

Minor Amendments to Core Strategy

SADP DPD Drafting – Amendments to Core Strategy

2.0.1 The Site Allocations and Detailed Policies DPD is intended to help implement the Core Strategy, not review it. However, since adoption of the Core Strategy a number of minor errors and omissions have been found, and the preparation of the Sites DPD offers the opportunity to address these.

2.0.2 Note that there is no intention to review or amend the overall strategy at this stage. This would be a major task, and is currently planned for around 2016, when the Sites DPD has begun to deliver development, and, hopefully, the economy has recovered and stabilised to the extent that projections of growth and change can be more reliable than at present.

CS02 – Settlement Hierarchy

2.0.3 This policy establishes a hierarchy of settlements, based to a large extent on the existing pattern of growth and the availability of services and facilities, in order to ensure new growth is appropriately distributed and the best opportunities of supporting existing and new businesses and community facilities is realised.

- a. Unfortunately the settlement of Blackborough End was inadvertently omitted from the hierarchy, and this was not picked up during consultation or the scrutiny and examination processes. It is proposed to rectify this by designation Blackborough End as one of the ‘Smaller Villages and Hamlets’, this being commensurate with the size of the settlement and its modest facilities.
- b. There is also a typographical error under ‘Key Rural Service Centres, which prematurely ends and then restarts as a new sentence. This is of no great significance, but correction would clarify the text.

2.0.4 The full text of the existing policy is shown below, with the proposed changes in **bold**, added text underlined, and deleted text ~~struck through~~.

2.0.5 CS02 The Settlement Hierarchy

2.0.6 *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:*

2.0.7 Sub-regional centre

2.0.8 *King’s Lynn including West Lynn, and Gaywood which provides a significant neighbourhood level function within King’s Lynn*

2.0.9 Main towns

- *Hunstanton*
- *Downham Market*

2.0.10 Settlements adjacent to King's Lynn and the main towns

- *Emneth (adjacent Wisbech)*
- *North Wootton*
- *South Wootton*
- *Walsoken (adjacent Wisbech)*
- *West Winch*

2.0.11 Key Rural Service Centres

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

2.0.12 Rural Villages

- *Ashwicken*
- *Burnham Overy Staithe*
- *Castle Rising*
- *Denver*
- *East Winch*
- *Fincham*
- *Flitcham*
- *Great Bircham / Bircham Tofts*
- *Harpley*
- *Hilgay*
- *Hillington*
- *Ingoldisthorpe*
- *Marshland St James / St Johns Fen End with Tilney Fen End*

- *Middleton*
- *Old Hunstanton*
- *Runcton Holme*
- *Sedgeford*
- *Shouldham*
- *Southery*
- *Syderstone*
- *Ten Mile Bank*
- *Three Holes*
- *Thornham*
- *Tilney All Saints*
- *Walpole Cross Keys*
- *Walpole Highway*
- *Walpole St Peter / Walpole St Andrew / Walpole Marsh*
- *Welney*
- *Wereham*
- *West Newton*
- *Wiggenhall St Germans*
- *Wiggenhall St Mary Magdalen*
- *Wimbotsham*
- *Wormegay*

2.0.13 Smaller Villages and Hamlets

- *Anmer*
- *Bagthorpe with Barmer*
- *Barroway Drove*
- *Barton Bendish*
- *Barwick*
- *Bawsey*
- *Bircham Newton*
- *Blackborough End*
- *Boughton*
- *Brookville*
- *Burnham Norton*
- *Burnham Overy Town*
- *Burnham Thorpe*
- *Choseley*
- *Congham*
- *Crimplesham*
- *East Walton*
- *Fordham*
- *Fring*
- *Gayton Thorpe*

- *Hay Green*
- *Holme next the Sea*
- *Lakesend*
- *Leziate*
- *Little Massingham*
- *Methwold Hythe*
- *New Houghton*
- *Nordelph*
- *North Creake*
- *North Runcton*
- *Pentney*
- *Ringstead*
- *Roydon*
- *Ryston*
- *Saddlebow*
- *Salter's Lode*
- *Setchey*
- *Shernborne*
- *Shouldham Thorpe*
- *South Creake*
- *Stanhoe*
- *Stow Bardolph*
- *Stow Bridge*
- *Tilney cum Islington*
- *Titchwell*
- *Tottenhill*
- *Tottenhill Row*
- *West Acre*
- *West Bilney*
- *West Dereham*
- *West Rudham*
- *Whittington*
- *Wiggenhall St Mary the Virgin*
- *Wolferton*
- *Wretton*

2.0.14 *Land allocation in each of the settlement tiers will be in accordance with the principles set out in Policy CS09 Housing Distribution.*

2.0.15 *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)

2.0.16 *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.*

2.0.17 *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)

2.0.18 *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

2.0.19 *Development will take place in these locations where it can demonstrate a positive impact on the adjacent Sub Regional Centre/Main T own and which will assist in both maintaining and enhancing the provision of services, employment and local retail needs.*

Key Rural Service Centres

2.0.20 *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

2.0.21 *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

2.0.22 *Development in Smaller Villages and Hamlets will be limited to specific identified needs only in accordance with Policy CS06 Development in rural areas.*

2.0.23 *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.*

2.0.24 *Policy CS02 aims to assist the delivery of all the Core Strategy Objectives by directing development to sustainable locations.*

CS 06 amendment

Rural Areas - Policy CS06

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

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

2.0.26 It is considered that the wording highlighted would be clearer if it read as:

or a mixed use could not continue to provide local employment opportunities

2.0.27 The substantive change is underlined. The sense is retained but it clarifies that evidence should be provided as to why a potential mixed use could not be instigated to continue to offer local employment.

Part 3 - Area Wide Policies

3.0.1 The following draft policies are intended to give effect to and help implement the Core Strategy through the development management. Once adopted they would provide detailed criteria and approaches for use in the consideration of planning applications and appeals.

- POAW 1: Presumption in favour of sustainable development
- POAW 2: Development Boundaries
- POAW 3: Infill development in the Smaller Villages and Hamlets
- POAW 4: Environment, Design and Amenity
- POAW 5: Community Facilities and Allotments
- POAW 6: Protection of Local Green Space
- POAW 7: Provision of Recreational Open Space.
- POAW 8: Promoting Town Centres
- POAW 9: Coastal Flood Risk Hazard Zone
- POAW 10: Green Infrastructure
- POAW 11: Renewable Energy
- POAW 12: Houses in Multiple Occupation
- POAW 13: Enlargement of Dwellings Outside Settlements
- POAW 14: Housing needs of rural workers
- POAW 15: Residential Annexes
- POAW 16: Touring and Permanent Holiday Sites
- POAW 17: Strategic Road Network
- POAW 18: Disused Railway Trackways
- POAW 19: Allocated sites in areas of flood risk
- POAW 20: Delivering Affordable Housing

POAW 1: Presumption in favour of sustainable development

Context

3.0.2 The National Planning Policy Framework (NPPF) was published by the Government on 27 March 2012. The Planning Inspectorate has produced a model condition, based on the wording of one part of the NPPF, and all local planning authorities are now expected to incorporate this into their development plans.

Relevant Local and National Policies

- National Planning Policy Framework: Achieving Sustainable Development

Proposed Policy Approach

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

Draft Policy POAW 1 – Presumption in favour of sustainable development

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

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

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

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

Question

Do you have any comments on the proposed policy wording or approach?

POAW 2: Development Boundaries

Context

3.0.4 Development boundaries are defined for each of the Borough's towns and main rural settlements ('Key Rural Service Centres' and 'Rural Villages') designated by the Core Strategy. (Note that the Core Strategy referred to 'development limits'.) The boundaries define the areas where development (of a type suitable for the settlement) is likely to be acceptable, provided it conforms to other policies in the plan. Areas outside development boundaries will be subject to policies for development in the countryside.

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

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

3.0.7 The preceding Local Plan (1998) had complex development boundaries, relating to different types of existing and permissible development (types A, B, C and D under policy 4/20 and 4/21 of the 1998 Local Plan – see *Appendix 1*). This degree of complication and prescription is now considered unnecessary.

Relevant Local and National Policies

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

Proposed Policy Approach

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

3.0.9 The draft boundaries in this document are based on a review of the boundaries of settlements in the 1998 Local plan, and in some cases redrawn to ensure only areas that have development potential remain in the development boundary. This policy will apply to King's Lynn, Downham Market, Hunstanton and the Key Rural Service Centres and Rural Villages outlined in the Settlement Hierarchy of the Core Strategy.

3.0.10 At the adoption of the Core Strategy, the decision was taken to remove development boundaries from the Smaller Villages and Hamlets to restrict growth in settlements with very limited services. Area Wide draft Policy AW3 'Infill Development in the Smaller Villages and Hamlets' outlines the policy approach to development in those settlements.

Draft Policy POAW 2 – Development Boundaries

Within the development boundaries, as defined on the Proposals Map, development will be permitted provided it is in accordance with other policies within the Local Plan.

The area outside such boundaries will be treated as countryside, and development shall be resisted except as provided under other policies of the Local Plan.

Question

Do you have any comments on the proposed policy wording or approach?

(Note: If you have comments on the alignment of any particular boundary alignment please make your comments under the relevant village or town's section later in this document.)

POAW 3: Infill development in the Smaller Villages and Hamlets

Context

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

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

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

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

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

Relevant Local and National Policies

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

Proposed Policy Approach

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

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

Draft Policy POAW 3 – Infill development in the Smaller Villages and Hamlets

Housing development in the Smaller Villages and Hamlets will be strictly controlled and limited.

Permission may be given for the sensitive infilling, by one or two new dwellings, of small gaps within an otherwise built-up frontage comprising at least six existing dwellings provided the proposed development

- is appropriate to the scale and character of the group of buildings and its surroundings; and
- will not fill a gap which is an important feature of the locality; and
- will not contribute to a cumulative loss of the character and visual amenity of the area.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 4: Environment, Design and Amenity

Context

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

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

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

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Requiring Good Design
- Core Strategy Policy CS08: Sustainable Development
- Norfolk County Council: Local Transport Plan, LTP3
- Borough Council: Car Parking Strategy
- DEFRA: National Air Quality Strategy
- Borough Council: Contaminated Land Inspection Strategy
- Norfolk Environmental Protection Group: Planning and Pollution in Norfolk
- Norfolk Environmental Protection Group: Technical Guidance – Development of Land affected by Contamination
- Norfolk Environmental Protection Group: Technical Guidance – Air Quality and Land Use Planning

- Norfolk Environmental Protection Group: Technical Guidance – Planning and Noise
- CPRE: Light Pollution Guidance Notes
- Borough Council: Air Quality Action Plan
- Railway Road Air Quality Management Area Order and extension Order
- Gaywood Clock Air Quality Management Area Order

Proposed Policy Approach

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

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

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

Draft Policy POAW 4 – Environment, Design and Amenity

Development will be expected to protect or enhance the amenity of the wider environment, neighbouring uses and existing occupants as well as any new occupiers of the proposed development. Proposals will be considered in relation to amenity issues including

- Overlooking, overbearing
- noise;
- odour;
- air quality;
- light pollution;
- contamination, and;
- visual impact.

The scale, height, massing, materials and layout of development should respond to the local setting and pattern of the adjacent streets including spaces between buildings.

Development proposals should demonstrate that safe access is obtainable and adequate parking facilities will be provided

Question

Do you have any comments on the proposed policy wording or approach?

POAW 5: Community Facilities and Allotments

Context

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

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

Relevant Local and National Policies

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

Proposed Policy Approach

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

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

Draft Policy POAW 5 – Community Facilities and Allotments

Community facilities

Development that would lead to a loss of a community facility (such as a local shop, pub, village hall, post office, recreation ground) will only be permitted providing:

- There is no current or future need for the community facility evidenced by marketing information for a 12-month period to the satisfaction of the local authority
- The local community has not presented a viable business case for managing the facility.

Development may also be permitted providing a new community facility will be delivered in an alternative location comprising a similar or improved specification and floor space as the existing facility. This should be located within the settlement, where practical and should serve the local population as before.

The Council welcomes applications for new community facilities within settlements where this accords with other policies in the plan. The Council will seek the provision of new community facilities and/or expansion to existing facilities in areas proposed for major growth.

Allotments

The Council will seek to protect allotments as important community facilities.

Provision of new allotments will be sought in locations for major new development, where there is an identified need. This will be balanced against the need for other types of recreational space and facilities and the financial viability of any development.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 6: Protection of Local Green Space

Context

3.0.27 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.

3.0.28 The importance of a healthy natural environment as the foundation of sustained economic growth, prospering communities and personal wellbeing is recognized by the NPPF.

