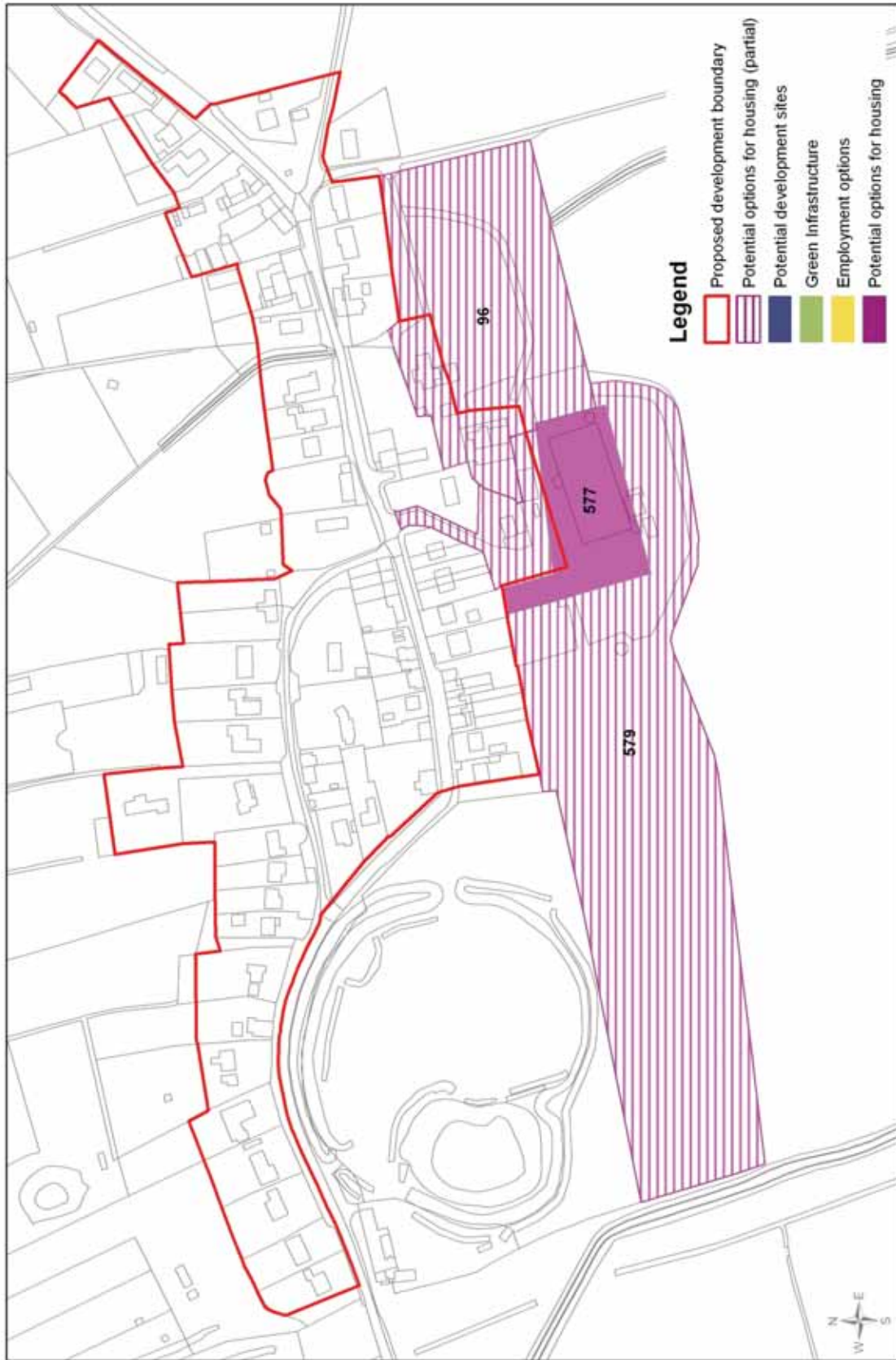
Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					environment boundaries, grade 3 agricultural land. Accessed via a shared drive with neighbouring agricultural use. Any development would be to rear of a property with a frontage with Castle Road which may have a negative impact upon amenity. No pavement to services (school). The Core Strategy identifies need to sustain existing services in rural villages, therefore if allocation is required part of this site may accommodate small-scale infilling or affordable housing.
577 & 579	Land at Middle Farm	Agricultural.	Residential.	3.6	A large agricultural site (grade 3 and 4), with a part of the site outside the built environment boundaries. The site is partially within fluvial flood zones 2 & 3 has TPO trees present and is adjacent to an ancient monument. The site is edge of settlement, any development would have a positive effect on neighbouring amenity with closure of the added value agricultural activity and reduce lorry movements. The greenfield part of the site



Site Ref:	Name/Address	Current Use	Proposed Use	Site Area (ha)	Notes
					which is outside the flood zone was formerly the operations settlement beds. The business employs 80+ people. A part of the site already has consent for residential development. No pavement to services. The Council is seeking to retain employment land unless the loss satisfies the parameters set out in CS policy CS10.

## Question Rural Village - Wormegay

- a. Do you agree with the development boundaries shown on the map?
- b. Of the potential options which is your preferred location for growth? Why?
- c. Are there any other sites you wish to bring to our attention? Why would they be more suitable?



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### Wormegay

## 10 Development Management Policies

### 10.1 Introduction

**10.1.1** The Core Strategy establishes the long term spatial strategy for the borough and contains policies which will be used in determining planning applications within the borough. In formulating this section of the document, the main decision has been whether the Council should have a policy for a particular issue. National policy contained in Planning Policy Statement 12: Local Spatial Planning is clear that Local Development Framework documents should not repeat national planning policy. However where local circumstances indicate that a local interpretation of higher-level policy is appropriate, local authorities may include such approaches in their plans if they have sound evidence that it is justified.

**10.1.2** Where the Council considers that a local interpretation is appropriate, this is identified and a draft development management policy is included in this section (in the lilac boxes) alongside alternative options (in the blue boxes) that could be considered where these are appropriate. Your comments are invited on the Council's approach (please see the yellow boxes).

**10.1.3** The final development management policies, in conjunction with the Core Strategy will be used in the assessment and determination of planning applications and will apply across the borough. Therefore, in responding to this consultation, it is important to read the Development Management policies alongside the Core Strategy policies and not in isolation of them.

**10.1.4** Existing saved policies from the adopted King's Lynn and West Norfolk Local Plan will continue to be relevant for the borough until they are superseded by new adopted policies. It is intended that the Site Specific Plan will supersede the remaining saved policies. A list of the policies to be superseded is provided at Appendix 4.

## 10.2 DM 1 : Replacement Dwellings and Extensions to Dwellings in the Countryside

### Context

King's Lynn and West Norfolk is a rural borough which contains large swathes of countryside, the intrinsic character and beauty of which needs to be protected in accordance with Core Strategy objective 28 and Policy CS06. PPS4 advises in relation to rural areas that local planning authorities should set out the permissible scale of replacement buildings and circumstances where replacement of buildings would not be acceptable. There is therefore a need for a policy to control the extent to which replacement dwellings and extensions to dwellings in the countryside can be enlarged.

### Relevant National, Regional and Local Policies

- PPS4: Planning for Sustainable Economic Growth (2009)
- PPS7: Sustainable Development in Rural Areas (2004)
- East of England Plan policy SS1 Achieving Sustainable Development
- Core Strategy Policy CS01 Spatial Strategy
- Core Strategy Policy CS06 Development in Rural Areas
- Core Strategy Policy CS08 Sustainable Development.

### Proposed Policy Approach

The Council's Strategic Housing Market Assessment and Housing Needs Survey 2007 highlight 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 housing needs of the population are met in a sustainable manner.

For the purposes of this policy 'original dwelling' means the dwelling as it was built i.e. without extension, or, as existed with any extensions on 1 July 1948. In determining what constitutes a 'disproportionate size and scale', regard will be had to the size of the original dwelling, the extent to which it has already been extended and could be extended under permitted development rights and the character of the area. A 'disproportionate size and scale' will usually mean more than a 20% increase in the volume (measured externally) of the dwelling.

In determining whether abandonment of the dwelling has occurred, regard will be had to the following factors:

- The physical condition of the premises.
- The period of non-use.
- Whether there has been any intervening use.
- Evidence regarding the owner's intention.

Where dwellings are replaced, in order to control further extensions that may impact on the landscape and rural character of an area, a condition will be necessary to remove 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.

## **Policy Draft DM 1 - Replacement Dwellings and Extensions to Dwellings in the Countryside**

Proposals for the replacement of an existing dwelling in the countryside with a new dwelling will only be permitted where:

- a) the scale of the replacement is not disproportionate to the building that is being replaced and is of a design that would enhance the character or appearance of the surrounding area; and
- b) there is no increase in the number of units; and
- c) evidence is provided to demonstrate that the use of the dwelling has not been abandoned.

Extensions to an existing dwelling in the countryside will only be permitted where:

- a) the extension does not result in a dwelling that is disproportionate to the size and scale of the original dwelling; and
- b) the design of the extension is appropriate to the landscape character of the location.

## **Option DM 1 - Replacement Dwellings and Extensions to Dwellings in the Countryside**

1. A policy containing a specific figure restricting the increase in the original dwelling size, for example to 30%.

## **Question DM 1 - Replacement Dwellings and Extensions to Dwellings in the Countryside**

- a. Do you have any comments on the proposed policy approach?
- b. Should the Council use an alternative option as their preferred approach?

## 10.3 DM 2 : Removal of Agricultural Occupancy Conditions

### Context

**10.3.1** King's Lynn & West Norfolk is a large rural borough and recognises that it is important to promote sustainable patterns of development to ensure strong, diverse, economic activity in line with Core Strategy Policy CS06. Therefore, it is important to protect the housing needs of rural workers such as farm and forestry workers. PPS7 states that local planning authorities should set out in Local Development Documents their policy approach to the retention or removal of agricultural and, where relevant, forestry and other forms of occupancy conditions.

### Relevant National, Regional and Local Policies

- PPS4: Planning for Sustainable Economic Growth (2009)
- PPS7: Sustainable Development in Rural Areas (2004)
- East of England Plan policy SS1 Achieving Sustainable Development
- Core Strategy Policy CS01 Spatial Strategy
- Core Strategy Policy CS06 Development in rural areas
- Core Strategy Policy CS08 Sustainable Development

### Proposed Policy Approach

**10.3.2** 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 Draft DM 2 - Removal of agricultural occupancy conditions

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

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

## Option DM 2 - Removal of agricultural occupancy conditions

1. No local policy – rely on national and regional policy.
2. Use a greater time period to justify how long the dwelling has been occupied in accordance with the occupancy condition.
3. Use a shorter time period to justify how long the dwelling has been occupied in accordance with the occupancy condition.

## Question DM 2 - Removal of agricultural occupancy conditions

- Do you have any comments on the proposed policy approach?
- Should the Council deal with this issue differently?



## 10.4 DM 3 : Houses in Multiple Occupation

### Context

**10.4.1** 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. The Government published the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2010 (2010 No.2134) and the Town and Country Planning (Compensation) (No 3) (England) Regulations 2010 (2010 No. 2135), which came into force on 1 October 2010. This has the effect that changes of use from family houses (Class 3 dwelling houses) to small HMOs (Class C4 houses in multiple occupation) will be able to happen freely without the need for planning applications. The Government advises that where there is a local need to control the spread of HMOs local authorities will be able to use their existing powers, in the form of Article 4 directions, to require planning applications in their area.

### Relevant National, Regional and Local Policies

- PPS3: Housing (2010)
- Housing Act 2004 & Regulations
- East of England Plan policy SS1 Achieving Sustainable Development
- Core Strategy Policy CS08 Sustainable Development
- Core Strategy Policy CS13 Community and Culture

### Proposed Policy Approach

**10.4.2** The number of HMOs in the borough has increased in recent years, which is largely due to the increase in the number of migrants coming to the area. 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, 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.