3.0.29 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 expansion. This is supported by Core Strategy policies CS12, CS13 and CS14. Policy CS12 indicates that it may be necessary to secure biodiversity needs through planning conditions / obligations, policy CS13 indicates that the Borough Council will support proposals that protect, retain and/or enhance sports, leisure and recreation facilities and policy CS14 sets out that obligations from developers will be sought through S106 legal agreements for allotments, indoor / outdoor sports facilities and green infrastructure.

Relevant Local and National Policies

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

Proposed Policy Approach

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

3.0.31 Response to the issues and options consultation indicated a desire to provide a greater level of protection for locally important open spaces. The policy approach aims to the amenity value of any local open space is fully considered.

3.0.32 The policy aims to maintain a balance between protecting locally important open space and enabling sustainable development within and adjacent to settlements.

Draft Policy POAW 6 – Protection of Local Open Space

The amenity value of any local green space when assessing planning applications for development. Factors for consideration include, but are not limited to:

- Public access
- Visual amenity
- Local distinctiveness
- Landscape character
- Recreational value
- Biodiversity, geodiversity and heritage value
- Cultural value
-

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

- meets the criteria for local green space as detailed in the National Planning Policy Framework[1]; and
- does not conflict with other policies in the Borough's Local Plan.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 7: Provision of Recreational Open Space

Context

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

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

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

Responses to earlier consultation

3.0.36 The wording of the policy has been changed from that previously consulted on. The former proposed policy AW11 Protection of Existing Green Infrastructure and Open Space wording sought to resist development where it would result in the loss of open space. The National Planning Policy Framework published in March 2012 introduced national policy to restrict the loss of existing open space. It is therefore unnecessary to repeat national policy in the Boroughs Local Plan.

Relevant Local and National Policies

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

Proposed Policy Approach

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

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

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

Draft Policy POAW 7 – Provision of Recreational Open Space for Residential Developments

- New residential development will be expected to make provision for recreational open space to the following standards:
- 56 sq metres per dwelling, comprising approximately
 - 70% for outdoor sport, and
 - 30% for children’s play space, suitably equipped.
- Provision is to include robust arrangements for the management and maintenance of this recreational open space.
- Developments of 20 dwellings and above will be expected to meet the requirement for children’s play space on or adjacent to the site.
- Developments of 100 dwelling and above will be expected to meet the whole requirement on or adjacent to the site.
- Sites that are below the above threshold will be expected (subject to any change resulting for any introduction of a Community Infrastructure Levy) to make a commensurate contribution to the provision, maintenance and upgrading of recreational open space in the Borough. However, off site provision will be resisted where successive adjacent or closely related developments under the threshold are anticipated or experienced.
- Flexibility may be provided in the balance between on and off site provision, and between children’s play space and outdoor sports, in the light of the nature of the development and the availability of existing recreational play space in the vicinity.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 8: Promoting Town Centres

Context

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

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

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

Relevant Local and National Policies

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

Proposed Policy Approach

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

Draft Policy POAW 8 – Retail development outside town centres

In order to support the continuing viability and vitality of the Borough’s defined town centres in King’s Lynn, Downham Market and Hunstanton, retail development will generally be resisted elsewhere in the Borough except:

- Small-scale developments serving a primarily local market and located within the development boundary of a town, key service villages, or rural village;
- Retail uses that cannot be accommodated in the town centre and can be demonstrated to meet the sequential test set out in the National Planning Policy Framework.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 9: Coastal Flood Risk Hazard Zone

Context

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

3.0.45 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 approval for beach recycling in this area expired in 2012.

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

3.0.47 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).

3.0.48 As part of this process it is proposed to incorporate the protocol into a Local Development Framework policy and to define it as the ‘Coastal Hazard Zone’. The policy seeks to prevent any inappropriate development by adopting a precautionary approach in this area in the same way as the protocol does thus replacing the protocol.

Relevant Local and National Policies and Guidance

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

Response to earlier consultation

3.0.49 The Environment Agency strongly supports the inclusion of the Protocol wording. Support was also provided by Natural England. An objection was made from a caravan business owner within the protocol area on the grounds that this would be detrimental to that business.

Proposed Policy Approach

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

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

3.0.52 It is considered that there are particular risks associated with the higher spring tides of the spring and autumn equinox, when storm surges achieve a 0.5% probability level, and during the winter months when wave action is more severe. Reports undertaken for the Borough Council concluded that the only safe period of occupancy was between 1 April and 30 September in any one year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework.

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

Draft Policy POAW 9 – Coastal Flood Risk Hazard Zone

This policy applies within the Coastal Hazard Zone as defined on the Proposals Map.

1. New Developments

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

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

2. Replacement Dwellings

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

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

3. *Extensions*

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

4. *Change of Use*

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

5. *Seasonal Occupancy*

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

6. *Existing Park / Mobile Homes and Caravans*

Temporary consents will only be renewed where an it is unlikely to result in an increased risk to life or property. 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 with all of the following:

- Planning permission is time limited to a final date for usage of 30 September 2020;
- Occupancy is limited to the period from 1 April to 30 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 renewal or retention of a temporary permission on existing park homes and mobile homes / caravans must be accompanied by an appropriate Flood Risk Assessment.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 10: Green Infrastructure

Context

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

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

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

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

Relevant Local and National Policies

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

Proposed Policy Approach

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

3.0.58 The Borough Council seeks to protect existing green infrastructure, deliver new green infrastructure to support new development and mitigate its impacts, and support cross boundary green infrastructure projects in partnerships with neighbouring authorities and other organisations.

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

Draft Policy POAW 10 – Green Infrastructure

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

The Council supports delivery of the projects detailed in the Green Infrastructure Study and shown on the proposals map:

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

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

Major development will contribute to delivery of green infrastructure, except where it can be demonstrated the development will not add to the demand or need for green infrastructure. In the event that such a contribution would render the development unviable, the development will not be permitted unless it helps deliver the Core Strategy, and the relevant contribution to that Strategy could not be achieved by alternative development, including in alternative locations or in the same location at a later time.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 11: Renewable Energy

Context

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

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

Relevant Local and National Policies

- Climate Change Act 2008
- National Planning Policy Framework: Meeting the Challenge of climate change, flooding and coastal change
- National Policy Statement for Energy Infrastructure
- Core Strategy Policy CS08: Sustainable Development
- BCKLWN: Small-scale wind turbine noise and shadow flicker guidance

Proposed Policy Approach

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

Draft Policy POAW 11 – Renewable Energy

Proposals for renewable energy will be assessed to determine both the individual and cumulative impact of the development. In granting permission for the development, the Council must be satisfied that the proposal will not cause a significant adverse effect by considering:

- The surrounding landscape and townscape;
- Protected areas such as the Norfolk Coast AONB, SSSIs and Ramsar sites;
- The historic environment;
- Biodiversity;

- Quality of the land and its current use;
- Amenity – *visual, noise, odour, air quality, light pollution, contamination, overlooking privacy and security* (particularly existing residents in the nearest properties and settlements to the development);
- Highway safety;
- The link between existing and proposed energy infrastructure and matters relating to the construction and maintenance of the infrastructure;
- The lifespan of the proposed development and arrangements for decommissioning the development (even where there is no specific end date).

Where applicable, mitigation conditions and financial contributions will be secured to minimise any adverse impact by the development.

Large commercial scale renewable energy infrastructure will not be permitted in the Norfolk Coast AONB unless it can be demonstrated that the objectives of the designation are not compromised. The potential impact on the AONB will also be considered for developments outside but within sight of it.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 12: Houses in Multiple Occupation

Context

3.0.63 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.

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

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

Relevant Local and National Policies

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

Proposed Policy Approach

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

Draft Policy POAW 12 – Houses in Multiple Occupation (HMOs)

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

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

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

Question

Do you have any comments on the proposed policy wording or approach?

POAW 13: Enlargement of Dwellings Outside Settlements

Context

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

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

Relevant Local and National Policies

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

Response to the earlier consultation

3.0.69 The Environment Agency provided guidance stating that it would not recommend large extensions in high flood risk areas, and its view that replacement dwellings in high flood risk areas should only be allowed if they can be proved to be safe for the development's lifetime and would provide betterment over the existing property (e.g. improved flood mitigation and resiliency). One objection was received from a member of the public for several reasons related to cases in a Rural Village. English Heritage requested wording to ensure protection against the loss of buildings with special historical or architectural merit. (The Council considers the latter would repeat planning policy wording contained in the National Planning Policy Framework and is unnecessary.)

Proposed Policy Approach

3.0.70 The Borough Council's Strategic Housing Market Assessment and Housing Needs Survey 2007 highlighted the shortage of smaller properties within the Borough. This policy seeks to protect the stock of smaller properties in the countryside, thereby helping to ensure the range of housing needs of the population are met in a sustainable manner.

3.0.71 For the purposes of this policy, the countryside is defined as any area outside of the settlements listed in Core Strategy policy CS02 The Settlement Hierarchy. The term 'original dwelling' means here 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.

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

Draft Policy POAW 13 – Enlargement of Dwellings Outside Settlements

Outside the designated development boundaries the enlargement of dwellings will be controlled to maintain a range of dwelling sizes and to protect suburban and rural areas and sites from overdevelopment.

- Proposals for the replacement of an existing dwelling in the countryside with a new dwelling will only be permitted where:
 - The scale of the replacement is not disproportionate to the building that is being replaced and is of a design that would protect or enhance the character or appearance of the surrounding area; and
 - There is no increase in the number of dwelling units.
- Extensions and annexes to an existing dwelling in the countryside will only be permitted where:
 - The extension or annexe does not result in a dwelling that is disproportionate to the size and scale of the original dwelling and its surroundings; and
 - The design of the extension or annexe is appropriate to the landscape character of the location.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 14: Housing needs of rural workers

Context

3.0.73 King's Lynn & West Norfolk is a large rural Borough and 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.

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

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

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

Relevant Local and National Policies

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

Proposed Policy Approach

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

3.0.78 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.

Draft Policy POAW 14 – Housing needs of rural workers

New Occupational Dwellings

1. Development proposals for occupational dwellings must demonstrate the stated intentions to engage in farming, forestry or any other rural-based enterprise, are genuine, are

reasonably likely to materialise and are capable of being sustained over time. Proposals should show that the needs of the intended enterprise require one or more of the people engaged in it to live nearby. In judging such proposals the Council will have regard to the criteria contained in the (now superseded as national policy) Planning Policy Statement 7.

2. Agricultural occupancy conditions will be placed on any new permanent or temporary occupational dwellings specifying the terms of occupation.

Permanent occupational dwellings

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

Temporary occupational dwellings

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

Existing Occupational Dwellings

1. Preference will be given to retaining agricultural dwellings where there is a local identified need.
2. Proposals for the relaxation or removal of agricultural occupancy conditions will only be permitted where the applicant can demonstrate that:

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

Question

Do you have any comments on the proposed policy wording or approach?

POAW 15: Residential Annexes

Context

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

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

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

Relevant Local and National Policies

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

Proposed Policy Approach

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

Draft Policy POAW 15 – Residential Annexes

Development of residential annexes will be treated as additional dwellings except where the following is secured by condition or planning agreement:

- It remains in the same ownership as the principal dwelling;
- It is subordinate in scale to the principal dwelling;
- Its occupant(s) share(s) the existing access, garden and parking of the main dwelling; and
- Occupation of the annexe is subsidiary to that of the main dwelling.

Development of residential annexes outside the development boundaries of settlements will also be judged against the criteria in Policy AW13: Enlargement of Dwellings Outside Settlements.

Question

Do you have any comments on the proposed policy approach or wording?

POAW 16: Touring and Permanent Holiday Sites

Context

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

3.0.84 Permanent holiday sites can have a significant impact on the landscape and are much more vulnerable to the effects of flooding. Whilst these types of development occur across the Borough, they are most prevalent within the coastal settlements of Hunstanton, Heacham and Snettisham, which are largely within the Coastal Hazard Zone (see policy POAW 9). Touring caravan and camping sites have a lower impact on the landscape as they are not permanently occupied and there may be little evidence of activity in winter months. However, in summer months they can be intrusive in the landscape and may add to visitor pressure on particular areas if not controlled.

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

3.0.86 The Government's *Good Practice Guide on Tourism* (2006) is guidance and not policy. 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 on holiday.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Supporting a prosperous rural economy
- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Policy Framework Technical Guidance
- Core Strategy Policy CS06 Development in Rural Areas
- Core Strategy Policies CS07 Coastal Areas and CS08 Flood Risk.

- Core Strategy Policy CS10 The Economy
- The Wash Shoreline Management Plan (SMP) (Nov 2010) and North Norfolk SMP (July 2011).

Response to the consultation

3.0.87 This policy is the result of joining together two earlier proposed policies presented at the Issues and Options stage: DM6 Holiday and Seasonal Occupancy Condition and DM7 Static Caravan Sites and Touring, Camping and Caravan Sites. The policy direction remains the same but the text has been simplified to avoid confusion.