**10.4.3** Therefore, a policy is proposed in order to regulate and manage this type of accommodation. 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.

## Policy Draft DM 3 - Houses in Multiple Occupation (HMOs)

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

- The development would not result in a clustering of properties in multiple occupation;
- there is no adverse impact on the residential amenity;
- 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;
- the site is within reasonable distances to facilities and supporting services.

## Option DM 3 - Houses in Multiple Occupation (HMOs)

1. No local policy - rely on existing planning and housing legislation.
2. Define areas where the number of HMOs will be restricted, for example, areas with existing high concentrations of HMOs.

## Question DM 3 - Houses in Multiple Occupation (HMOs)

- Is there a need for this policy?
- Do you have any comments on the proposed policy approach?
- Should the Council use an alternative option as their preferred approach?

## 10.5 DM 4 : Town Centres

### Context

**10.5.1** The Adopted Local Plan 1998 defined 'Town Centre Zones' for Hunstanton and Downham Market and a 'Town Retail Centre', divided into primary and secondary retail areas for King's Lynn. These policies and designations sought to ensure that King's Lynn, Downham Market and Hunstanton town centres remained the key retail centres in the borough.

**10.5.2** PPS4 provides the planning policy framework for town centres and advises that local planning authorities should, at the local level, define the extent of the centre and the primary shopping area in their adopted Proposals Map having considered distinguishing between realistically defined primary and secondary frontages in designated centres and set policies that make clear which uses will be permitted in such locations.

### Relevant National, Regional and Local Policies

- PPS4: Planning for Sustainable Economic Growth (2009)
- East of England Plan policy E5 Regional Structure of Town Centres
- East of England Plan policy KL1 King's Lynn Key Centre for Development and Change
- Core Strategy Policy CS1 Spatial Strategy
- Core Strategy Policy CS10 The Economy

### Proposed Policy Approach

**10.5.3** The Town Centres Study (September 2006) recommends that the existing town centres are enhanced. Consequently, the Council intends to pursue a similar approach to that currently within the local plan to protect and enhance the existing town centres. The Core Strategy establishes King's Lynn as the main retail centre within the borough including making provision for at least 20,000m<sup>2</sup> of retail floorspace as an extension to the existing town centre west of Railway Road. The Town Centres Study recommended that town centre boundaries be drawn for King's Lynn, Hunstanton and Downham Market. For King's Lynn, the study recommended that the distinction between primary and secondary retail zones should be maintained as this helps to reinforce the continuity of active frontages, maintains footfall and prevents the dispersal of commercial activity. The study further recommended, in respect of King's Lynn, that policies for the secondary retail zone should allow for a more diverse range of uses and should encourage investment in shop frontages.

**10.5.4** Therefore the Council is proposing a policy on town centres and primary and secondary retail zones in King's Lynn. The policy seeks to restrict the primary retail zone to a high proportion of retail uses, defined as A1 uses in the Town and Country Planning (Use Classes) Order 1987 as amended. This is because non-retail uses in primary retail frontages can have an adverse impact on their appearance and role as core shopping areas. The draft policy recognises that there may be some non-retail uses appropriately located within the primary retail zone, but suggests limits to ensure that these uses do not dominate.

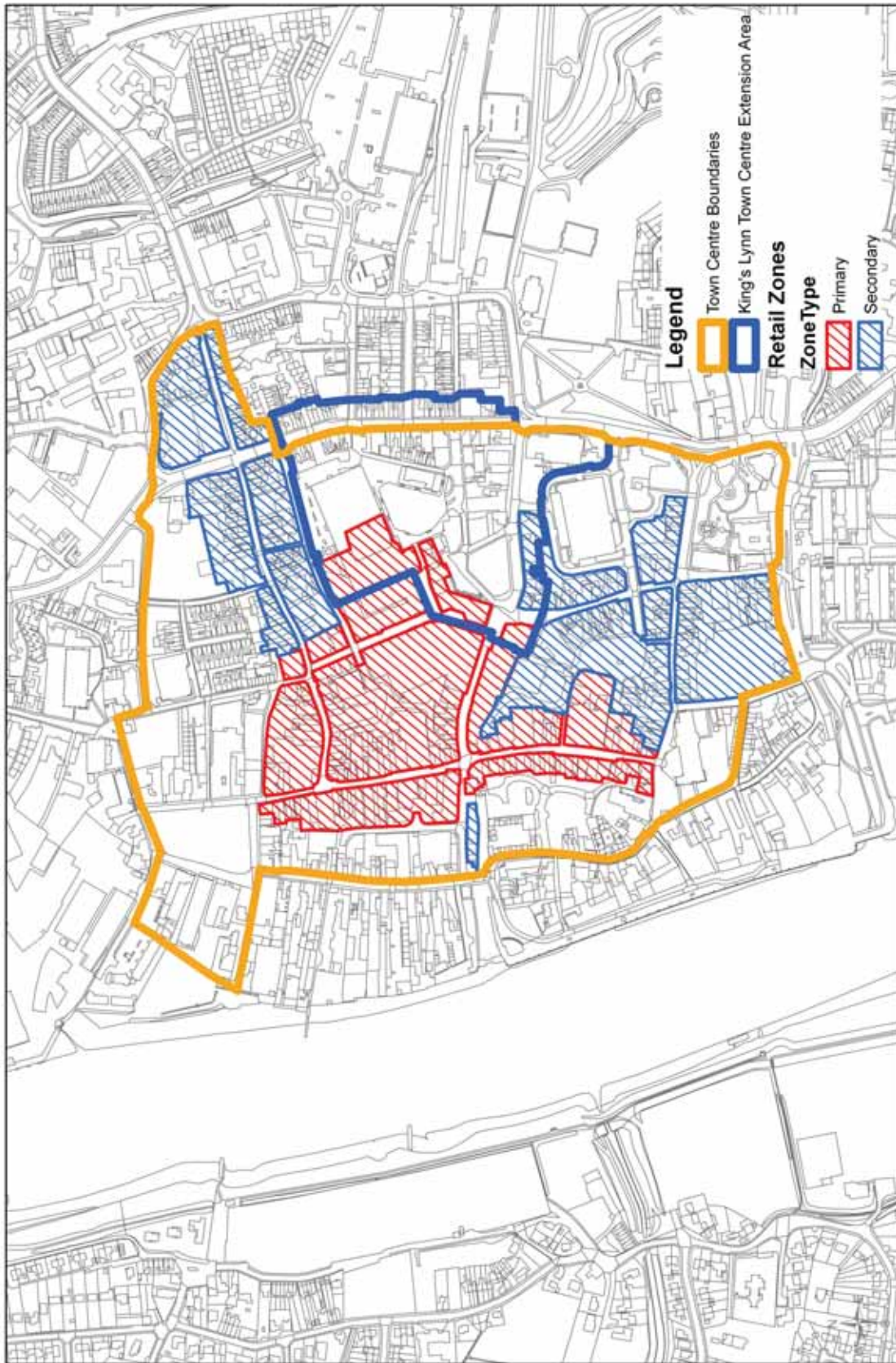
**10.5.5** PPS 4: Sustainable Economic Growth specifies these main uses to which town centre policies should apply, and includes a number of planning policies guiding development in town centres which should be taken into account alongside the Core Strategy vision and objectives for our towns.

**10.5.6** Within the King's Lynn secondary retail zone, a more diverse range of uses (A, B1, C1, D1 and D2 uses of the Use Classes Order) will be encouraged, in line with the Town Centre Study recommendation and national policy in Planning Policy Statement 4, which promotes the diversification of uses in town centres as a whole.

**10.5.7** The extent of King's Lynn, Hunstanton and Downham Market Town Centres, where retail development is concentrated, are defined on the following maps. Within King's Lynn Town Centre, the primary and secondary retail zones are also shown.

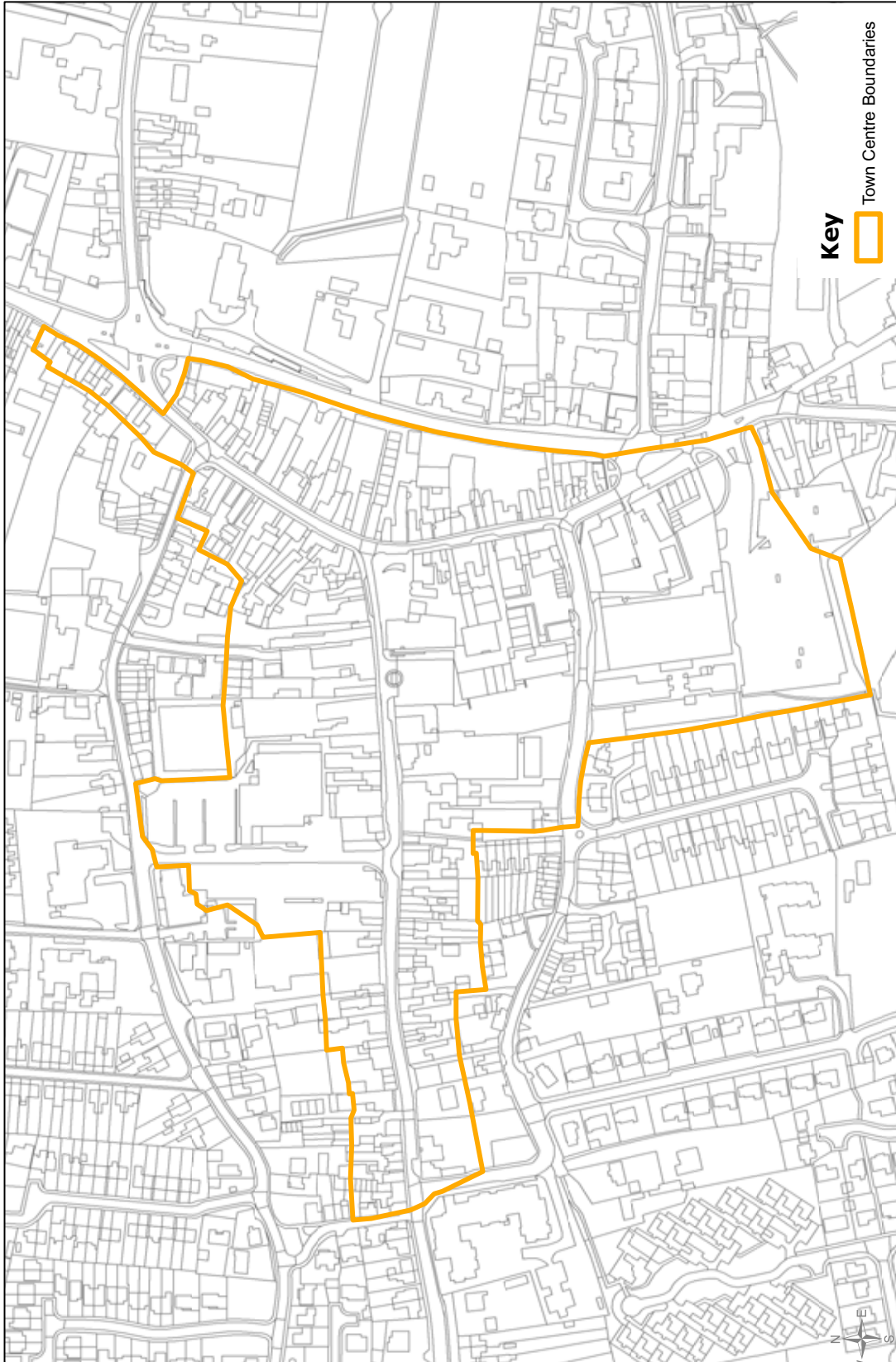
## Policy Draft DM 4a - Town Centre Areas

Within the town centres in King's Lynn, Hunstanton and Downham Market, (as defined on the maps overleaf) proposals for uses such as: retail development; leisure, entertainment facilities and sport and recreation uses; offices; and arts, culture and tourism will be permitted.



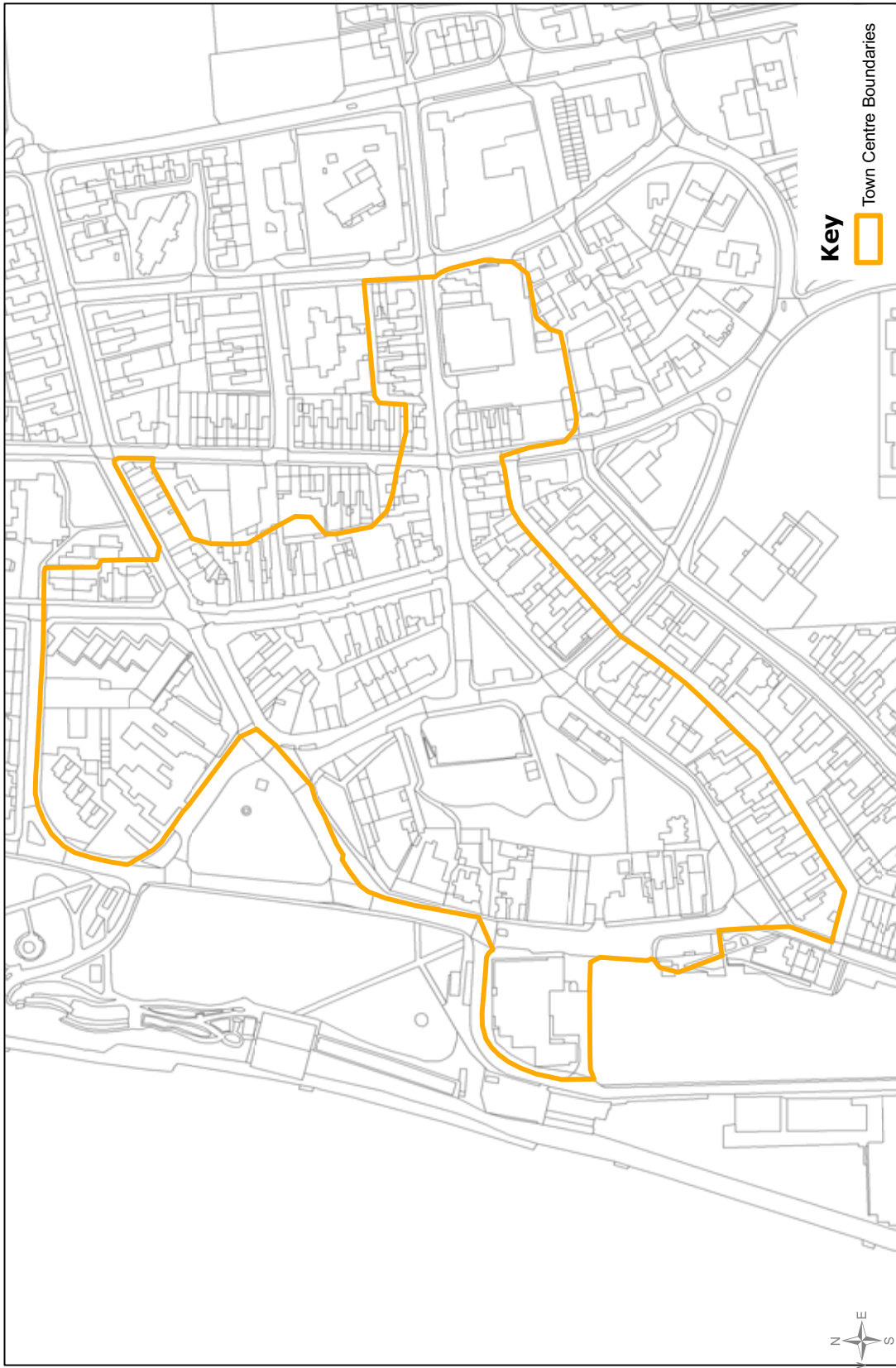
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King's Lynn - Retail & Town Centre Zones



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Downham Market - Retail & Town Centre Zones



Hunstanton - Retail & Town Centre Zones

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0 0.01250.025 0.05 0.075 Miles

## Option DM 4a - Town Centre Areas

1. None - the policies relating to the Local Plan town centre boundaries were not saved in 2007.

## Question DM 4a - Town Centre Areas

- a. Do you have any other suggestions of where the boundaries should lie?
- b. Do you have any comments on the proposed boundaries?

## Policy Draft DM 4b - Retail Frontages

Retail frontages within Town Centre Zones (as defined on the proceeding maps) should be enhanced to support the balance of uses and promote the vitality and viability of our town centres. Investment to improve shop frontages will be supported.

King's Lynn Primary Retail Zone - Within the King's Lynn Primary Retail Zone, a balance of shops and other A1 uses will be maintained. Within the Primary Retail Zone, development proposals should not result in more than 25% of ground floor units in the defined zone as a whole being in other (non-A1) uses (as defined in the Town and Country Planning (Use Classes) Order 1987 as amended 2005).

King's Lynn Secondary Retail Zone - Within King's Lynn Secondary Retail Zone, a more diverse range of uses will be encouraged to help keep units occupied and promote vitality within peripheral areas. Proposals for town centre uses at ground floor level within classes A, B1, C1, D1 and D2 will be acceptable within the Secondary Retail Zone, where the proposal does not result in more than 50% of the defined zone as a whole being in other (non A, B1, C1, D1 and D2) uses. Please refer to page xx of the Glossary for more information on these uses.

## Option DM 4b - Retail Frontages

1. No local policy – rely on national and regional planning policy.
2. A policy that is more restrictive for Retail Frontages in Town Centre Zones.



3. A policy that provides a more flexible approach to non A1 uses in King's Lynn Primary Retail Zone.
4. A policy that provides a more flexible approach to non Town Centre uses in King's Lynn Secondary Retail Zone.

## **Question DM 4b - Retail Frontages**

- a. Do you have any comments on the proposed policy approach?
- b. Should the Council deal with this issue differently? If so, please explain how.

## 10.6 DM 5 : Gaywood Clock Area

### Context

**10.6.1** The Gaywood Clock Area is situated within the built up area of King's Lynn at the junction of the A148 and A1076 principal roads, approximately 1 mile to the east of the town centre.

**10.6.2** The centre provides important services for the surrounding residential areas with local shopping and other services including social and health facilities situated around the clock junction. The remainder of the area is a mixture of housing interspersed with open space. The centre is within easy walking distance of residential areas, therefore it is a valued element of the social fabric and helps to minimise social exclusion. The centre particularly benefits residents without a car, or with constrained mobility and contributes to achieving equality of opportunity and sustainable neighbourhoods.

### Relevant National, Regional and Local Policies

- PPS4: Planning for Sustainable Economic Growth (2009)
- East of England Plan policy E5 Regional Structure of Town Centres
- East of England Plan policy KL1 King's Lynn Key Centre for Development and Change
- Core Strategy Policy CS1 Spatial Strategy
- Core Strategy Policy CS10 The Economy

### Proposed Policy Approach

**10.6.3** The Council is proposing a policy approach which seeks to ensure that the Gaywood Clock Area continues to fulfil its primary role. That is providing convenient and accessible shopping facilities within walking distance to local residential areas by retaining and enhancing the existing retail choice.

#### Policy Draft DM 5 - Gaywood Clock Area

The Council will support retail development in the Gaywood Clock Area (as defined on the maps overleaf) that:

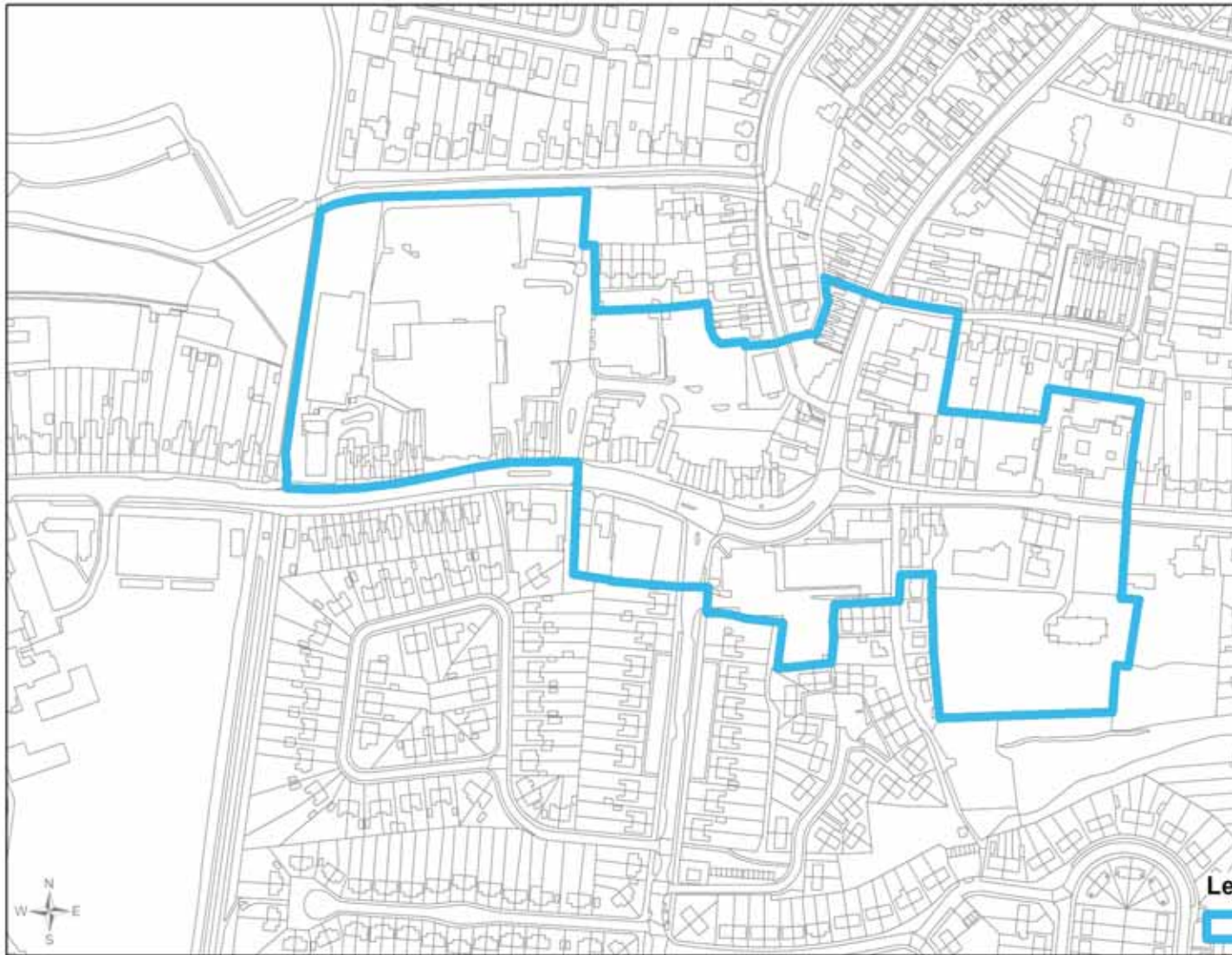
- Is of an appropriate scale to serve the population of their catchment, without harming the vitality and viability of other centres;
- Is an appropriate A class use complementary to the primary shopping function of the area that contribute to vitality & viability
- Would not result in an over-concentration of A5 uses which would detract from the ability to adopt healthy lifestyles.

## Option DM 5 - Gaywood Clock Area

1. No Policy – rely on national and regional planning policy.
2. A policy that provides a more flexible approach to A class uses in the area.

## Question DM 5 - Gaywood Clock Area

- a. Do you have any comments on the proposed policy approach?
- b. Should the Council deal with the issue differently? If so, please explain how.