3.0.88 The response to the Issues and Options consultation showed general support for the policy. The Environment Agency supported the policy direction and proposed some improvements to the policy wording. Natural England expressed support for the policy. An objection was made from a large landowner operating within the protocol area as this policy was deemed detrimental to the caravan business; however the Council considers that this policy is consistent with the National Planning Policy Framework and supporting Technical Guidance on Flood Risk. English Heritage requested stronger references to protecting the historic environment in the text to accompany references to the natural environment.

Proposed Policy Approach

3.0.89 In order that touring and permanent holiday 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 Zones. Elsewhere in the Borough it is proposed that new and extensions to touring and permanent holiday sites will be permitted subject to a number of criteria as outlined in the policy.

3.0.90 Policy POAW 09 Coastal Flood Risk Hazard Zone defines how proposals for touring and permanent holiday sites within the Coastal Hazard Zone (as defined on the proposals map) will be assessed.

Draft Policy POAW 16 – Touring and Permanent Holiday Sites

- Proposals for new touring and permanent holiday sites and extension/ intensification to existing touring and permanent holiday sites will not be permitted within:
 -
 - The Norfolk Coast Area of Outstanding Natural Beauty (AONB)
 - Sites of Special Scientific Interest (SSSI).
- Outside these areas, proposals for new touring and permanent holiday sites and extension/intensification to existing touring and permanent holiday sites will be acceptable where:
 - It is outside the Coastal Hazard Zone indicated on the Proposals Map;

- It is outside areas identified as tidal defence breach Hazard Zone in the Borough's Strategic Flood Risk Assessment and the Environment Agency's mapping;
 - It is in accordance with national policies on flood risk;
 - There is no adverse impact on the visual amenity and the historical and natural environmental qualities of the surrounding landscape;
 - The proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on its surroundings;
 - 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 or a case can be made as to why this is not appropriate; and
 - The site can be safely accessed.
- Holiday occupancy conditions shall be placed on future planning permissions for temporary and permanent holiday sites requiring that:
 -
 - The accommodation is occupied for holiday purposes only;
 - The accommodation shall not be occupied as a person's sole or main place of residence; and
 - The owners / operators shall maintain an up-to-date register of lettings / occupation and shall make this available at all reasonable times to the Local Planning Authority.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 17: Strategic Road Network

Context

3.0.91 Former government guidance in PPG13 advised Local Authorities to identify trunk roads and other major roads as ‘Corridors of Movement’ in order to safeguard their national and strategic importance in carrying significant amounts of through traffic between major centres. Whilst this guidance has been replaced with the more strategic National Planning Policy Framework, it is still seen as important at a local level to define and protect these key strategic roads to maintain their primary function as routes for long distance travel.

Relevant Local and National Policies

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

Response to the consultation

3.0.92 Support was received from Menton Ltd.

3.0.93 Norfolk County Council suggested some amendments to the text to ensure consistency with the County Council’s Transport Plans.

Proposed Policy Approach

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

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

Draft Policy POAW 17 – Strategic Road Network

The Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1078, A1101 & A1122 and shown on the draft Policies Map, will be protected as follows outside the 30mph limits of settlements.

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

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

Question

Do you have any comments on the proposed policy wording or approach?

POAW 18: Disused Railway Trackways

Context

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

Relevant Local and National Policies

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

Response to the consultation

3.0.97 The Environment Agency provided general support for the policy in respect to the creation and use of more sustainable methods of transport. Two comments were received in support of safeguarding the King's Lynn docks branch to Alexandra and Bentinck Docks line. Norfolk County Council states that the line could be a valuable addition to the strategic cycle network. Associated British Ports (ABP) supports safeguarding the track but seeks a caveat that the protected route should not include routes within the Port Estate which may change dependant on port operation and development. Norfolk County Council did not support the safeguarding of any other routes as they have identified significant constraints too reinstating the lines for use as railways. Three comments were received seeking to safeguard another former trackway between King's Lynn and Hunstanton. This route is incomplete as part of the route has been developed.

Proposed Policy Approach

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

Draft Policy POAW 18 – Railway Trackways

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

- Denver - Wissington;
- King's Lynn Harbour Junction - Saddlebow Road;

- King's Lynn east curve; and
- King's Lynn docks branch to Alexandra Dock and Bentinck Dock

The King's Lynn Dock Branch (4 above) will, however, not be safeguarded to the extent this compromises port operations within the Port Estate.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 19: Allocated sites in areas of flood risk

Context

3.0.99 Because of the number and small size of many of the potential allocations, particularly in rural parts of the Borough, it is often not practicable to obtain a site specific flood risk assessment and a detailed examination of its implications in advance of allocation.

Response to the consultation

3.0.100 There was no equivalent policy included in the Issues and Options consultation.

Proposed Policy Approach

3.0.101 In order to comply with the full requirements for the exceptions test in advance of any development in such areas, such allocations are explicitly made subject to the requirements still outstanding. This is done by linking those allocations to a specific development management policy on the topic, as follows.

Draft Policy POAW 19: Allocated sites in areas of high flood risk

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

- These will be subject to (and no relevant planning permission will be granted before)
 - a site specific flood risk assessment satisfactorily demonstrating the development will be safe for its lifetime, taking into account the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing flood risk overall; and
 - satisfactory demonstration that any design or development features necessary to address flood risk issues are compatible with heritage assets in the vicinity (including conservation areas and listed buildings), local visual amenity and (where relevant) the landscape and scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty.
- The sequential test set out in NPPF policy 101 is deemed to be met by the allocation process.
- In relation to the exceptions test set out in NPPF policy 102
 - the first part (demonstration of wider sustainability benefits) is deemed to be met by the allocation process; and
 - the second part (site specific flood risk assessment, etc.) is not deemed to be met by the allocation process, and shall remain the responsibility of the prospective developer. No relevant planning permission shall be granted unless and until this second part of the test is met, as set out in section 1 of this policy, above.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 20: Delivering Affordable Housing

Context

3.0.102 Delivering new affordable homes remains a key national government priority to meet housing need. The Core Strategy Housing Policy CS09 seeks to deliver affordable housing in the Borough by setting out the percentage of affordable housing which should be provided on qualifying sites. The policy set minimum thresholds over which affordable housing should be sought. (At present in King's Lynn, Downham Market and Hunstanton the threshold is 0.33ha or 10 or more dwellings, while elsewhere it is 0.165 ha or 5 or more dwellings.)

3.0.103 The objectives of that policy can be undermined by attempts to avoid the affordable housing requirement by sub-division of sites and incremental developments of numbers of houses below the threshold. Such developments will deliver neither the proportion of affordable housing required to meet needs, nor the mix of housing stock required to sustain balanced communities.

3.0.104 Relevant Local and National Policies and Guidance

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

Response to the consultation

3.0.105 There was no equivalent policy included in the Issues and Options consultation.

Proposed Policy Approach

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

3.0.107 *Example:*

3.0.108 Permission is granted for 4 market dwellings on a site of 0.150 ha in a rural vilage. The site is not required to provide affordable housing as it is below the threshold set in Core Strategy Policy CS09 Housing.

3.0.109 Development is completed on the site in 2014.

3.0.110 Four years later, an application is made for 3 more houses on land immediately adjacent to the completed site.

3.0.111 Both sites are assessed in combination to determine the affordable housing contribution. Therefore, the total number of dwellings on both sites is 7 and the developer will be required to deliver the relevant proportion of affordable housing (20% in this rural example), or equivalent financial contributions if this cannot be delivered on site.

Draft Policy POAW 20 – Delivering Affordable Housing

The requirement to provide affordable housing under Core Strategy CS09 Housing will apply jointly to the whole of a single site that is developed incrementally (through sub-division etc.) and results in the total number of dwellings reaching the threshold for a requirement for a proportion of (or contribution to) affordable housing.

For the purposes of this policy a single site will be that which was a single planning unit at the time of the first planning application or during the preceding 5 years.

The onus will be on a prospective developer wishing to develop on part of such a site without meeting the whole's full housing affordable housing requirement to demonstrate that it has not been part of that whole in such terms within those previous years.

Question

Do you have any comments on the proposed policy wording or approach?

POAW 21 –Parking Provision in New Development

Context

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

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

Response to earlier consultation

3.0.113 There was no equivalent policy included in the Issues and Options consultation.

Proposed Policy Approach

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

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

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

Relevant Local and National Policies and Guidance

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

Draft Policy POAW 21 – Parking Provision in New Development

1. Residential dwellings

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

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

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

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

2. Other developments

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

Question

Do you have any comments on the proposed policy wording or approach?

4.1 Distribution of Development

Distribution of Housing Development

Overall Housing Provision

4.1.1 The Core Strategy provided for 16,500 new dwellings across the Borough over the period 2001 – 2026. The table below shows that after taking into account completions between 2001 and 2012 (7,306) and commitments (outstanding planning permissions) (2,814) at March 2012; a total of 10,120 dwellings, together with the actual draft allocations proposed in this document (6,215), we have provided for a total of 16,332 new dwellings. This leaves a small potential shortfall of 168 dwellings to be met. There are a number of options for dealing with this shortfall:

- allocate additional land to meet the potential shortfall in one or more of the identified settlements;
- there are a number of settlements where we were seeking allocations but to date no suitable sites have emerged; these are likely to come forward through the consultation process enabling sites to be identified in these places;
- the effect of further completions and permissions being granted is likely to diminish any potential shortfall when the plan's base date is recalculated for March 2013 or 2014.

4.1.2 The consultation process offers the opportunity for these options to be explored and the potential shortfall to be addressed before the plan is submitted.

| Place | Core Strategy Provision (see Appendix 1 CS July 2011) | Total Completions & Commitments Apr 2001 - Mar 2012 | Actual Allocations to date (draft Options document) | Actual Total to date |
|-----------------------------------|---|---|---|----------------------|
| Main Settlements | | | | |
| King's Lynn | 7,511 | 2,954 | 1,610 | |
| (West Lynn) | | | 49 | |
| Downham Market (incl. Downham W.) | 2,711 | 2,146 | 400 | |
| Hunstanton | 580 | 352 | 220 | |
| Wisbech fringe | 550 | | 550 | |
| Main Settlements Sub Total | 11,352 | 5,452 | 2,829 | 8,281 |

| Place | Core Strategy Provision (see Appendix 1 CS July 2011) | Total Completions & Commitments Apr 2001 - Mar 2012 | Actual Allocations to date (draft Options document) | Actual Total to date |
|--|---|---|---|----------------------|
| Settlements Adj. Main Towns | | | | |
| North Wootton | | 64 | 0 | |
| Knights Hill | | | 600 | |
| South Wootton | | 282 | 300 | |
| West Winch/North Runcton | | 208 | 1,600 | |
| Emneth | | 142 | 40 | |
| Walsoken | | 37 | | |
| (Wisbech Fringe) | | 179 | | |
| Settlements Adj. Main Towns Sub Total | 672 | 733 | 2,540 | 3,273 |
| Key Rural Service Centres (x20) | | | | |
| KRSC Sub Total | 2,878 | 2,518 | 609 | 3,132 |
| Rural Villages (x34) | | | | |
| RV Sub Total | 1,280 | 1,023 | 234 | 1,255 |
| Other (SV & Hamlets) | 351 | 394 | 0 | 394 |
| Total | 16,533 | 10,120 | 6,212 | 16,332 |

| Place | Core Strategy Provision (see Appendix 1 CS July 2011) | Total Completions & Commitments Apr 2001 - Mar 2012 | Actual Allocations to date (draft Options document) | Actual Total to date |
|-------|---|---|---|----------------------|
| Place | Core Strategy Provision (see Appendix 1 CS July 2011) | Total Completions & Commitments Apr 2001 - Mar 2012 | Actual Allocations to date (draft Options document) | Actual Total to date |

4.1.3 The Core Strategy allocates the largest share of new housing development over the plan period to King's Lynn; with lesser amounts going to the Wisbech fringe (the town's centre is in Fenland District, but the town has now expanded to the extent that some of the new growth will occur within West Norfolk); to the second town in the Borough, Downham Market; and a lesser amount to the third town, Hunstanton. In the Main Settlements the Core Strategy provided for a total of 12,024 dwellings; the table above now shows an Actual Total of 11,554 dwellings (the combined total for Main Settlements and Settlements adjacent to the Main Towns). With Key Rural Service Centres and Others Actual Totals both exceeding the Core Strategy figures the overall total is broadly in line with the total envisaged in the Core Strategy.

4.1.4 A significant amount, around 17%, of new housing is allocated to smaller settlements in the rural parts of the Borough.