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### Gaywood Clock

0 0.02

## 10.7 DM 6 : Holiday and Seasonal Occupancy Conditions

### Context

**10.7.1** The tourism sector is a significant employer in the borough creating an estimated 5,500 full time equivalent jobs. There are estimated to be around 5.4 million day visits and approximately 640,000 staying visits, which are estimated to be worth £695 million per year to the local economy. The West Norfolk Tourism Strategy (2005) sought to develop, package and promote King's Lynn as a short break holiday destination and the Core Strategy, Policy CS10, supports tourism opportunities throughout the borough. It is therefore important to ensure that there is a range of properties available to encourage visitors to come to the area on holiday.

### Relevant National, Regional and Local Policies

- PPS4: Planning for Sustainable Economic Growth (2009)
- PPS25 Development and Flood Risk and the Supplement: Development and Coastal Change (2010)
- East of England Plan policy SS4 Towns other than Key Centres and Rural Areas
- East of England Plan policy E6 Tourism
- East of England Plan policy KL1 King's Lynn Key Centre for Development and Change
- 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)

### Proposed Policy Approach

**10.7.2** 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. There is no longer consolidated national planning policy on tourism, since Planning Policy Guidance Note 21 has been cancelled. The Government has a Good Practice Guide on Tourism (2006) but this is guidance and not policy. The impact of tourism accommodation, particularly in the north of the borough around

Hunstanton, can be significant. It is therefore proposed to have a policy in relation to this type of accommodation. The policy seeks to manage developments which can have a significant impact on the landscape by ensuring holiday accommodation is subject to appropriate occupancy conditions.

**10.7.3** The use of holiday occupancy conditions is supported by the Good Practice Guide, the aim of which is to ensure that premises are only used by visitors and do not become part of the local housing stock for the following reasons:

- In order that national or local policies on development of the countryside are not compromised.
- To avoid occupation by permanent households which would in turn put pressure on local services.
- To strengthen tourism in a particular area by ensuring that there is a wide range of properties available to encourage visitors to come there on holiday.

**10.7.4** The conditions will only apply to new holiday caravan parks, holiday log cabins and holiday chalets. Other conditions may be imposed relating to the management of such developments.

## Policy Draft DM 6 - Holiday and Seasonal Occupancy Conditions

Holiday occupancy conditions shall be placed on future planning permissions for holiday caravan parks, holiday log cabins and holiday chalets requiring that:

- The caravans/ cabins/ chalets are occupied for holiday purposes only;
- The caravans/ cabins/ chalets shall not be occupied as a person's sole or main place of residence;
- 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.
- Within the area covered by the EA/Borough Council Flood Risk Protocol, seasonal occupancy will be limited to between 1 April to 30 September.

## Option DM 6 - Holiday and Seasonal Occupancy Conditions

1. No policy – rely on national and regional planning policy.

## **Question DM 6 - Holiday and Seasonal Occupancy Conditions**

- a. Do you have any comments on the proposed policy approach?
- b. Should the Council deal with this issue differently? If so, please explain how?

## 10.8 DM 7 : Static Holiday Caravan Sites and Touring, Camping and Caravan Sites

### Context

**10.8.1** Static holiday caravan sites can have a significant impact on the landscape. Within the borough, these types of development are most prevalent within Hunstanton, Heacham and Snettisham although such developments can occur across the borough. Touring caravan sites have a lower impact 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.

### Relevant National, Regional and Local Policies

- PPS4: Planning for Sustainable Economic Growth (2009)
- PPS25 Development and Flood Risk and the Supplement: Development and Coastal Change (2010)
- East of England Plan policy SS4 Towns other than Key Centres and Rural Areas
- East of England Plan policy E6 Tourism
- East of England Plan policy KL1 King's Lynn Key Centre for Development and Change
- 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).

### Proposed Policy Approach

**10.8.2** In order that static and touring holiday caravan sites do not have a significant 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 Zone, as defined on the proposals map. Elsewhere in the borough, it is proposed that new and extensions to static holiday caravan sites and touring camping and caravan sites will be permitted subject to a number of criteria as outlined in the policy.

#### Policy Draft DM 7 - Static Holiday Caravan Sites and Touring, Camping and Caravan Sites

New static caravan sites and touring, camping and caravan sites will not be permitted within the Norfolk Coast AONB, Hazard Zone and within the SSSIs, as defined on the Proposals Map.

Extensions to or intensification of existing static caravan sites and touring camping and caravan sites will not be permitted within the Norfolk AONB, Hazard Zone and within the SSSIs, as defined on the Proposals Map.



Elsewhere, proposals for new static caravan sites and touring camping and caravan sites will be acceptable where:

- There is no adverse impact on the visual amenity or natural environmental qualities of the surrounding landscape.
- The site is capable of being served by adequate water and sewerage facilities.
- The site is adjacent, well-related to or within an existing town or village.
- The site can be safely accessed.
- Within the area covered by the Council/EA Coastal Flood Risk Planning Protocol, the proposal is in accordance with the Protocol.
- Outside the area covered by Council/EA Coastal Flood Risk Planning Protocol, the proposal is within Flood Risk Zone 1 or 2. Proposals within Flood Zone 3 will be judged against the PPS25 Exception Test.
- The proposal demonstrates a high quality design, screening and landscaping.
- The proposal contributes to the objectives of the West Norfolk Tourism Strategy.

Elsewhere, extensions to or intensification of existing static caravan sites and touring camping and caravan sites in the Borough will only be permitted where:

- The proposal demonstrates a high standard of design and landscaping and minimal adverse impact on its surroundings;
- The proposal is appropriate when considered against other development plan policies;
- Within the area covered by the Council/EA Coastal Flood Risk Planning Protocol, the proposal is in accordance with the Protocol;
- Outside the area covered by the Council/EA Coastal Flood Risk Planning Protocol area, the proposal is within Flood Risk Zone 1 or 2. Proposals within Flood Zone 3 will be judged against the PPS25 Exception Test.

## Option DM 7 - Static Holiday Caravan Sites and Touring, Camping and Caravan Sites

1. No policy - rely on national and regional planning policy.
2. A policy that restricts new static caravan sites and touring camping and caravan sites to sites only within an existing town or village.

## **Question DM 7 - Static Holiday Caravan Sites and Touring, Camping and Caravan Sites**

- a. Should the Council deal with this issue differently? If so, please explain how.
- b. Do you have any comments on the proposed policy approach?

## 10.9 DM 8 : Flood Risk Coastal Hazard Zone

### Context

**10.9.1** The Wash Shoreline Management Plan (SMP) identified uncertainties over the future management of the flood defences between Hunstanton and Wolferton Creek 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 government funding and also assumes that no irreparable damage is caused as a result of a storm tide event. The current approval for beach recycling in this area expires in 2012.

**10.9.2** Following the SMP a Coastal Flood Risk – Planning Protocol was introduced by the Environment Agency (EA) and the Borough Council 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 any inappropriate development in this area.

**10.9.3** 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 Review is taking this process forward, following on from the SMP (2010) and the Coastal Change Pathfinder study (2011).

**10.9.4** As part of this process it is proposed to incorporate the protocol into a Local Development Framework policy. 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 National, Regional and Local Policies

- PPS4: Planning for Sustainable Economic Growth (2009)
- PPS25 Development and Flood Risk and the Supplement: Development and Coastal Change (2010)
- East of England Plan Policy SS4 Towns other than Key Centres and Rural Areas
- East of England Plan Policy E6 Tourism
- 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).

### Proposed Policy Approach

**10.9.5** As a consequence of the SMP approach outlined above, any development is likely to be exposed to a much higher risk of flooding within 10 to 15 years, but this could be sooner.

**10.9.6** 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 very high risk with the Environment Agency with only a 1 in 50 year (2% annual probability) standard. The required standard of protection from tidal flood risk, as stipulated in PPS25, is 1 in 200 years (0.5% annual probability).

**10.9.7** The Strategic Flood Risk Assessment concluded that the only safe period of occupancy was between April 1st and September 30th in any one year. The seasonal occupancy date limitations avoid the higher spring tides of the Spring and Autumn Equinox, when storm surges achieve a 0.5% probability level, and the winter months where wave action is considerably more severe. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to PPS25.

**10.9.8** As a result of the area being inadequately defended, and the likely implications of the SMP, it is proposed that the following planning principles should apply to planning applications in the Coastal Flood Risk area.

## Policy Draft DM 8 - Flood Risk: Coastal Hazard Zones

### New Developments

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

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

The Environment Agency will review other forms of development in accordance with the guidance in PPS25.

### Replacement Dwellings

Replacement dwellings will only be permitted in Flood Category 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.

## Extensions

Extensions to existing properties (beyond any permitted development which 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.

## Change of Use

Any proposed Change of Use will not be permitted if, as a result of the change of use, the flood risk vulnerability (as defined in Annex D of PPS 25) would be increased.

## Seasonal Occupancy

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

## Existing Park/Mobile Homes and Caravans

Proposals for the location of new caravans, mobile homes or park homes will not be permitted.

Temporary consent will only be renewed where it is unlikely to constitute an increase in property or life at risk. Such consent will be controlled so as to ensure its timely removal or relocation prior to the identified increase in flood risk.

Where a site either has a valid temporary consent or has had one in the past and there are still caravans, park homes or mobile homes on the site, further temporary planning consent will only be granted where the application accords all of the following:

- Planning permission is time limited to a final date for usage of 30th September 2020.
- Occupancy is limited to the period from 1st April to 30th September.
- There is no intensification in the number of replacement park/mobile homes and caravans.
- There is no increase in the size of replacement park/mobile homes.
- Any planning application for existing park homes and mobile homes/caravans must be accompanied by an appropriate Flood Risk Assessment (FRA).

## Option DM 8 - Flood Risk: Coastal Hazard Zones

1. No LDF policy – rely on Core Strategy, national & regional policies.

## Question DM 8 - Flood Risk: Coastal Hazard Zones

- a. Should the Council deal with this issue differently? If so, please explain how.
- b. Do you have any comments on the proposed policy approach?

## 10.10 DM 9 : Disused Railway Trackbeds

### Context

**10.10.1** The Planning Policy Guidance Note 13: Transport states an objective is to promote more sustainable transport choices for both people and for moving freight. Disused railway trackbeds 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 National, Regional and Local Policies

- PPG13: Transport
- East of England Plan policy T1 Regional Transport Strategy Objectives and Outcomes
- East of England Plan policy T10 Freight Movement
- East of England Plan policy T11 Access to Ports
- Core Strategy Policy CS11 Transport

### Proposed Policy Approach

In order to maintain the possibility of rail transport along routes of potential economic significance (listed routes as part of the policy) development proposals which affect them would be resisted.

### Policy Draft DM 9 - Disused Railway Trackbeds

The Council proposes to safeguard the following disused railway trackbeds and routes shown on the Proposals Map:

- Denver - Wissington;
- King's Lynn Harbour Junction - Saddlebow Road;
- King's Lynn docks branch to Alexandra Dock and proposed Bentinck Dock minerals aggregate depot;
- King's Lynn east curve.

In considering applications affecting these routes the Council will have regard to their potential, and any development likely to lead to their loss may not be permitted.

## Option DM 9 - Disused Railway Trackbeds

1. No policy - rely on national and regional planning policy

## Question DM 9 - Disused Railway Trackbeds

- a. Should the Council deal with this issue differently? If so, please explain how.
- b. Do you have any comments on the proposed policy approach?



## 10.11 DM 10 : Corridors of Movement

### Context

**10.11.1** Government advice in PPG13 states that “the highest standard and most strategic routes on the core network will be subject to restrictions on access”. The Corridors of Movement Routes shown on the Proposals Map accord with roads defined in the County Council’s Route Hierarchy as Trunk and Principal Routes.

### Relevant National, Regional and Local Policies

- PPG13: Transport
- East of England Plan policy T1 Regional Transport Strategy Objectives and Outcomes
- East of England Plan policy T6 Strategic and Regional Road Networks.
- Local Plan saved policy 9/11 Access to trunk roads/primary routes
- Core Strategy Policy CS11 Transport

### Proposed Policy Approach

In order to protect their national and strategic roles of carrying long distance traffic direct accesses onto them should be precluded as far as possible in favour of access via a secondary road. Exceptions should only be made where the type of development is such that it requires a principal route location, such as road side service stations.

#### Policy Draft DM 10 - Corridors of Movement

Outside defined urban areas planning permission will be granted for development involving the formation or intensified use of a direct access to a corridor of movement if it would not:

- Prejudice the safe and free flow of traffic along the corridor of movement
- Be practicable to gain access from the site to the corridor of movement via a secondary road
- Facilitate the use of the corridor of movement for short local journeys.

## Option DM 10 - Corridors of Movement

1. No policy- rely on national and regional policy.

## Question DM 10 - Corridors of Movement

- a. Should the Council deal with this issue differently? If so please explain how.
- b. Do you have any comments on the proposed policy approach?

## 10.12 DM 11 : Protection of Existing Green Infrastructure and Open Space

### Context

**10.12.1** 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.

**10.12.2** It is essential 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 extensions. 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, policy CS13 indicates that the 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 s.106 legal agreements for allotments, indoor/outdoor sports facilities and green infrastructure.

### Relevant National, Regional and Local Policies

- PPS9: Biodiversity and Geological Conservation (2005)
- PPG17: Planning for Open Space, Sport and Recreation (2002)
- Natural Environment White Paper - The Natural Choice: securing the value of nature (2011)
- East of England Plan policy SS4 Towns other than Key Centres and Rural Areas
- East of England Plan policy E6 Tourism
- East of England Plan policy KL1 King's Lynn Key Centre for Development and Change
- Core Strategy Policy CS12 Environmental Assets
- Core Strategy Policy CS13 Community and Culture
- Core Strategy Policy CS14 Infrastructure Provision
- Green Infrastructure Strategy.

## Proposed Policy Approach

**10.12.3** Stage 1 of the Green Infrastructure Strategy audited all existing GI assets in the borough. Concerns were raised through the Strategy's consultation process that GI assets in the borough were gradually being eroded through the development of new housing and commercial sites. PPS9 states that that local authorities should aim to maintain networks of natural habitats. Such networks should be protected from development, and, where possible, strengthened by or integrated within it. The Natural Environment White Paper sets out the importance of a healthy natural environment as the foundation of sustained economic growth, prospering communities and personal wellbeing. The Government proposes facilitating greater local action to protect and improve nature and retaining the protection and improvement of the natural environment as core objectives of the planning system.

### Policy Draft DM 11 - Protection of Existing Green Infrastructure and Open Space

Development likely to result in the permanent loss of open space and land with amenity, recreational or habitat value like parks, ponds, woodlands, playing fields and allotments, will be resisted. Permission may be granted where the leisure use is redundant and there are no foreseeable leisure needs, or where alternative provision of an equivalent value, which may be a requirement of planning permission or the subject of a legal agreement, can be made.

### Option DM 11 - Protection of Existing Green Infrastructure and Open Space

1. Identify specific areas for protection, rather than criteria based protection.

### Question DM 11 - Protection of Existing Green Infrastructure and Open Space

- a. Do you have any comments on the proposed policy approach?
- b. Should the Council use an alternative option as their preferred approach?

## 10.13 DM 12 : Boroughwide (Rural Areas and Coastal Areas) Green Infrastructure

### Context

**10.13.1** The Green Infrastructure Strategy identifies the need to provide new GI alongside the growth that is taking place in the Borough.

### Relevant National, Regional and Local Policies

- PPS9: Biodiversity and Geological Conservation (2005)
- PPG17: Planning for Open Space, Sport and Recreation (2002)
- Natural Environment White Paper - The Natural Choice: securing the value of nature (2011)
- East of England Plan policy SS4 Towns other than Key Centres and Rural Areas
- East of England Plan policy E6 Tourism
- East of England Plan policy KL1 King's Lynn Key Centre for Development and Change
- Core Strategy Policy CS12 Environmental Assets
- Core Strategy Policy CS13 Community and Culture
- Core Strategy Policy CS14 Infrastructure Provision
- Green Infrastructure Strategy.

### Proposed Policy Approach

**10.13.2** GI Proposals in the wider borough include:

- The Fens Waterway Link – Ouse to Nene. A new circular waterway to be created to support recreation, tourism and biodiversity in the Fens, linking the cathedral cities of Ely, Lincoln and Peterborough;
- The King's Lynn Wash/Norfolk Coast Path Link. Under the Marine and Coastal Access Act a long distance trail will be created around the English Coast. Currently the coast path 'gap map' indicates that there is "no satisfactory legally secure path" from approximately Hunstanton to the River Great Ouse at King's Lynn;
- A Brecks Regional Park. The main focus of this project is supporting the Brecks area to gain regional park or AONB status. The villages of Feltwell, Hockwold-cum-Wilton and Northwold fall within this area;
- The Gaywood Valley SURF Project (covered in the King's Lynn chapter);

- Use of the disused railways as GI routes. Potential may exist to extend publicly accessible routes within (or alongside the disused railway route between King's Lynn and Hunstanton); and
- The Wissey Living Landscape Project (covered in the Downham Market chapter).

**10.13.3** These are the main strategic scale proposals with a high/medium priority in the Strategy. The Strategy contains other smaller scale or low priority proposals, which are not referenced in the policy below or on the Proposals Map.

## Policy Draft DM 12 - Boroughwide (Rural Areas and Coastal Areas) Green Infrastructure

Policy DM 12 Strategic Green Infrastructure will be provided as shown on the Proposals Map in the wider borough at:

1. the Fens Waterway Link – Ouse to Nene;
2. the King's Lynn Wash/Norfolk Coast Path Link;
3. a Brecks Regional Park; and
4. the former railway route from King's Lynn to Hunstanton.

## Option DM 12 - Boroughwide (Rural Areas and Coastal Areas) Green Infrastructure

1. No policy - rely on national and regional planning policy.

## Question DM 12 - Boroughwide (Rural Areas and Coastal Areas) Green Infrastructure

- a. Should the Council deal with the issue differently? If so please explain how.
- b. Do you have any comments on the proposed policy approach?

## 11 Proposals Map

### Introduction

**11.0.1** The Local Development Framework (LDF) is made up of a number of Development Plan Documents (DPD) which together set out the vision, strategy and policies for the Borough. These DPDs are accompanied by a map which explains geographically the adopted policies and proposals of the documents. This map is called the proposals map.

**11.0.2** The current proposals maps reflect the most up-to-date spatial plan for the Borough. The maps incorporate the changes resulting from the adoption of the Core Strategy (July 2011). Also shown are the proposed policy options which form this consultation taken from the development management policies section of the report. The insets which provide detail of proposed allocations and proposed alterations to the development boundaries of each settlement are provided in the relevant section of the document at various larger scales.

**11.0.3** The proposals map identifies:

- Areas of Green Infrastructure.
- Transport issues including “corridors of movement”, disused railway beds, and a proposed A148 Rudhams bypass.
- A coastal flood protection zone.
- A Special Protection Area (SPA) for Stone Curlews.
- Gaywood Clock area.
- Settlement Insets
- Development boundaries (see settlements section)

### Map Layout

**11.0.4** This section contains the main proposals maps for the Borough at 1:60,000 scale.

### Status

**11.0.5** It is intended that the maps in this Annex and the insets within the Site Specific Allocations & Policies Development Plan Document will replace the Local Plan Proposals Map (adopted November 1998) when formally adopted.

### Copyright Notice

**11.0.6** The Ordnance Survey map data are provided by the Borough Council of King's Lynn & West Norfolk under licence from the Ordnance Survey and cannot be copied. Permission must be sought from the Ordnance Survey to copy any map for your own use.

## Appendix 1 List of sites that have been rejected from Phase 1 of the Strategic Housing Land Availability Assessment

### Introduction

**1.1** Due to the length of this appendix it has been created as a separate document to increase ease of use. It is designed to be used in conjunction with the main body of the Site Specific Allocation and Policies Development Plan Document.

**1.2** If you wish to make representations about any sites within this document this should be done within the 6 week consultation period for the full Issues and Options document.

**1.3** The fastest and easiest way to comment upon this document is to use the Council's online consultation system for the document available at: <http://consult.west-norfolk.gov.uk> where you will also be able to view comments already submitted and validated. Other methods are:

- Via email to [LDF@west-norfolk.gov.uk](mailto:LDF@west-norfolk.gov.uk) attaching your document in Word or plain text format.
- Should you wish to submit your comments via post then comments must be made in accordance with the forms attached and sent to - Development & Regeneration Services, The LDF Team, Borough Council of King's Lynn & West Norfolk, King's Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX. Should you wish to submit your comments by letter or email then it is essential that these are structured and brief with the paragraph or issue to which they relate clearly indicated. Any that are not clearly set out may be returned with a form or forms and a request that the comments be resubmitted.
- Or alternatively please hand to a member of staff at our Council Information Centre in our Council Offices or one of our LDF consultation events, the details of which can be found at: [www.west-norfolk.gov.uk](http://www.west-norfolk.gov.uk).

**1.4** The closing date is at midnight on XXXXXX

**1.5** Maps of sites which were discounted can be found in the 2011 Strategic Housing Land Availability Assessment (SHLAA). These can be found [www.west-norfolk.gov.uk/default.aspx?page=26123](http://www.west-norfolk.gov.uk/default.aspx?page=26123).

**1.6** Sites which were discounted by the SHLAA are shown in the following settlements:

- King's Lynn
- North Wootton
- South Wootton
- Downham Market
- Walpole St. Peter, Walpole St.  
Andrew and Walpole MarshWelney
- Wereham
- Wiggerhall St Germans



- Hunstanton
- Emneth
- Brancaster
- Burnham Market
- Castle Acre
- Clenchwarton
- Dersingham
- East Rudham
- Gayton with Grimston and Pott Row
- Great Massingham
- Heacham
- Marham
- Methwold with Northwold
- Snettisham
- Terrington St Clement
- Terrington St. John with St. John's Highway and Tilney St. Lawrence
- Upwell and Outwell
- Watlington
- West Walton and Walton Highway
- Bircham Tofts and Great Bircham
- Denver
- East Winch
- Fincham
- Harpley
- Hilgay
- Ingoldisthorpe
- Marshland St. James, St. John's Fen End with Tilney Fen End
- Runcton Holme
- Sedgeford
- Southery
- Syderstone
- Ten Mile Bank
- Thornham
- Tilney All Saints
- Wiggshall St Germans
- Walpole Cross Keys
- Walpole Highway
- Wiggshall St Mary Magdalen
- Wimbotsham
- Amner
- Ashwicken
- Barroway Drove
- Bawsey
- Bircham Newton
- Blackborough End
- Boughton
- Brookville
- Burnham Norton
- Burnham Overy
- Burnham Overy Town
- Burnham Thorpe
- Congham
- Eastmoor
- Feltwell
- Hay Green
- Hockwold cum Wilton
- Methwold Hythe
- Lordsbridge
- Nordelph
- North Creake
- Pentney
- Roydon
- Saddlebow
- Salters Lode
- Shouldham Thorpe
- Stanhoe
- Stowbridge
- Three Holes
- Tichwell
- Tottenhill
- Walsoken
- West Dereham
- West Rudham
- Whittington
- Wiggshall St. Mary the Virgin
- Wretton