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

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

King's Lynn area

4.1.7 The King's Lynn area is required by Core Strategy Policy CS09 to provide 7,510 new dwellings in the plan period. Updating completions and commitment to March 2012 (a total of 3,508) leaves 4,000 to be distributed between the identified areas of:

4.1.8 The following explains the content of the individual columns in the table:

- a. West Winch/North Runcton (where the Core Strategy identified 1,600)
- b. King's Lynn town and West Lynn (1,659 now identified)
- c. Hall Lane, South Wootton (300 now identified)
- d. Knight's Hill, South Wootton (600 now identified)

4.1.9 A total of 4,159 new allocations are provided for in the King's Lynn area in this document.

Rural Areas

4.1.10 Around 17% of the Borough's new housing is allocated to the rural parts of the Borough, and divided among the higher level of rural settlements (the 20 identified 'Key Rural Service Centres'), with a lesser amount going to the defined 'Rural Villages' (of which there are 34). No allocations are made in Smaller Villages and Hamlets (though see below for details of the approach to development in these places).

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

| Settlement Designation | Number of Settlements of type | Combined Core Strategy housing allocation | Average Core Strategy allocation of dwellings per settlement |
|------------------------------|-------------------------------|---|--|
| Key Rural Service Centres | 20 | 660 | 33 |
| Rural Villages | 34 | 215 | 6 |
| Smaller Villages and Hamlets | 54 | 0 | 0 |

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

4.1.13 However, this general approach is not rigidly applied. Some settlements are more constrained than others, for instance by flood risk, nationally important landscape, limited safe highway access, etc. Conversely, there are other settlements where a slightly higher level of development is advantageous if it can provide social facilities that are particularly needed, or a

more satisfactory form of development. The Borough Council has taken particular account of the view of the parish councils and, within the constraints of other factors, sought to provide a lower or higher figure in the direction of the parish council's preferences.

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

4.1.15 The following tables outline how both the guide figure and the final draft allocation for each settlement have been derived. Further details of the particular constraints and opportunities are provided for each settlement later in this document. The content of the each of the columns in the table is explained below the tables.

4.1.16 The following explains the content of the individual columns in the table:

- a. The number of dwellings provisionally allocated to the settlement (i.e. the number of dwellings actually proposed on identified sites).
- b. The population of the settlement is taken in most cases to be the population recorded for the parish (note this usually includes a more extensive area than the settlement itself). Figures marked with an asterix (*) are estimates for settlements where there is more than one settlement in a parish.
- c. This is the population of the settlement from column 'a', as a percentage of that for all the Key Rural Service Centres.
- d. The guide number of dwellings sought in the settlement – i.e. the same proportion of the 660 dwellings allocated to Key Rural Service Centres as the settlement's population from column 'b'.
- e. How much the provisionally allocated number of dwellings varies from the initial target (as a percentage of that initial target).
- f. Particular factors considered by the Council to justify a significant variation from the guide number in column d.

| KEY RURAL SERVICE CENTRE | a | b | c | d | e | f |
|---|---|-------------------------------------|---|---|---|---|
| | Provisionally allocated no. of dwellings | 2 0 1 1 Population (* = estimated) | Population as a proportion of all 'Key Rural Service Centres' | Guide number of dwellings based on population | Allocated number of dwellings as a percentage of guide number (d) | Particular reason for marked difference between allocations and from guide number (d) |
| Brancaster with Brancaster Staithe & Burnham Deepdale | 14 | 797 | 2% | 11 | 127% | In order to provide two sites and optimise their development potential |
| Burnham Market | 30 | 877 | 2% | 12 | 250% | Provides car parking for the village |
| Castle Acre | 11 | 848 | 2% | 11 | 100% | - |
| Clenchwarton | 56 | 2,171 | 4% | 29 | 193% | To optimise the development potential of sites |
| Dersingham | 30 | 4,640 | 9% | 62 | 48% | Insufficient suitable sites put forward |
| Docking | 16 | 1,200 | 2% | 16 | 100% | - |
| East Rudham | 0 | 541 | 1% | 7 | 0% | No suitable sites put forward |
| Feltwell with Hockwold | 60 | 4,020 | 8% | 54 | 111% | To optimise the development |

Preferred Options for a Detailed Policies and Sites Plan

| | | | | | | potential of sites and maximise the provision of affordable housing |
|--|-----------|-------|-----|----|------|---|
| Gayton with Grimston & Pott Row | 46 | 3,412 | 7% | 46 | 100% | - |
| G r e a t Massingham | 12 | 902 | 2% | 12 | 100% | - |
| Heacham | 66 | 4,750 | 10% | 63 | 105% | - |
| Marham | 25 | 3,531 | 7% | 47 | 53% | Insufficient suitable sites put forward |
| Methwold & Northwold | 40 | 2,587 | 5% | 35 | 114% | - |
| Snettisham | 20 | 2,570 | 5% | 34 | 59% | Insufficient suitable sites put forward |
| Stoke Ferry | 15 | 1,020 | 2% | 14 | 107% | - |
| Terrington St Clement | 55 | 4,125 | 8% | 55 | 100% | - |
| Terrington St John with St John Highway & Tilney St Lawrence | 0 | 2,467 | 5% | 33 | 0% | No suitable sites put forward |
| Upwell with Outwell | 65 | 4,833 | 10% | 64 | 102% | - |
| Watlington | 32 | 2,455 | 5% | 33 | 97% | - |
| West Walton with Walton Highway | 16 | 1,731 | 3% | 23 | 70% | Insufficient suitable sites put forward |

| | | | | | | |
|--------------|------------|---------------|-------------|------------|------------|--|
| TOTAL | 609 | 49,477 | 100% | 660 | 92% | |
|--------------|------------|---------------|-------------|------------|------------|--|

Preferred Options for a Detailed Policies and Sites Plan

| RURAL VILLAGE | a | b | c | d | e | f |
|-------------------------------|---------------------|--------------------------------|--|---|---|---|
| | Allocated Dwellings | 2011 Population ⁽¹⁾ | Population as a proportion of all Rural Villages | Guide number of dwellings based on population | Allocated number of dwellings as a percentage of guide number (d) | Particular reason for marked difference between allocations and from guide number (d) |
| Ashwicken | 5 | 592 | 3% | 5 | 93% | - |
| Burnham Overy Staithe | 0 | 134 | 1% | 1 | 0% | No suitable sites put forward |
| Castle Rising | 0 | 216 | 1% | 2 | 0% | No suitable sites put forward |
| Denver | 10 | 890 | 4% | 8 | 124% | To optimise the development potential of the selected site |
| East Winch | 10 | 779 | 3% | 7 | 141% | The chosen site could satisfactorily accommodate a little more |
| Fincham | 5 | 496 | 2% | 5 | 100% | - |
| Flitcham | 0 | 276 | 1% | 3 | 0% | No suitable sites put forward |
| Great Bircham & Bircham Tofts | 10 | 448 | 2% | 4 | 250% | Parish Council preference for greater level of new housing |

1 2011 Census, Parish population figures, except where indicated * which are estimates of the village population where settlements do not relate closely to parish areas.

Preferred Options for a Detailed Policies and Sites Plan

| | | | | | | |
|--|-----------|-------|----|----|------|---|
| Harpley | 5 | 338 | 1% | 3 | 167% | In order to deliver affordable housing on site |
| Hilgay | 12 | 1,341 | 6% | 12 | 100% | - |
| Hillington | 5 | 400 | 2% | 4 | 125% | In order to deliver affordable housing on site |
| Ingoldisthorpe | 8 | 849 | 4% | 8 | 100% | - |
| Marshland St James & St Johns Fen End | 15 | 1,336 | 6% | 12 | 125% | Provisionally chosen site could accommodate a little more |
| Middleton | 15 | 1450 | 6% | 13 | 115% | - |
| Old Hunstanton | 0 | 628 | 3% | 6 | 0% | No suitable sites put forward |
| Runton Holme | 10 | 657 | 3% | 6 | 167% | Provisionally chosen site could accommodate a little more and deliver an additional affordable dwelling |
| Sedgeford | 10 | 613 | 3% | 6 | 167% | Provisionally chosen site could accommodate a little more and deliver an additional affordable dwelling |

Preferred Options for a Detailed Policies and Sites Plan

| | | | | | | |
|---------------|-----------|-------|----|----|------|---|
| Shouldham | 10 | 605 | 3% | 5 | 200% | An appropriate level of housing without having a significant impact on character |
| Southery | 15 | 1,324 | 6% | 12 | 125% | Provisionally chosen site could accommodate a little more and deliver an additional affordable dwelling |
| Syderstone | 5 | 445 | 2% | 4 | 125% | In order to deliver affordable housing on site |
| Ten Mile Bank | 5 | 382* | 2% | 3 | 167% | To optimise the development potential of the selected site and deliver affordable housing on site |
| Three Holes | 5 | 390* | 2% | 4 | 125% | To optimise the development potential of the selected site and deliver affordable housing on site |
| Thornham | 5 | 496 | 2% | 5 | 100% | - |

Preferred Options for a Detailed Policies and Sites Plan

| | | | | | | |
|---|-----------|------|----|----|------|---|
| Tilney All Saints | 5 | 573 | 2% | 5 | 100% | - |
| Walpole Cross Keys | 5 | 518 | 2% | 5 | 100% | - |
| Walpole Highway | 5 | 701 | 3% | 6 | 100% | - |
| Walpole St Peter with Walpole St Andrew & Walpole Marsh | 16 | 1804 | 8% | 16 | 100% | - |
| Welney | 7 | 542 | 2% | 5 | 140% | Parish Council preference for additional development and site can accommodate more |
| Wereham | 8 | 859 | 4% | 8 | 100% | - |
| West Newton | 0 | 228* | 1% | 2 | 0% | No suitable sites put forward |
| Wiggenhall St Germans | 12 | 1373 | 6% | 12 | 100% | - |
| Wiggenhall St Mary Magdalen | 10 | 729 | 3% | 7 | 143% | Provisionally chosen site could accommodate a little more and deliver an additional affordable dwelling |
| Wimbotsham | 0 | 664 | 3% | 6 | 0% | No suitable sites put forward |

Preferred Options for a Detailed Policies and Sites Plan

| | | | | | | |
|--------------|------------|-------|------|-----|------|-------------------------------|
| Wormegay | 0 | 359 | 2% | 3 | 0% | No suitable sites put forward |
| TOTAL | 234 | 23435 | 100% | 213 | 110% | |

4.1.17 Smaller Villages and Hamlets

4.1.18 These are the settlements defined by Core Strategy Policy CS02 as places where development will be 'limited to specific identified needs only', while avoiding conflict with environmental protection and nature conservation policies. There are 55 of these settlements and they are listed below.

4.1.19 In line with the Core Strategy, no allocations are proposed for these settlements. However, a limited amount of development may be facilitated. The Smaller Villages and Hamlets will be subject to Policy AW 3 (see area Wide Policies section of this document). The intention of the policy is to permit modest levels of development which deliver against the identified local needs, while avoiding scales of development which are either inappropriate to the scale and character of the settlement, or could cumulatively lead to a higher level of housing being developed in the rural areas than planned by the Core Strategy, or undermine the delivery of the major strategic growth planned around the towns.

List of Smaller Villages and Hamlets

- Anmer
- Bagthorpe with Barmer
- Barroway Drove
- Barton Bendish
- Barwick
- Bawsey
- Bircham Newton
- Blackborough End
- Boughton
- Brookville
- Burnham Norton
- Burnham Overy Town
- Burnham Thorpe
- Choseley
- Congham
- Crimplesham
- East Walton
- Fordham
- Fring
- Gayton Thorpe
- Hay Green
- Holme next the Sea
- Lakesend
- Leziate
- Little Massingham
- Methwold Hythe
- New Houghton

- Nordelph
- North Creake
- North Runcton
- Pentney
- Ringstead
- Roydon
- Ryston
- Saddlebow
- Salters Lode
- Setchey
- Shernborne
- Shouldham Thorpe
- South Creake
- Stanhoe
- Stow Bardolph
- Stow Bridge
- Tilney cum Islington
- Titchwell
- Tottenhill
- Tottenhill Row
- West Acre
- West Bilney
- West Dereham
- West Rudham
- Whittington
- Wighenhall St Mary the Virgin
- Wolferton
- Wretton

5.1 King's Lynn & West Lynn

King's Lynn and West Lynn

King's Lynn

Introduction

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

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

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

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

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

5.1.5 The town has two key public transport hubs with a central bus station connecting with surrounding rural settlements and other towns and cities, and a railway station which has hourly services to Cambridge/London. The town also has strategic road links to Hunstanton via the A149, to Fakenham on the A148, to Thetford and Bury St Edmunds via the A10/A134, to the cities of Norwich and Peterborough on the A47 Trunk Road and towards Cambridge and London via the A10.