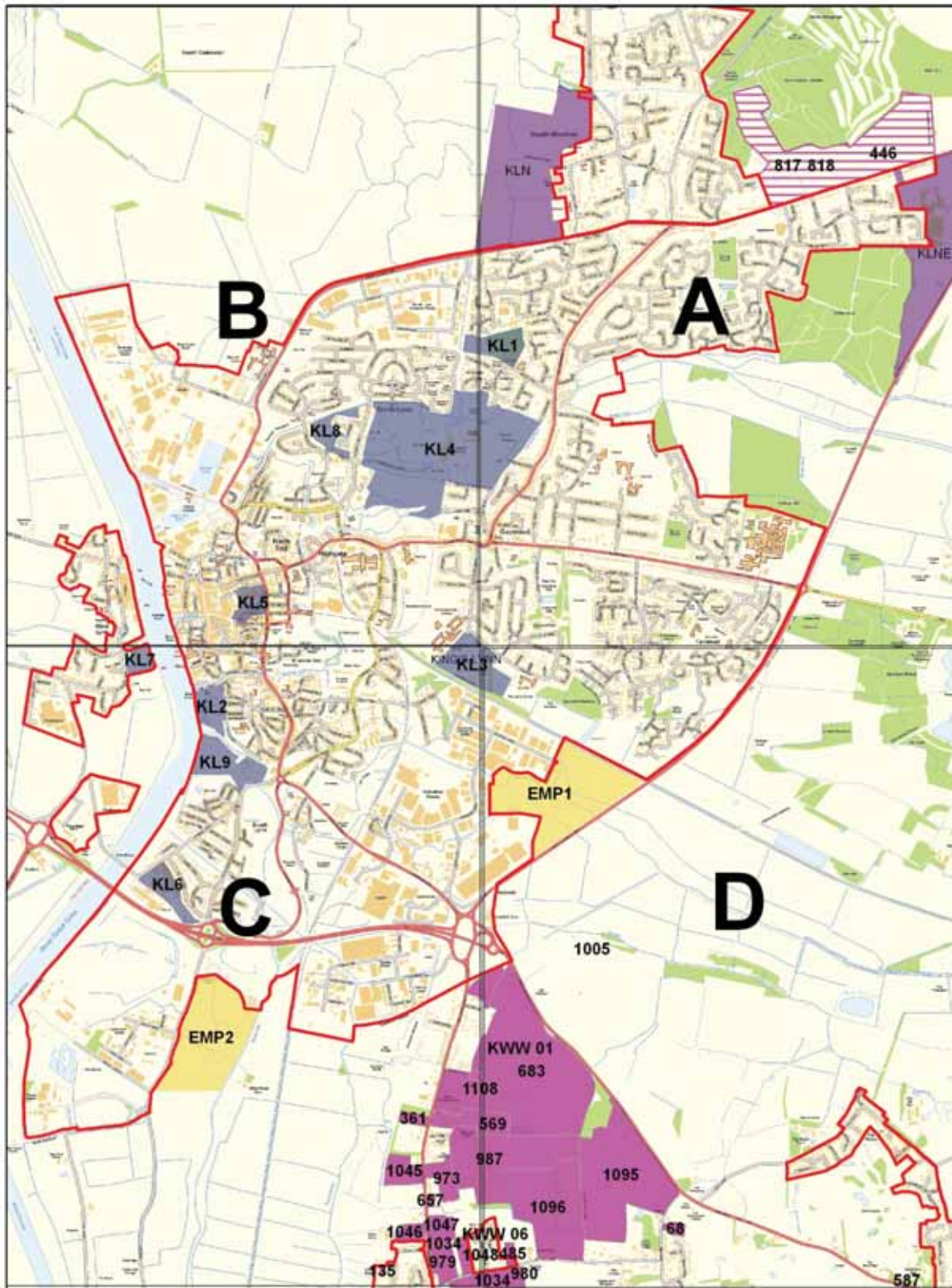
**1.7** Sites which were deemed acceptable, but were found to be within development boundaries so are not included in the allocation process are found in these settlements:

- Castle Acre
- Emneth
- Methwold
- Northwold
- Southery
- Terrington St. Clement
- Walington
- Wormegay
- Upwell

## Appendix 2 King's Lynn Maps

### 2.1 King's Lynn (Legend)

**2.2** See pages following the next map for more detail on each sector of King's Lynn.



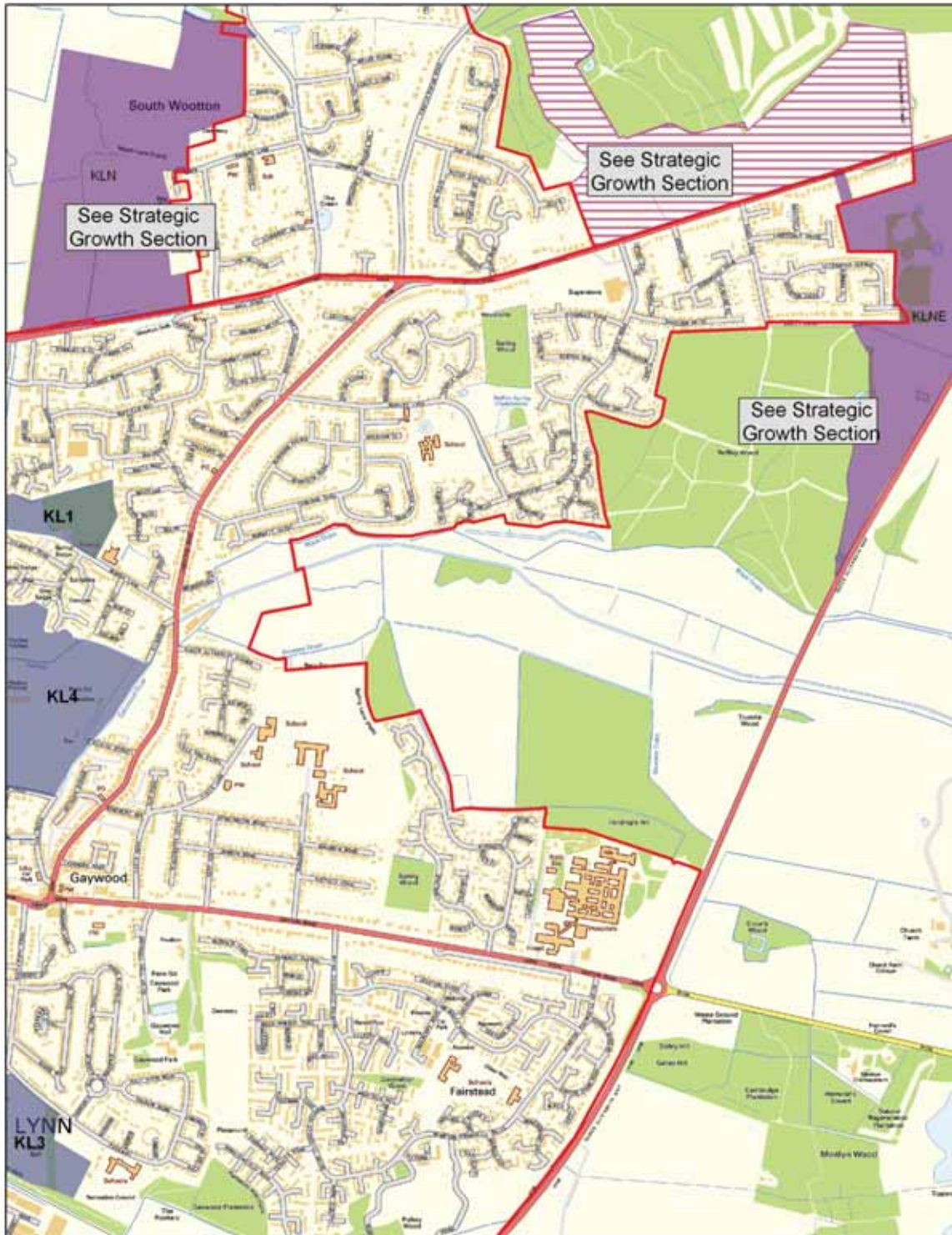
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King's Lynn





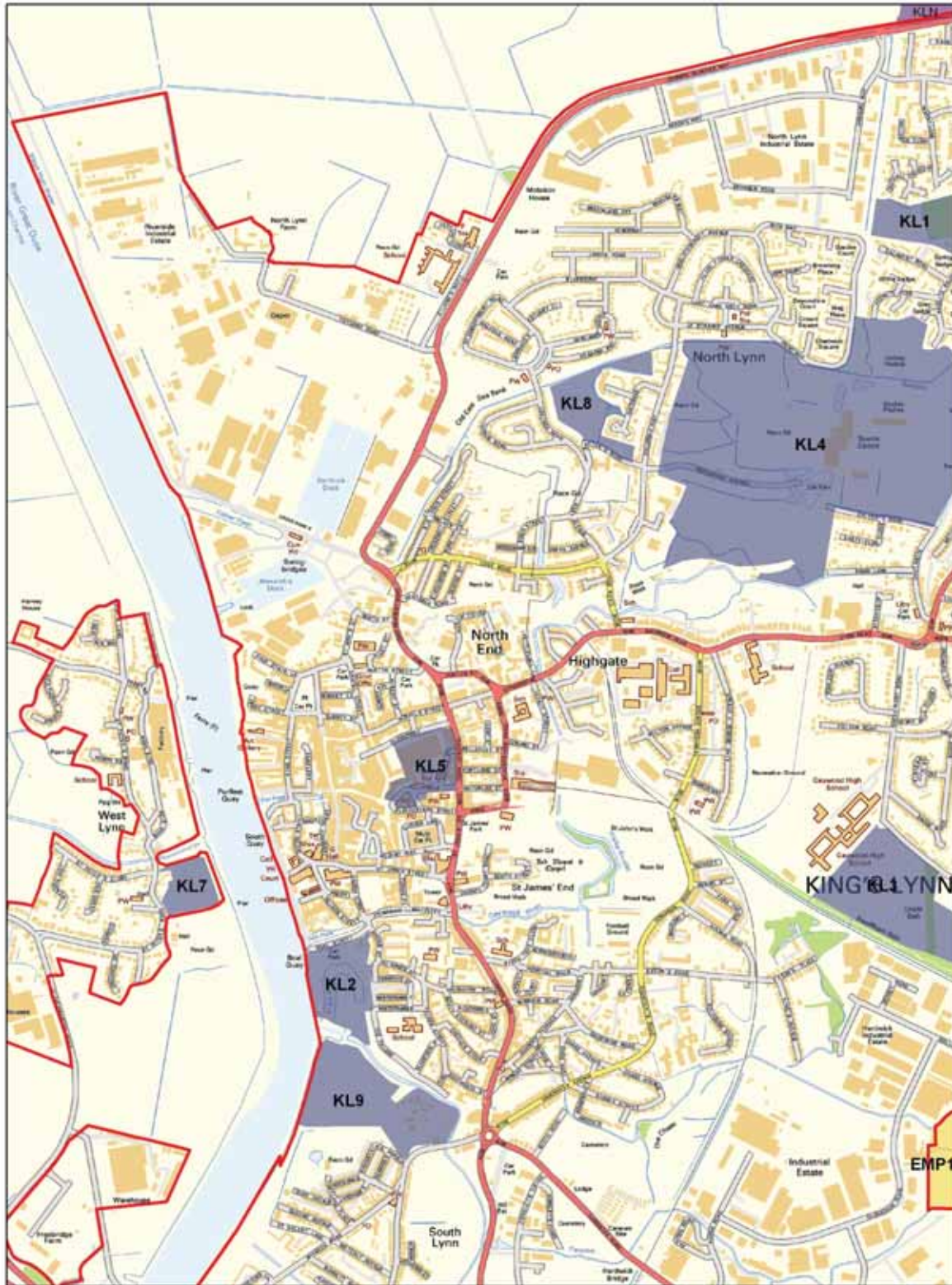


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### King's Lynn (A)





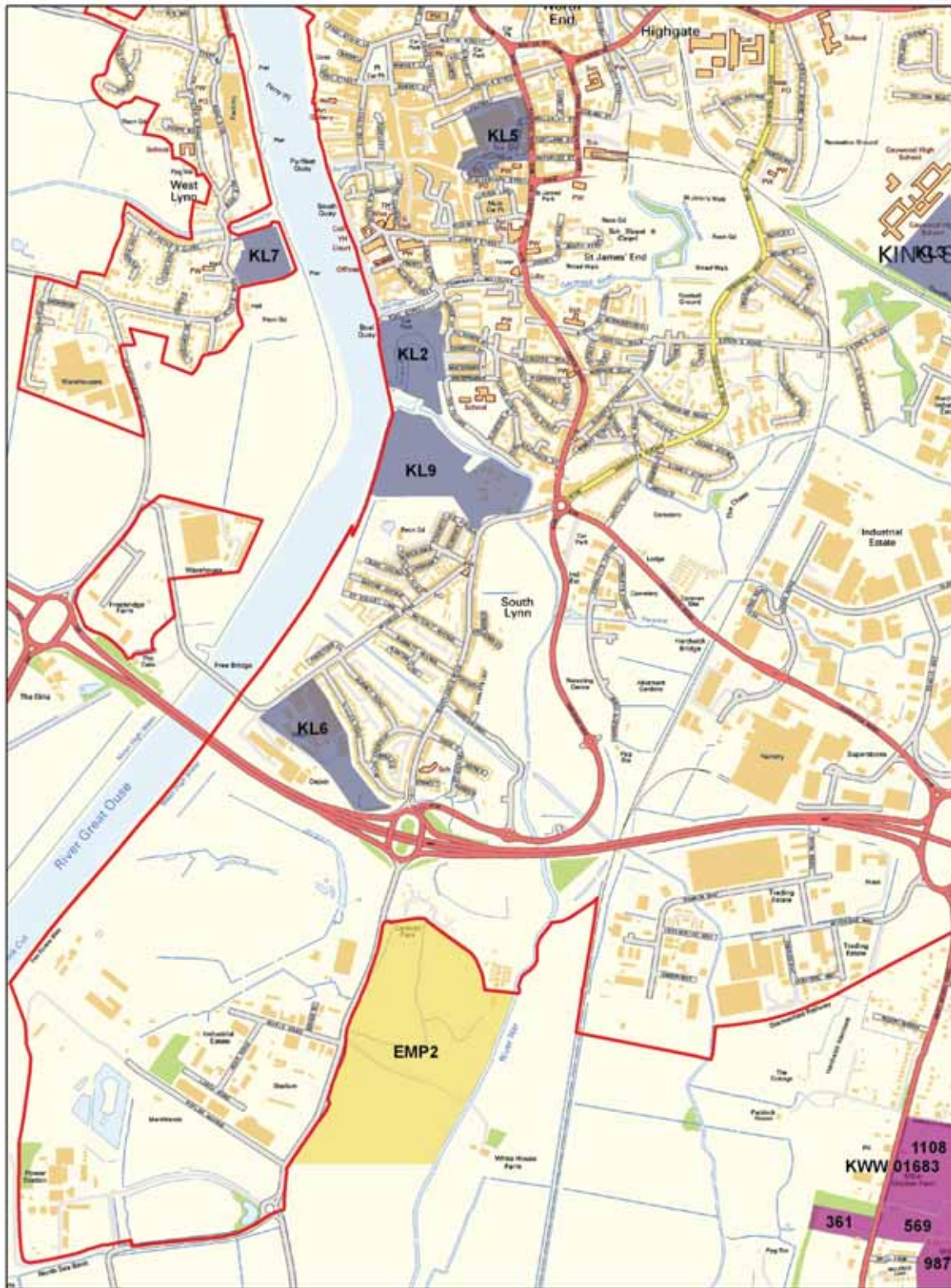
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King's Lynn (B)

0 0.125 0.25 0.5 Miles



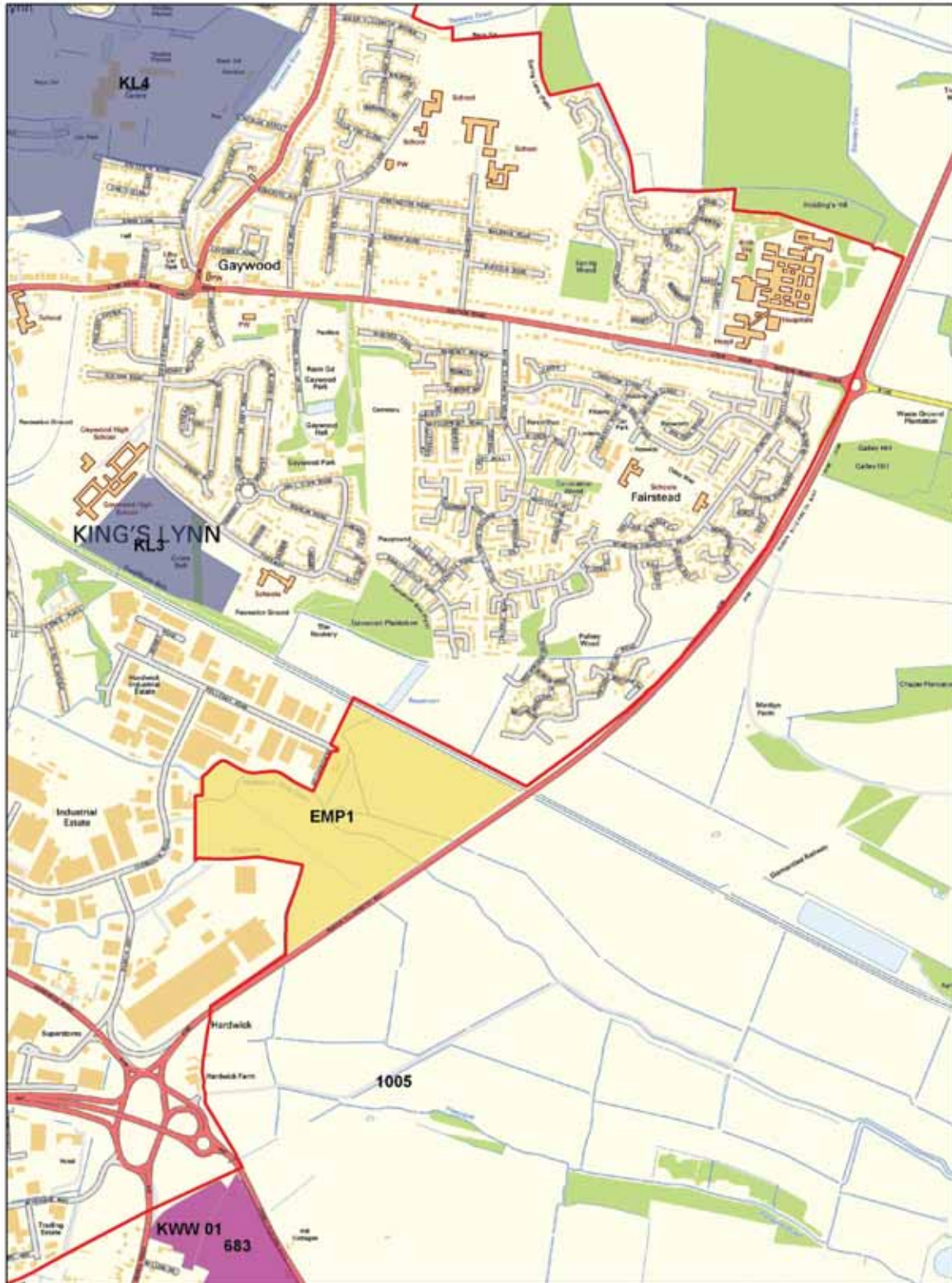


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King's Lynn (C)

0 0.125 0.25 0.5 Miles



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King's Lynn (D)

0 0.125 0.25 0.5 Miles

## Appendix 3 Settlement hierarchy

Taken from the Core Strategy (adopted July 2011)

### Policy Core Strategy

#### CS02 The Settlement Hierarchy

Decisions on investment in services and facilities and on the location and scale of new development will be taken on the basis of the borough settlement hierarchy:

##### Sub-regional centre

King's Lynn including West Lynn, and Gaywood which provides a significant neighbourhood level function within King's Lynn

##### Main towns

Hunstanton

Downham Market

##### Settlements adjacent to King's Lynn and the main towns

Emneth (adjacent Wisbech)

North Wootton

South Wootton

Walsoken (adjacent Wisbech)

West Winch

##### Key Rural Service Centres

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

## Rural villages

Ashwicken	Runcton Holme	Wiggenhall St Germans
Burnham Overy Staithe	Sedgeford	Wiggenhall St Mary Magdalen
Castle Rising	Shouldham	Wimbotsham
Denver	Southery	Wormegay
East Winch	Syderstone	
Fincham	Ten Mile Bank	
Flitcham	Three Holes	
Great Bircham / Bircham Tofts	Thornham	
Harpley	Tilney All Saints	
Hilgay	Walpole Cross Keys	
Hillington	Walpole Highway	

Ingoldisthorpe	Walpole St Peter / Walpole St Andrew / Walpole Marsh	
Marshland St James / St John's Fen End with Tilney Fen End	Welney	
Middleton	Wereham	
Old Hunstanton	West Newton	
<b>Smaller villages and hamlets<sup>(61)</sup></b>		
Anmer	Little Massingham	West Acre
Bagthorpe with Barmer	Methwold Hythe	West Bilney
Barroway Drove	New Houghton	West Dereham
Barton Bendish	Nordelph	West Rudham
Barwick	North Creake	Whittington
Bawsey	North Runcton	Wiggenhall St Mary the Virgin
Bircham Newton	Pentney	Wolferton
Boughton	Ringstead	Wretton
Brookville	Roydon	
Burnham Norton	Ryston	
Burnham Overy Town	Saddlebow	
Burnham Thorpe	Salters Lode	
Choseley	Setchey	
Congham	Shernborne	
Crimplesham	Shouldham Thorpe	
East Walton	South Creake	

61 unlisted hamlets and smaller groups of rural dwellings excluded from this hierarchy are deemed to be within the wider countryside

Fordham	Stanhoe	
Fring	Stow Bardolph	
Gayton Thorpe	Stow Bridge	
Hay Green	Tilney cum Islington	
Holme next the Sea	Titchwell	
Lakesend	Tottenhill	
Leziate	Tottenhill Row	

Land allocation in each of the settlement tiers will be in accordance with the principles set out in Policy CS09 Housing Distribution. All new development in the borough should be of the highest quality design in accordance with the requirements of Policy CS08 Sustainable Development.

### **Sub Regional Centre (King's Lynn)**

The focus of major planned growth will be in and adjacent to King's Lynn as indicated within the Key Diagram, in accordance with Policy CS03 King's Lynn which addresses housing, town centre uses, and employment regeneration and growth. A significant area of growth will be allocated to the south east of the town which will contribute both to current needs and also establish a direction of future growth to meet anticipated need beyond the current plan period.

Gaywood functions as a **neighbourhood centre** within King's Lynn. It provides a significant range of services including retail. Gaywood's important role as a centre is recognised and will be protected so that it can continue to provide a nucleus for new local business in accordance with Policy CS10 Economy.

### **Main Towns (Downham Market & Hunstanton)**

Significant development will take place in these locations with a focus on maintaining and enhancing their respective roles in delivering essential convenience services, opportunities for employment and residential development, and enhanced tourist facilities in accordance with Policies CS04 Downham Market and CS05 Hunstanton.

### **Settlements adjacent to King's Lynn and the main towns**

Development will take place in these locations where it can demonstrate a positive impact on the adjacent Sub Regional Centre/Main Town and which will assist in both maintaining and enhancing the provision of services, employment and local retail needs.

## **Key Rural Service Centres**

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.

## **Rural Villages**

Limited minor development will be permitted which meets the needs of settlements and helps to sustain existing services in accordance with Policy CS06 Development in rural areas.

## **Smaller Villages and Hamlets**

Development in Smaller Villages and Hamlets will be limited to specific identified needs only in accordance with Policy CS06 Development in rural areas.

In all cases set out above, development should seek to avoid conflict with the environmental protection and nature conservation policies of the Local Development Framework and should, where necessary, introduce mitigating or compensatory measures to address harmful implications in accordance with Policy CS12 Environmental Assets.