5.1.6 King's Lynn's 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:

- Town centre expansion including retail
- Housing growth
- Employment land provision

- Regeneration in the town
- The Waterfront area
- Transport issues
- Green infrastructure.

Town Centre

5.1.7 The policy approach to retail development in King's Lynn is specified in Policy King's Lynn 1 below. This identifies the Town Centre area, specifying the types of development and potential uses deemed appropriate within it, including, but not at all exclusively, retail.

5.1.8 The 'Issues and Options' consultation document included an option of a town centre retail policy, DM4b, to protect key retail frontages and vitality in the town centre. The map used was based on work produced in the 2006 Town Centre Study, and identified:

- a. Primary frontages, where a minimum of 75% of pure retail uses (A1) would be retained at ground floor level; and
- b. Secondary frontages, where 50% of frontages would be retained in retail and food and Drink (A), offices/light industry (B1), hotels (C1), non-residential institutions such as museums and clinics (D1) and assembly and leisure such as cinemas, gyms and concert halls.

5.1.9 However following further research and consideration, it is now thought preferable to have policies which concentrate on what the Borough Council is seeking to achieve, rather than the mechanisms (whether promotion or control) that will be employed to achieve this. It is considered that this provides a clearer, more positive and flexible tool for influencing development and planning decisions over the life of the plan.

Town Centre Retail Extension

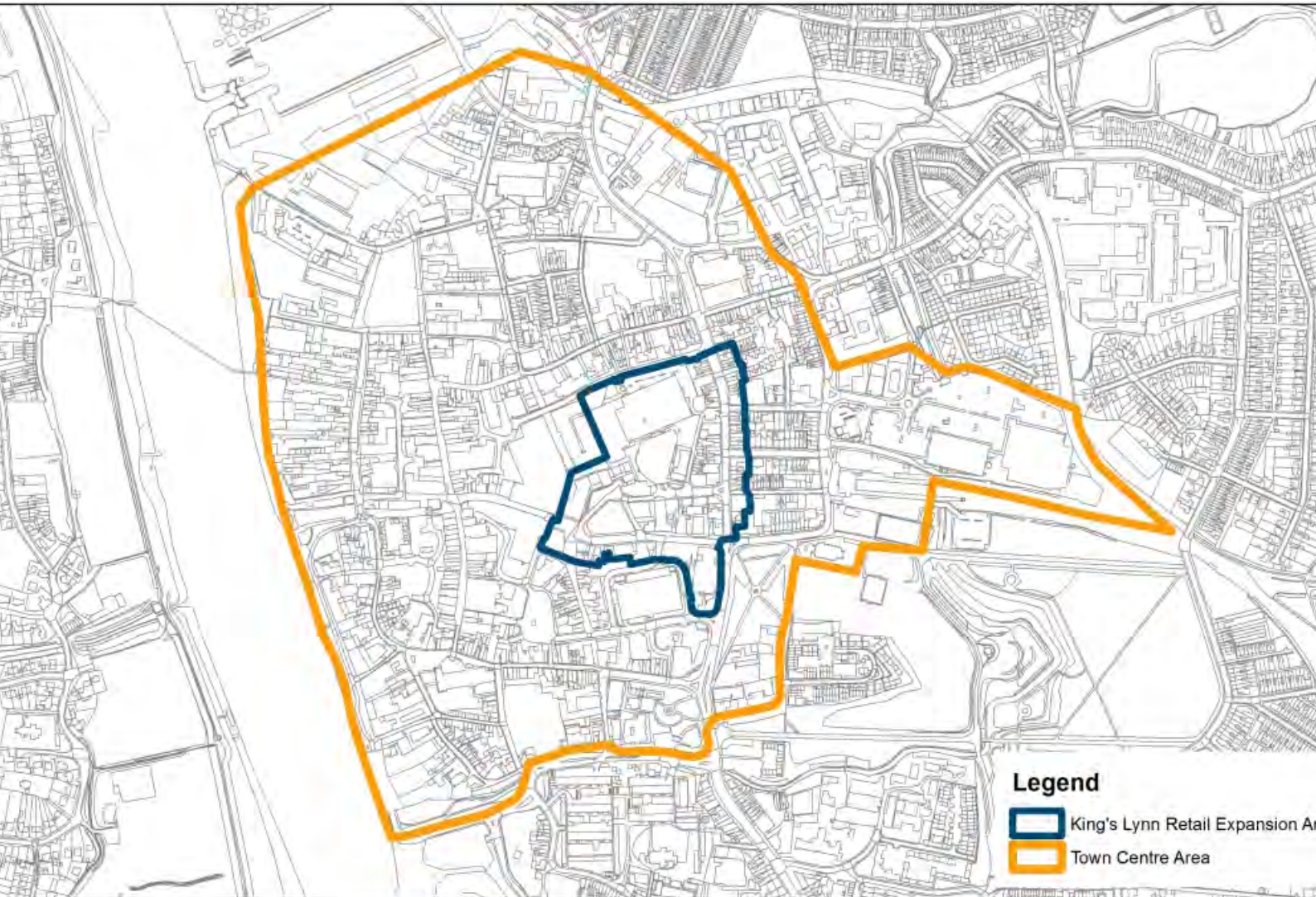
5.1.10 The Core Strategy (policy CS03) refers to the need to provide at least 20,000 sq. of retail floor space as an extension to the existing town centre west of Railway Road in King's Lynn. The King's Lynn Diagram 2 (Page 100, Figure 8 of the Core Strategy) broadly indicates where the Town Centre Expansion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

Gaywood Clock

5.1.11 The Gaywood Clock Area is situated within the built up area of King's Lynn at the junction of the A148 (Wootton Road and Lynn Road) and A1076 (Gayton Road) principal roads, approximately one mile to the east of the town centre. The Gaywood Clock Area acts as a district shopping centre for the large residential areas in the east of King's Lynn. It has two supermarkets, local shops, a library, chemist, health centre, pub, takeaways, church, community hall, bowling

alley and other services. The remainder of the area is a mixture of housing interspersed with open space. The centre particularly benefits residents without a car or with constrained mobility. The Council is proposing a policy approach which seeks to ensure that the Gaywood Clock Area continues to fulfil its primary role of providing convenient and accessible shopping facilities within walking distance of nearby housing areas by retaining and enhancing the existing retail choice. Policy King's Lynn 3 below sets out this approach.

Policies King's Lynn



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Town Centre & Retail Expansion Area

0 0.035 0.07 0.14 0.21 0

Policy PODP King's Lynn 1: King's Lynn Town Centre

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

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

In order to achieve this, development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1) will be particularly encouraged in the area.

Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.

Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.

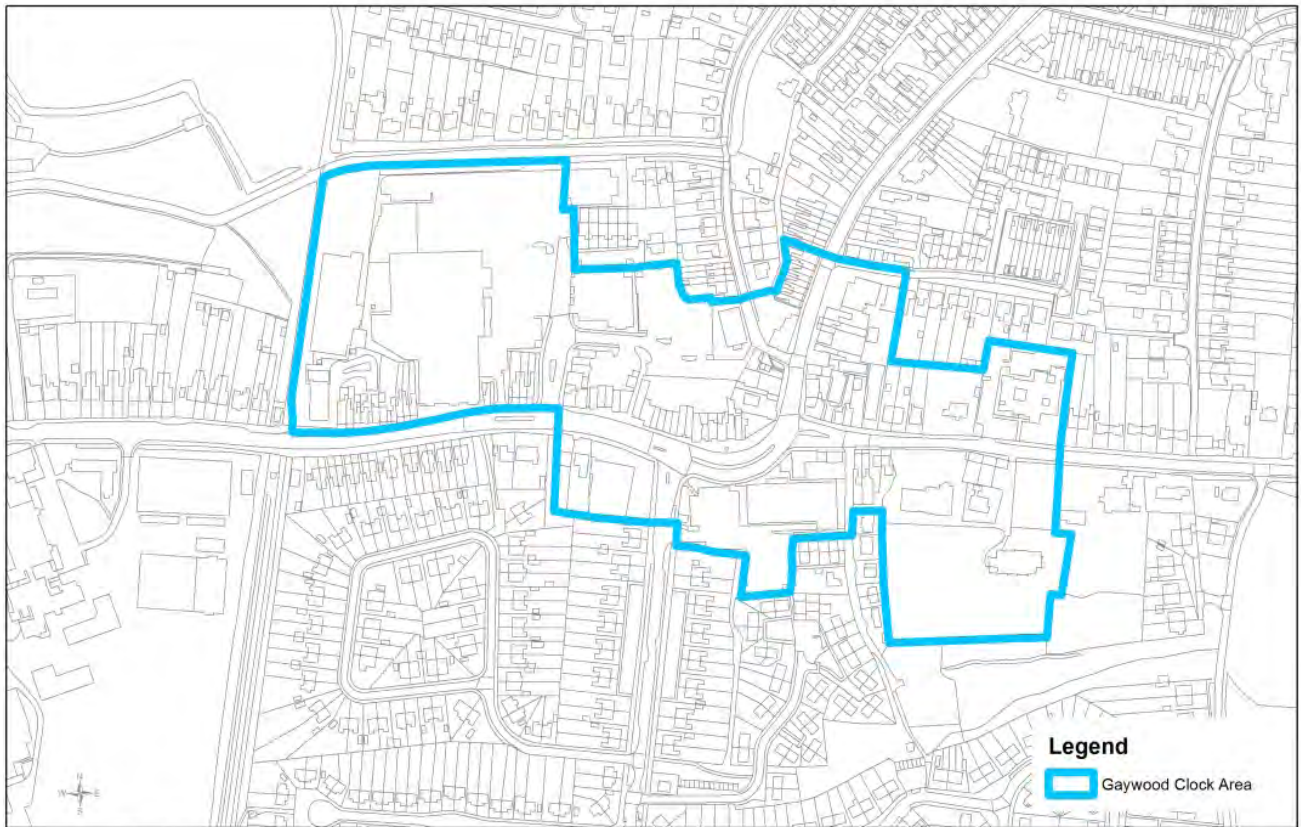
Redevelopment to increase the provision of larger, modern format retail units will be encouraged where this can be achieved in a way that is consistent with the other objectives for the town centre.

The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the retail heart of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the retail heart of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.

Policy PODP King's Lynn 2: King's Lynn Town Centre Retail Expansion Area

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

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



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Gaywood Clock Area

0 0.015 0.03 0.06 0.09 0.12 Miles

Policy PODP King's Lynn 3: Gaywood Clock Area

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

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

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

Questions - King's Lynn Town Centre & Gaywood Clock Area

- a. Do you agree with the Town Centre area? If not, what alternative would you suggest? Do you have any comments on the preferred policy approach?
- b. Do you agree with the preferred Town Centre Expansion Area? If not, what alternative would you suggest? Do you have any comments on the preferred policy approach?
- c. Do you agree with the Gaywood Clock area? If not, what alternative would you suggest? Do you have any comments on the preferred policy approach?

Housing Growth - background

The Core Strategy distributes the majority of future residential development within the Borough to King's Lynn as the most sustainable location for growth. The Distribution of Development chapter of this document sets out how these are distributed. After allowing for planned strategic growth on the outskirts of the town, dwellings built since the adoption of the Core Strategy, and current planning permissions yet to be built, 1,659 new dwellings will need to be provided within the existing built up areas of King's Lynn and West Lynn. It is anticipated that most of these 1,659 dwellings will result from the redevelopment of existing uses or vacant sites.

Preferred Allocated Sites

Allocated sites are specifically identified for a planned type and quantity of development and identified on the Proposals Map. The following sites in King's Lynn and West Lynn are preferred allocations for development. These are each either available for development at present, or there is a reasonable expectation that they will become so during the plan period. These allocations provide for 1,659 dwellings during the plan period.

| Preferred Allocated Sites in King's Lynn and West Lynn | | |
|--|------------------------------|---------------------|
| Policy Ref. No. | Address | Development Planned |
| KL1 | Marsh Lane | 150 |
| KL2 | Boal Quay | 350 |
| KL3 | South of Parkway | 260 |
| KL4 | Land at Lynnsport | 450 |
| KL5 | South Quay | 50 |
| KL6/W Lynn 2 | Land at Bankside, West Lynn | 200 |
| KL7 | Land west of Columbia Avenue | 100 |
| KL8 | North of Wisbech Road | 50 |
| W Lynn 1 | West of St Peter's Rd. | 49 |
| | Total | 1,659 |

The maps of King's Lynn which include the allocated sites and the proposed development boundary are shown below.