**Policy CS02 aims to assist the delivery of all the Core Strategy Objectives by directing development to sustainable locations.**

## Appendix 4 Glossary

**Adoption** – The stage at which the Local Planning Authority (LPA), can adopt, by resolution of the Council a Local Development Document (LDD) as Council policy.

**Affordable Housing** (or sub-market housing) - Housing provided at a cost considered affordable in relation to average incomes or the price of general market housing.

**Annual Monitoring Report (AMR)** – A report produced by the LPA to show how the Authority is performing against all agreed targets.

**AOD** (Above Ordnance Datum) - height relative to the average sea level at Newlyn, Cornwall UK

**Appropriate Assessment (AA)** – An assessment of the potential effects of a proposed plan – in combination with other plans and projects – on one or more European sites, including Special Areas of Conservation (SACs). The Assessment itself is a statement that says whether the plan does, or does not, affect the integrity of the European site.

**Area of Outstanding Natural Beauty (AONB)** - An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty.

**Article 4 Direction** - issued by the Council in circumstances where specific control over development is required, primarily where the character of an acknowledged area of importance would be threatened. The Direction removes permitted development rights, thereby necessitating a planning application to be made.

**Bio-diversity** - The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

**Bio-diversity Action Plan (BAP)** - A strategy prepared for a local area aimed at conserving biological diversity.

**Brownfield Land and Sites** - See 'Previously-Developed Land'.

**Climate Change** - Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.

**Conservation Area** - Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

**Core Strategy** – A Development Plan Document (DPD), that sets out the long-term spatial vision and spatial objectives for the LPA area and the strategic policies and proposals to deliver that vision.



**Cultural Strategy** - A Cultural Strategy aims to “promote the cultural well-being” of the area it covers.

**Density** - In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

**Development** - Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission (see also “permitted development”).

**Development Management** - The process whereby a local planning authority manages, shapes, and considers the merits of a planning application and whether it should be given permission with regard to the development plan.

**Development Plan** - This will consist of the Regional Spatial Strategy (RSS) and Local Development Documents (LDDs) (both statutory Development Plan Documents (DPDs) and non-statutory Supplementary Planning Documents (SPDs); all contained within a Local Development Framework (LDF).

**Development Plan Documents (DPDs)** – Spatial planning documents prepared by the LPA and subject to Independent Examination. They include the Core Strategy, Site Specific Allocations, Proposal Map and Generic DC Policies. DPDs are required to have a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA).

**Employment Land Study** – An assessment of the suitability of sites for employment development, to safeguard the best sites in the face of competition from other higher value uses and help identify those which are no longer suitable for other uses.

**Evidence Base** – The researched, documented, analysed and verified basis for all the components of a Local Development Framework (LDF). The work used to create the LDF can be published in the form of background papers.

**Farm Diversification** - The expansion, enlargement or variation of the range of products or fields of operation of a rural business (branching out from traditional farming activities, for example new income generating enterprise like renewable energy).

**Flood Risk Assessment** - An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

**General Conformity** - A process by which Regional Planning Bodies consider whether a Development Plan Document is in “general conformity” with the Regional Spatial Strategy. Also, all other DPDs must conform to a Core Strategy DPD.

**Geodiversity** - The range of rocks, fossils, minerals, soils, landforms and natural processes that go to make up the Earth's landscape and structure.

**Greenfield Land or Site** - Land (or a defined site) which has never been built on before or where the remains of any structure or activity have blended into the landscape over time.

**Ha** - Hectare

**Habitat** – An area of nature conservation interest.

**Historic Parks and Gardens** - A park or garden of special historic interest. Graded I (highest quality), II\* or II. Designated by English Heritage.

**Key Diagram** - The diagrammatic interpretation of the spatial strategy as set out in the Core Strategy Development Plan Document. In a Regional Spatial Strategy, the key diagram illustrates the spatial strategy and may show links and relationships with other strategies and neighbouring regions.

**Landscape Character** - The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.

**Listed Building** - A building of special architectural or historic interest. Graded I (highest quality), II\* or II.

**Local Centre** - Includes a range of small shops and perhaps limited services of a local nature, serving a small catchment. Sometimes also referred to as a local neighbourhood centre.

**Local Development Document (LDD)** – A document that forms part of the Local Development Framework (LDF). This can be either a statutory Development Plan Document (DPD) or a non-statutory Supplementary Planning Document (SPD).

**Local Development Framework (LDF)** – A folder of Local Development Documents (LDDs) prepared by the LPA that sets out policies for delivering the economic, environmental and social aims of the area.

**Local Plan** - An old-style development plan prepared by District and other Local Planning Authorities. These plans will continue to operate for a time after the commencement of the new development plan system.

**Local Planning Authority** - The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council.

**Local Strategic Partnership (LSP)** - An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.

**Local Transport Plan** - A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local transport plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the RSS.

**Marshland Drove** - A route used historically for cattle and sheep transfer between winter and summer pastures.

**Mixed Use** (or mixed use development) - Provision of a mix of complementary uses, such as say residential, community and leisure uses, on a site or within a particular area.

**Monitoring** (and review) – The process of measuring (in terms of quantity and quality) the changes in conditions and trends, impact of policies, performance of the plan against its objectives and targets, and progress in delivering outputs. Please also refer to Annual Monitoring Report (AMR).

**Nature Conservation** - The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

**Neighbourhood Centre** - A number of shops serving a local neighbourhood and separate from the district centre. Sometimes referred to as a Local Centre.

**Open Space** - All space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation. They can also act as a visual amenity and a haven for wildlife.

**Planning & Compulsory Purchase Act 2004** - The Act updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces: Statutory system for regional planning; A new system for local planning; reforms to the development control and compulsory purchase and compensation systems; and Removes crown immunity from planning controls.

**Planning Out Crime** - The planning and design of street layouts, open space, and buildings so as to reduce the actual likelihood or fear of crime, for example by creating natural surveillance.

**Previously Developed Land** - Any land which is or was occupied by a permanent structure (excluding agricultural and forestry buildings) and associated fixed surface infrastructure, including the curtilage of (land attached to) buildings. Includes defence buildings and land used for minerals extraction or waste disposal when there is no requirement for subsequent restoration. Often called Brownfield land.

**Rural Exceptions Policy/Site** - A development plan or Development Plan Document may allocate small sites within rural areas solely for affordable housing, which would not otherwise be released for general market housing.

**Sequential approach/sequential test** - A planning principle that seeks to identify, allocate or develop certain types or locations of land before the consideration of others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

**Site of Special Scientific Interest (SSSI)** - A site identified under the Wildlife and Countryside Act 1981 (as incorporated in the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).

**Site-specific allocations and policies** – Sites that are proposed for development to meet the LPA's requirements set out in the Core Strategy. Policies will identify any specific requirements for individual proposals.

**Spatial Planning** - Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

**Stakeholders** – People who have an interest in the activities and achievements of the Council, including residents, local communities of interest, partners, employees, customers, shareholders, suppliers, opinion leaders, regulators and “hard to reach” groups.

**Statement of Community Involvement (SCI)** – A Local Development Document (LDD) that sets out the standards which the LPA intends to achieve in relation to involving the community in the preparation, alteration and continuing review of all Local Development Documents (LDDs) and in significant development control decisions, and also how the local planning authority intends to achieve those standards. The Statement of Community Involvement (SCI) will not be a Development Plan Document (DPD) but will be subject to Independent Examination.

**Strategic Environmental Assessment (SEA)** - A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. The SEA will form an integral part of the preparation process for all Local Development Documents (LDDs) and will be used to explain the environmental implications of policies and development as part of a Sustainability Appraisal (SA).

**Strategic Flood Risk Assessment (SFRA)** – Strategic Flood Risk Assessment is a tool used by the Local Planning Authority to assess flood risk for spatial planning, producing development briefs, setting constraints, informing sustainability appraisals, identifying locations of emergency planning measures and requirements for flood risk assessments.

**Strategic Housing Land Availability Assessment (SHLAA)** – Strategic Housing Land Availability Assessments are a key component of the evidence base to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by national policy set out in Planning Policy Statement 3: Housing (PPS3).

**Supplementary Planning Documents (SPDs)** – A guidance document that supplements policies and proposals in Development Plan Documents (DPDs). It will be subject to public consultation, but will not form part of the Development Plan or be subject to Independent Examination.

**Sustainability Appraisal (SA)** – The examination of Local Development Documents (LDDs) to ascertain whether their policies and proposals accord with the principles of sustainable development. The Sustainability Appraisal will incorporate a Strategic Environmental Assessment (SEA).

**Sustainable Community Strategy (SCS)** - A strategy prepared by local authorities to help deliver local community aspirations, under the Local Government Act 2000.

**Sustainable Development** - A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Government has set out four aims for sustainable development in its strategy "A Better Quality of Life, a Strategy for Sustainable Development in the UK". The four aims, to be achieved at the same time, are: social progress which recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.

**Sustainable Travel/Sustainable Transport** - Often meaning walking, cycling and public transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.

**Travel Plan** (sometimes called a 'green travel' or 'commuter' plan) – A travel plan aims to promote sustainable travel choices (for example cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.

**Use Classes Order** - The Town and Country Planning (Use Classes) Order 1987 as amended 2005. Specifically: Use Class A includes A1 Shops, A2 Financial and Professional Services, A3 Restaurants & Cafés, A4 Drinking Establishments, A5 Hot Food Takeaways; Use Class B1 Business; Use Class C1 Hotels; Use Class D1 Non-residential institutions; and Use Class D2 Assembly and Leisure.

**Viability** - In terms of retailing, a centre that is capable of success or continuing effectiveness.

**Vision** - A brief description of how the area will be changed at the end of the plan period (often 10 – 15 years).

**Vitality** - In terms of retailing, the capacity of a centre to grow or develop.

**Windfall Site** - A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most “windfalls” are referred to in a housing context.

## Appendix 5 List of Local Plan Policies to be Replaced

**5.1** The current Development Plan comprises the Regional Spatial Strategy, the Core Strategy, and a number of 'saved' policies from the King's Lynn and West Norfolk Local Plan. Those saved policies will cease to have effect on adoption of the Site Specific Allocations and Policies Development Plan Document unless specifically carried forward within the document.

**5.2** The relevant policies are:

<b>Saved Policy</b>	<b>Policy description</b>	<b>Effect of the Site Specific Allocations and Policies document.</b>
4/20	Built Environment Areas Type A & B	Superseded by Chapters 3 - 9.
4/21	Built Environment Areas Type C & D	Superseded by Chapters 3 - 9.
4/25	Disused Railway Trackbeds	Superseded by Policy Draft DM9.
5/20	King's Lynn Park & Ride	This particular site is not proposed to be taken forward. The issue has been addressed under Core Strategy policy CS11.
5/33	Lynn East, South Fairstead – Housing	Superseded by Chapter 3.
5/37	Lynn North – Employment	Superseded by Chapter 3.
5/38	Lynn North – Housing	This particular site is not proposed to be taken forward. Proposed residential sites are discussed in Chapters 3 and 4.
6/6	Downham South East – Housing	This particular site is not proposed to be taken forward. Proposed residential sites are discussed in Chapter 5.

<b>Saved Policy</b>	<b>Policy description</b>	<b>Effect of the Site Specific Allocations and Policies document.</b>
6/8	Downham Market – Employment	Superseded by Chapter 5.
7/4	Hunstanton – Employment	Superseded by Chapter 6.
7/5	Hunstanton – Holiday Zone	Superseded by Policy Drafts DM6, DM7 and DM8.
8/1	Villages – Housing (Built Environment Types C & D)	Superseded by Chapters 4 - 9.
8/10	Removal of Agricultural Occupancy Conditions	Superseded by Policy Draft DM2.
8/15	Protection for East and West Rudham By-pass	Superseded by Section 8.7, paragraph 8.7.6.
9/6	Residential Caravans	This policy is not proposed to be taken forward as the approach is already specified in Core Strategy policy CS09 (paragraph 7.2.1, footnote 11).
9/11	Primary Corridors of Traffic Movement	Superseded by Policy Draft DM10.