Questions - King's Lynn Housing

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

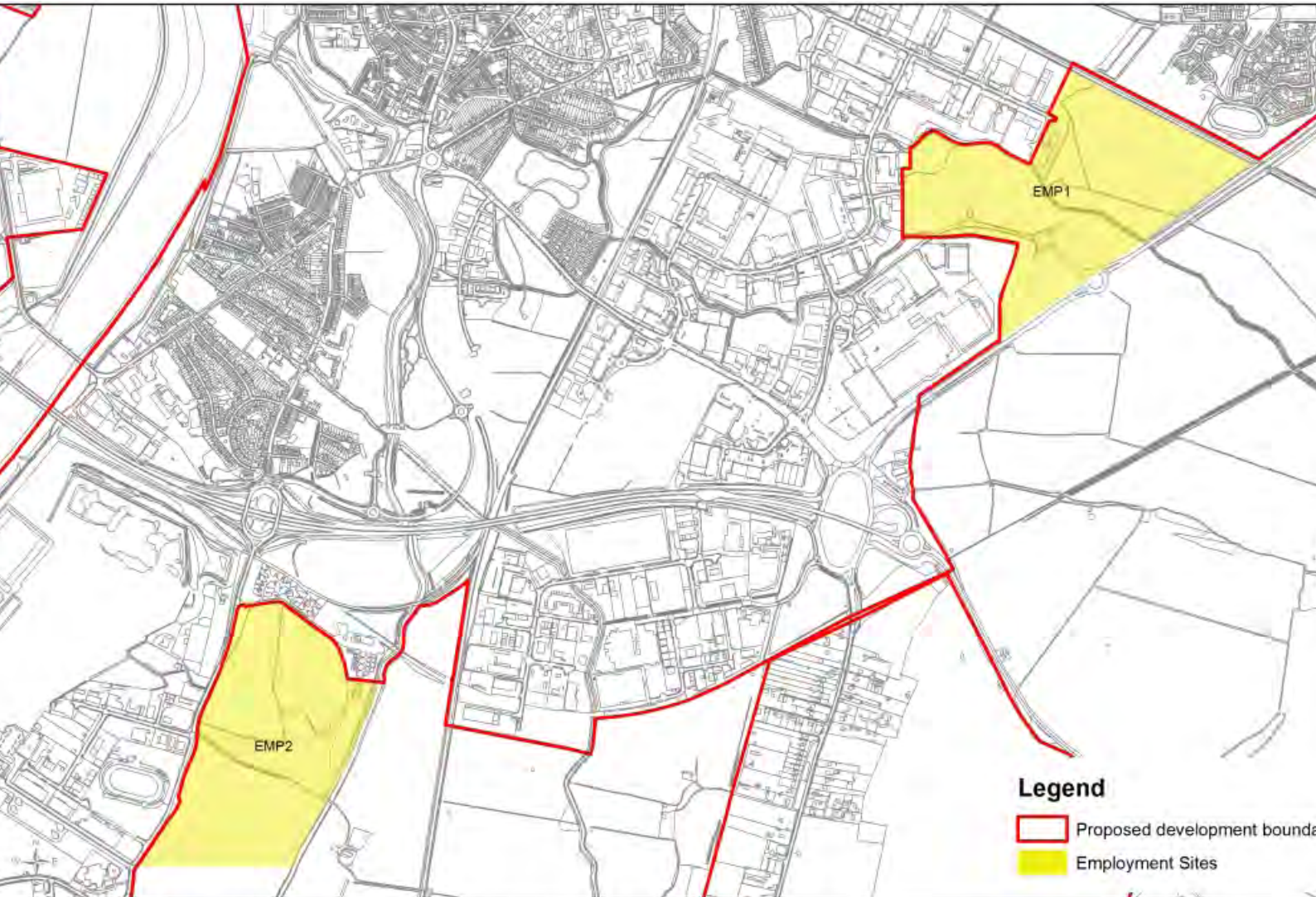
Economy

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

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

The Employment Expansion areas are clearly notated and the Core Strategy has indicated the size of allocation (50ha). 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 approximately 27 hectares and now has planning consent.

This leaves an area of approximately 23 hectares for the land adjacent to the Saddlebow roundabout. The landowners put forward a much larger piece of land for consideration than that suggested as the preferred allocation. Both proposed preferred employment allocations are indicated on the map below.



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Employment Expansion Areas

0 0.05 0.1 0.2 0.3 0.4
Miles

Policy - King's Lynn Economy

Sites at Hardwick (EMP1, 27 hectares) and Saddlebow (EMP2, 23 hectares) as shown on the Policies Map will be the preferred locations for employment expansion in King's Lynn. The development of these sites to provide for business, industrial and distribution uses will create opportunities to meet future need and provide for choice in line with Core Strategy policy CS10 - The Economy.

Questions - King's Lynn Economy

- a. Do you agree with the proposed preferred employment expansion areas?
- 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?

Regeneration Areas

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

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

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

Transport

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

Green Infrastructure

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

- The lack of opportunities to cross the A149 to access resources to the east of the town such as Bawsey Country Park, the Gaywood Valley and Roydon Common National Nature Reserve;
- Linkages and movement corridors for recreation and wildlife between the town centre and key resources to the north, east and south of the town;
- High quality urban landscape within the town centre;

- Further GI provision in the south east of the town, especially where urban expansion is proposed;
- A lack of provision in the northwest of the town.

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

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

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.

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?

Comments

The Environment Agency (EA) has no objection to the proposed employment expansion areas allocated in the Core Strategy (EMP 1 and 2). These allocated locations for employment expansion will include development classified as Less Vulnerable to flooding by PPS25 and are located within close proximity to existing employment areas and transport infrastructure. Although both of the proposed sites are shown to be at future risk of flooding the Council's SFRA demonstrates that they pass the PPS25 Sequential and Exception tests. The EA is also satisfied that the flood risk associated with these sites can be adequately addressed, at the planning application stage, via the PPS25 Sequential Approach to site layout and by the incorporation of appropriate flood mitigation measures, identified by site specific Flood Risk Assessments, into the design of new developments. However they recommend that for EMP1 evacuation procedures will need to put in place and the Emergency Planning team should be consulted.

The EA have no objection to the proposed town centre expansion area which would include the provision of new retail, leisure community and office floor space, the redevelopment and or improvements to existing buildings, some residential use and the relocation of the bus station. As part of this, it will be essential for flood risk to be appropriately addressed by any new development.

Norfolk County Council commented that all sites in King's Lynn need to consider the impacts on the immediate highway capacity, opportunities for public transport and improvements for walking and cycling. There are three main areas which all development needs to address in King's Lynn including: (a) air quality, which may include traffic management and car parking management, (b) providing enhanced or new public transport corridors to the town centre; and (c) improved walking and cycling measures. Any development of the town and surrounding area will have to help address these issues to ensure King's Lynn growth does not have detrimental effects on the population.

Norfolk Wildlife Trust are concerned about the inclusion of KL2 (Boal Quay) and KL9 (Hardings Pits) as Housing Opportunity Sites. They object to any proposals to develop Hardings Pits and are likely to object to any proposals to develop Boal Quay, unless biodiversity is clearly protected.

They note that these are both residual applications from the 1998 Local Plan at a time when the value of these two sites as urban greenspace was not recognised. Since that time Hardings Pits in particular has developed as an area of wild greenspace managed by the local community, has been designated as a Doorstep Green and is currently being assessed as a potential County Wildlife Site. Boal Quay is directly connected to Hardings Pits and includes areas of saltmarsh, which is a Biodiversity Action Plan Habitat.

Natural England supports the policy regarding Green Infrastructure (GI). However, the provisions for new GI outlined in the text should be incorporated on to the relevant maps in Appendix 2, as these are proposals for the delivery of quality GI in King's Lynn. They are not clearly shown on the relevant Proposals Map due to its small scale.

The EA support the protection and enhancement of existing areas of green infrastructure and open space, as well as the formation of new areas. Given the intent of the NPPF it may be appropriate to both identify particularly important green spaces as well as adopting criteria based protection.

Such areas can sometimes also be used to provide Sustainable Drainage Systems (SuDS) features which can help to reduce or improve surface water drainage issues.

Norfolk Wildlife Trust support the suggested approach to GI as set out in the proposed policy.

West Lynn

Description

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

Strategic Background

The Core Strategy included West Lynn as part of the sub-regional centre of King's Lynn in Policy CS02. Policy CS03 seeks to provide at least 7,510 new dwellings within and around King's Lynn including West Lynn.

West Lynn was not specifically identified in the earlier Issues and Options consultation document. At that time it was considered that as the settlement is wholly at risk of flooding it would not be desirable to plan further development there. However, following further consideration and discussions with the Environment Agency, it was concluded that it would be appropriate to with some areas in the flood hazard zone.

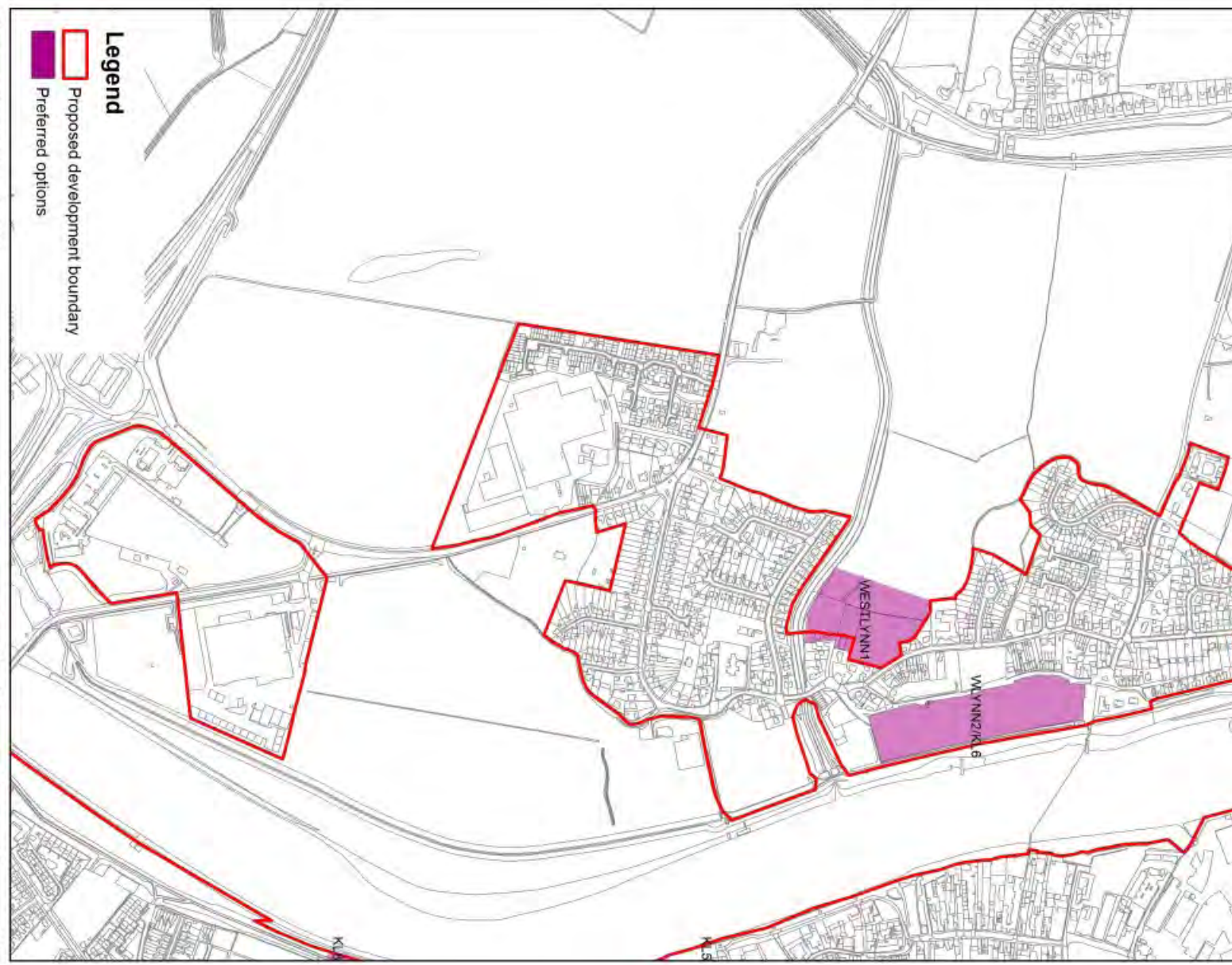
Hence the Distribution of Development Chapter of this document identifies that a part of the growth planned for the King's Lynn area should be accommodated in West Lynn once draft allocation is made (see below). **The former Del Monte site at Bankside (KL6/W Lynn2) is identified as one of the preferred allocations in the King's Lynn housing section above.**

Response to the consultation

The response to the consultation at the 'Issues and Options' stage, demonstrated strong local desire to distribute housing allocations more evenly around King's Lynn, including at West Lynn. West Lynn has the potential to accommodate some new housing to support facilities in the village including the local primary school and the ferry service. This housing will contribute to the overall total to be allocated in King's Lynn.

While all sites were previously rejected on the basis of flood risk new supporting information was provided for one site (637, west of St Peter's Road) which demonstrated that the site is at a lower flood risk than other sites in West Lynn. Stakeholder comments have indicated no overriding constraints to development on site 637. Further supporting information was also submitted in relation to site 447 Clenchwarton Road, but this remains at higher risk than the preferred site and is further from the services in West Lynn.

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Policy PO West Lynn 1 West of St Peter's Road

Land amounting to 2.0 hectares is allocated for residential development of some 49 dwellings (including 7.5 affordable). Development will be subject to compliance with adopted Core Strategy Policies and all of the following:

1. Provision of safe vehicular and pedestrian access;
2. Suitable improvements to pedestrian links from the site to existing highway infrastructure;
3. Provision of new hard and soft landscaping including strategic landscaping;
4. Plans that establish that the layout and design of the site will provide an appropriate response to the established pattern of development in the locality including any required noise attenuation measures to protect the amenity of residents from the adjoining development;
5. Submission of a Flood Risk Assessment;
6. Plans that demonstrate that all land currently used by West Lynn Primary School for the school playing field is excluded from development and that the boundary of the development site is reduced accordingly;
7. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
8. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the south of the site). The Local Planning Authority will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community.
9. Submission of details relating to the West Lynn Drain demonstrating that
 - any development will not obstruct access to the watercourse and;
 - a 9 metre strip of land adjacent to the watercourse is safeguarded from development, to the satisfaction of King's Lynn Internal Drainage Board;
10. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
or, if any negative impacts are identified, establishes that:
 - ii) these [negative impacts] could be suitably mitigated against;

Site Description and Justification

The allocated site (submitted site 637) has good access to services in West Lynn and is a short walk away from the regular passenger ferry service to King's Lynn town centre.

- Sequential Test

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

- Exceptions Test

The Council considers that further housing development is necessary within West Lynn in order to strengthen the sustainability of King's Lynn, its community and services, and that these benefits outweigh the flood risk involved. A site specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. The detailed requirements for this are set out in the draft Area Wide Policy 19.

It will be for the site owner or prospective developer to provide such an assessment. In the event that such an assessment and demonstration is available in advance of the Council making its decisions on the proposed Development Plan Document, this site could potentially be allocated without such a caveat.

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

Norfolk Wildlife Trust seeks an ecological assessment.

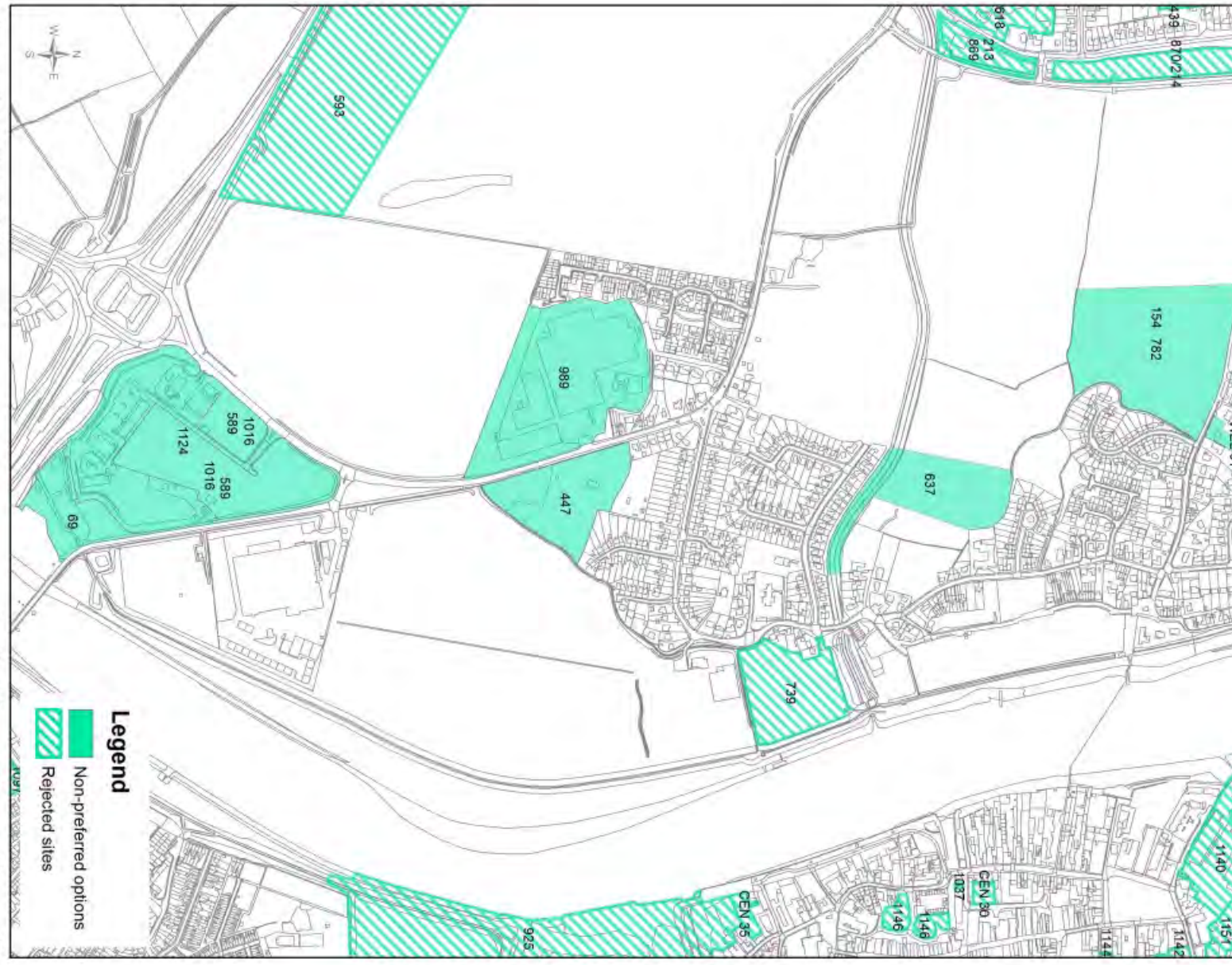
Access could be to the north of the site's road frontage on St Peter's Road; as far from the bend in the road opposite Victoria Terrace as possible. It would be possible to allocate in the region of 78 dwellings on the site as put forward. However the site includes the school playing field and this will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

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

Questions:

1. Do you have any comments on the proposed development boundary for West Lynn?
2. Do you have any comments on the draft allocated site(s) at West Lynn?
3. Do you have any comments on the sites which were considered but not allocated, or the way they have been assessed?
4. Should the allocated site(s) contribute to the funding/parking for the Ferry service?

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Preferred Options for a Detailed Policies and Sites Plan

| Preferred Option | Main comparative reasons for selection |
|---|---|
| PO West Lynn 1 West of St Peter's Road (submitted site 637) | Proximity to services. Least flood risk of available sites. |
| Non - Preferred Options | Main reasons for non-selection |
| 447 Land at Clenchwarton Rd | Site at high risk of flooding. Site is further from services in main settlement area than preferred site. |
| 154 South of Ferry Road | Site at high risk of flooding |
| 782 Land west of Sculthorpe Avenue | Site at high risk of flooding |
| WEL01 Ferry Road | Site at high risk of flooding |
| 69 Adj. The Oaks, Pullover Road | Site at high risk of flooding |
| Rejected Sites | Main reasons for rejection |
| 739 Land to East of St Peter's Road | Site is within the preferred development boundary and has consent for a retirement village and hence an allocation would not be required. |
| 1016 Freebridge Farm | Site at high risk of flooding. Site is within the preferred development boundary and hence an allocation would not be required, but is separate from the main settlement area. |
| 589 Freebridge Farm | Site at high risk of flooding. Site is within the preferred development boundary and hence an allocation would not be required, but is separate from the main settlement area. |
| 1124 Freebridge Farm | Site at high risk of flooding. Site is within preferred development boundary and hence an allocation would not be required, but is separate from the main settlement area. |
| 989 Land at Premier Foods, Clenchwarton Rd | Site at high risk of flooding. Site is currently in an employment use, which policy states should be retained if possible. It is also located within the preferred development boundary, and hence an allocation would not be required. |

5.2 West Winch and North Runcton Area

West Winch/North Runcton

Description

5.2.1 The area in question lies to the south-east of King's Lynn, includes parts of the parishes of in the vicinity of West Winch and North Runcton, and is very roughly bounded by the A10 to the west, the A47 to the east, and the Setchey to Blackborough End road to the south.

5.2.2 The area is predominantly agricultural land, but fringes the villages of West Winch and North Runcton, and encompasses a number of other dwellings and other premises.

Strategic Context

5.2.3 The adopted Core Strategy designated South East King's Lynn (this area) as one of the strategic 'urban expansion' areas around King's Lynn. The independent planning inspector who examined the Core Strategy explicitly stated that, compared to the potential alternatives, the expansion areas identified (including South East King's Lynn) were preferable to the alternatives in meeting the Borough's need for substantial numbers of additional dwellings over the plan period. It is relatively unconstrained by flood risk and infrastructure problems, etc., and relatively easily accessed and serviced.

5.2.4 Policy CS09 of the Core Strategy, 'Housing Distribution', provides for an allocation here of at least 1600 new homes, with supporting infrastructure. It also identifies this as establishing a direction for future growth beyond the plan period (i.e. beyond 2026). From the sites put forward during the consultation, informed by the work of the Prince's Foundation for the Built Environment in connection with the Neighbourhood Plan (see below) a total of 3,000 to 3,500 additional dwellings could be accommodated in the fullness of time. This is indicated diagrammatically in figure 7 of the Core Strategy.

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

5.2.6 The Core Strategy confirms that the land will be brought forward through the Site Allocations DPD. This needs to identify detailed boundaries, opportunities and requirements to ensure the potential of the site is maximised, while protecting other interests, including those of existing residents in the vicinity.

Neighbourhood Plan

5.2.7 The Parish Councils of West Winch and North Runcton are preparing a neighbourhood plan. Once finalised and approved this will be able to shape the detail of the development, but must be in general conformity with the strategic policies of the Local Plan.

5.2.8 By and large the Borough Council has left the detail of the new development for the neighbourhood plan to influence, and confined itself to the key strategic requirements for the development.

5.2.9 Work and consultation on the neighbourhood plan by the Parish Councils have already influenced the approach to the development of the area by both the Borough Council, as local planning authority, and the two major landowners in their development aspirations.

5.2.10 Responses to consultation

5.2.11 West Winch Parish Council made a number of comments relating to traffic issues in the settlement, and made suggestions on how to ease traffic and encourage resident to use alternative 'green' methods of transport including:

- A railway station with plenty of car parking, secure cycle store and a park and ride facility into King's Lynn
- Opening the South Lynn bus lane to ease traffic from the south side
- A bypass and not just a link road to reduce traffic volume on the A10, reduce the number of road traffic accidents and the impact of traffic on the foundations of the Church.

5.2.12 The Parish Council made other comments relating to infrastructure requirements, allotments, the high pressure gas mains, broadband speeds, drainage and electricity supply issues in West Winch.

5.2.13 The Parish Council considers the proposed growth far too large for the two villages, and would like to see the boundaries for the two villages remain to ensure their independence and individualities. A range of other site specific issues were made by the Parish Council.

5.2.14 General comments from parishioners were also submitted by the Parish Council. A large number of the comments received objected to additional growth and its proposed scale on the grounds of existing infrastructure issues. Some of the comments identified infrastructure improvements required to accommodate the level of growth, two comments raised concerns relating to the extra volume of traffic, one comment had concerns regarding the potential loss of village character, and one comment queried employment opportunities to accompany the additional growth.

5.2.15 The Parish Council has asked to be involved in the masterplan production at all stages as councillors have local knowledge.

5.2.16 North Runcton Parish Council had concerns regarding the impact of additional development upon village character, the impact of infrastructure on the area, the sustainability of major urban expansion on green field land and the lack of local employment opportunities. The Parish Council also raised concerns regarding potential exacerbation of existing road congestion and suggests that small infill developments in both villages would potentially have least landscape impact and suggest that more work is required.

5.2.17 6 of the comments received directly from the public had concerns relating to drainage/sewers, flooding, biodiversity, transport issues and other infrastructure issues.

5.2.18 11 site specific comments were received from agents or landowners, agents or developers promoting individual sites, and often providing additional information in support ..

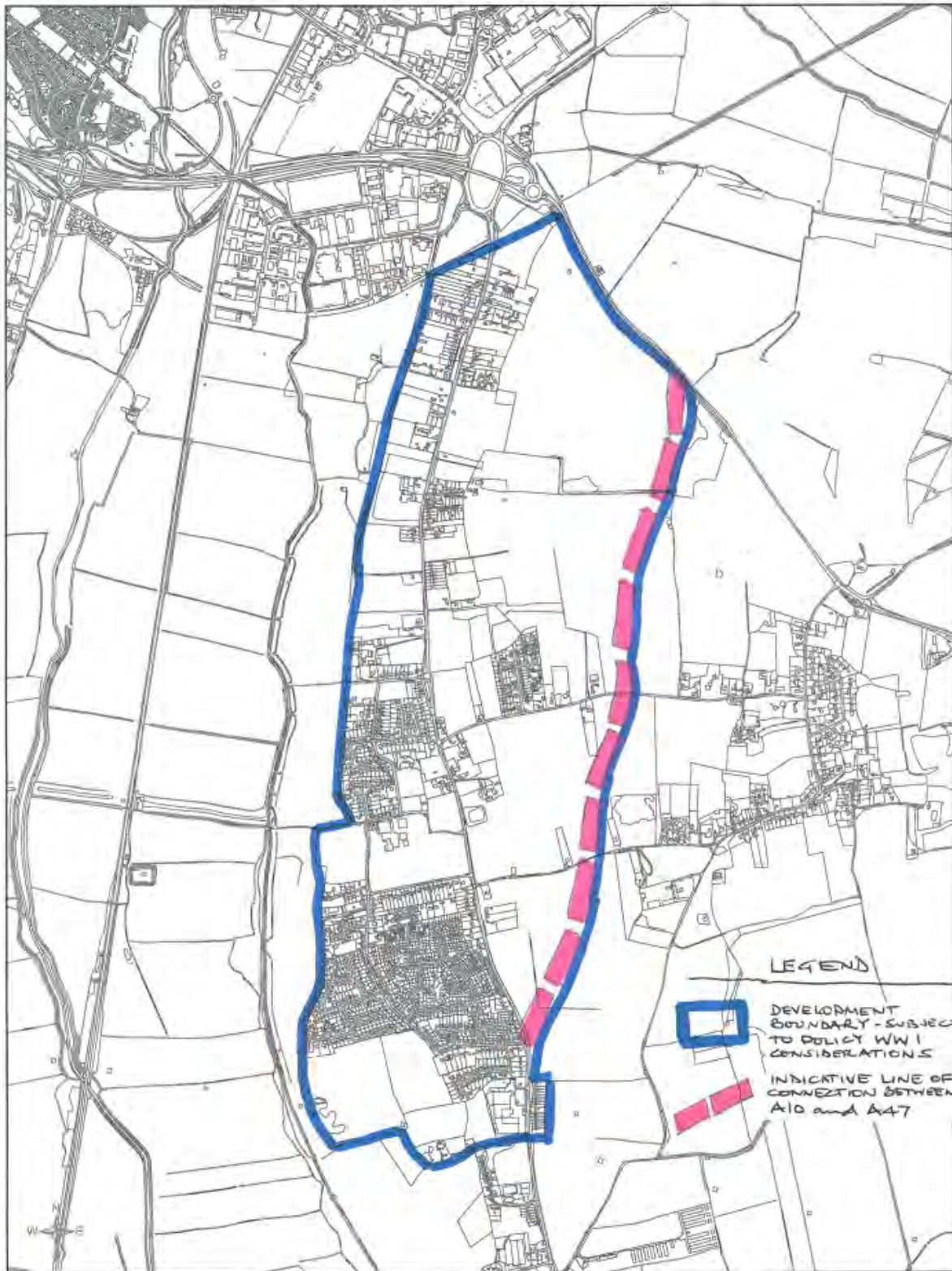
5.2.19 Two comments relating to the growth area boundary was received with. Some objections to the proposed development boundary were received, some of which suggested alternative boundaries.

5.2.20 Other site specific comments were received from the public: One of the comments related to site specific drainage/sewer issues, one comment indicated a preference for growth in smaller locations with access, some comments showed a preference for development on sites that didn't cause congestion, nor cause landscape and wildlife destruction. One comment showed support for site 1005.

Norfolk County Council (Local Education Authority) - The local school is very close to capacity but sits on a large site which could expand to accommodate around an additional 200 children. Whether a new school is required in the area would depend on the situation of the proposed 1600 dwellings (NCC).

Norfolk County Council (Local Highways Authority) - West Winch is well located with good public transport links. The Highway Authority recommends that a master plan is written for the SW growth sector which is connected to King's Lynn. Of the sites, 1034, 983, 982 & 984 along with the growth sector would be considered most favourably by the Highway Authority. Objections would be made to sites 659, 196, 177, 465, 661 due to severance issues (NCC highways).

Norfolk County Council (Minerals and Waste Planning Authority) - The majority of sites in the growth area are situated in a Mineral Safeguarding Area for Silica Sand and Sand & Gravel. Minerals and Waste Core Strategy Policy CS16 – Safeguarding mineral and waste sites and mineral resources states that *“the Mineral Planning Authority will object to development which would lead to the sterilisation of the mineral resource and it would be for the relevant district council to decide whether there are compelling planning reasons for over-riding this safeguarding.”* Where the need for development over-rides safeguarding the Minerals Planning Authority would encourage the prior extraction of minerals, where practicable, if it is necessary for non-mineral development to take place (NCC Minerals & Waste).



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West Winch

Draft Policy West Winch 1

Land at West Winch and North Runcton of around 330 hectares, as shown on the draft Policies Map is allocated for a high quality, development of 1,600 new dwellings integrated with the existing development and communities, and providing comprehensive associated facilities and infrastructure, subject to –

1. Prior submission of
 - a. a masterplan for the whole showing
 - i. how the various considerations and requirements (including those below) can be integrated and delivered across the site;
 - ii. a scheme and timetable of phasing of construction over the period to 2026; and
 - iii. how the development can be phased costs of infrastructure fairly and practically be divided between the different ownerships and phases; links to potential future development areas beyond the site boundaries.
2. An ecological assessment that establishes that either:
 - b. there would be no negative impact on flora and fauna;
 - i. or, if any negative impacts are identified, establishes that these could be suitably mitigated.
 - c. A comprehensive strategic traffic plan for the area, assessing the traffic likely to be generated by the development and its interaction with providing for a network of road and related additions and improvements to realise
 - d. an archaeological assessment;
 - e. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of silica sand on the site.
3. Provision of
 - a. A road, roughly aligned north to south, providing a degree of relief of the traffic volumes and congestion on the A10 around West Winch;
 - b. Delivery within 12 months of the commencement of development the first year of development of traffic calming and environmental enhancements on the A10 in West Winch for the benefit of existing West Winch residents, with further traffic/amenity improvements within the next four years, and at subsequent intervals during the period to 2026.
 - c. A through road linking new and existing areas with one another and with the existing road network (potentially combining this function with that of b above) and suitable as a bus route;

- d. local highway improvements to fully integrate the development in to the surrounding network;
- e. a network of roads, and cycle and pedestrian routes, which would facilitate potential future (post-2026) development beyond the boundaries of the allocated site;
- f. pedestrian and cycle ways within and beyond the allocated area, including links to King's Lynn town centre;
- g. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the boundaries of the site;
- h. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
- i. sustainable urban drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution;
- j. three number of neighbourhood centres providing a focus for local shops, community facilities and public transport;
- k. a range of densities, including providing the highest overall densities at locations around the neighbourhood centres and public transport routes;
- l. concurrent construction at more than one site within the overall area;
- m. a proportion of affordable housing commensurate to meet current current policy requirements;
- n. financial contributions towards the provision of infrastructure necessary to serve the development; and
- o. recreational open space of at least 9 hectares (based on a population of 3,728, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- p. a minimum of 1 ha of employment land;
- q. an agreed package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to include provision of:
 - i. Enhanced informal recreational provision on (or in close proximity to) the allocated site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites. This provision will be likely to consist of an integrated combination of
 - ii. Informal open space (over and above the Council's normal standards for play space);
 - iii. Landscaping, including landscape planting and maintenance;
 - iv. A network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network.
 - v. Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
 - vi. A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

Informing the policy approach

5.2.21 The proposed growth in west Winch/North Runcton provides the opportunity to integrate a large number of new homes and associated facilities into an existing village community bringing major improvement in many areas.

5.2.22 Earlier consultation revealed broad support for the growth area, the proposed growth and “potential development considerations.” However, there is also considerable and understandable concern from existing residents in the locality about how they might be affected, and in particular implications for existing environmental and traffic problems related to the A10 road. A number of new sites within the growth area were also suggested by the landowners.

5.2.23 The Council has taken the results from the consultation forward and adjusted the “potential development considerations” from the issues and options document to create a “Development Framework.” The framework introduces matters that the Borough Council considers of strategic importance in delivering sustainable growth. The following list introduces the development framework and the Borough Council’s preferred approach to achieving high quality development.

i. Growth area & proposed development boundaries.

5.2.24 The preferred growth area boundary relates to the area that should be covered by a comprehensive master-plan it includes:

- The strategic site identified in the Core Strategy and shown at an appropriate scale where the majority of new development will happen.
- Consideration of how the new development will affect the existing community and how the benefits can be shared.

5.2.25 The preferred development boundaries have been introduced to provide clear policy guidance in selecting areas where development is considered suitable. In selecting the best location for the preferred boundaries consideration was paid to maintaining a degree of separation between West Winch, North Runcton and any new centre.

ii. Growth Centres and Phasing

5.2.26 Within the growth area there is scope for three local centres, one of which would be a new centre in the northern section, the two remaining centres will be delivered through enhancements to the existing centres of West Winch. This approach is reflected in a provision in the policy above. The intention of the three centred approach is to create a sustainable layout that would enable residents to walk to the local amenities to satisfy their daily needs.

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

5.2.28 To ensure there is every chance that the new homes and the associated infrastructure can be delivered on time within the plan period the construction should be proceed in a number of locations simultaneously. The Borough Council will continue to work with private landowners and developers to assist in bringing forward their sites for development where this contributes to the planned whole.

Preferred approach

5.2.29 Having construction running in more than one location will help to ensure timely delivery of the housing numbers set out in the Core Strategy and speedy delivery of infrastructure. Further work needs to be carried out to establish the full extent of the infrastructure requirement and trigger points for delivery.

Local Centres Promoting the Community

5.2.30 At the heart of any community there needs to be a local centre that will be expected to include the bulk of the facilities which could include a new primary school, community and recreation facilities, retail units, and housing. To ensure good access and connections, the local centre should be at a point where pedestrian and cycle routes intersect with the primary street. The bulk of the housing should be delivered within a walkable distance from the new and enhanced centres.

Preferred approach

5.2.31 The Council's preferred approach is that there should be three local centres a new centre comprising of community and recreation facilities (new primary school required in one of the centres), some retail and employment uses, and enhancements to the existing centres. The local centres should be at a point where pedestrian and cycle routes intersect with the primary street with the bulk of the housing within a "walkable" distance.

iii. Transportation

5.2.32 The A10 is the primary north-south transport corridor through West Winch it is a heavily trafficked road which creates issues around congestion, noise and air quality. Large numbers of HGV's use the road and as a whole the road generates an unpleasant environment for local residents, pedestrians and cyclists alike. The road also acts as a physical constraint that severs residents of both sides of the road from existing services and local community facilities such as the local church.

5.2.33 There are highway capacity issues at the Hardwick interchange which act as a constraint to growth. The aim is to develop a strategy that will provide sufficient highway capacity at and around the Hardwick roundabout to facilitate planned growth and to provide a new route that will potentially reduce traffic on the A10 through West Winch

5.2.34 It is clear that if the new growth in and around the centre of West Winch is to be a success the current situation needs to change

Preferred Approach

Treatment of the Hardwick Interchange

5.2.35 From existing traffic count data it is clear that the A10 to A149 and vice versa movements are significant. The additional growth to the South East of King's Lynn will only add to the current movements. Therefore improvements are required which should be funded by the development. Any improvement needs to focus on providing additional north south capacity through the junction and would ideally involve a revision to the current layout. The revision should be included in a comprehensive transport strategy and that promotes a phased approach.

A10 –A47 Distributor Road

5.2.36 The preferred approach would be to introduce a new route serving the growth area which ties into a new roundabout on the A47, the exact location of the new roundabout would need careful consideration. There is a potential opportunity to adopt a very different approach to this stretch of road.

5.2.37 There is also an opportunity to provide a number of local access routes through the growth area which could tie back onto the “existing” A10 to help integration of the new and existing communities. The “existing” A10 would become more of a local access route as the new route takes the strategic long distance traffic.

5.2.38 The new road layout, precise location and phasing should be included in a comprehensive transport strategy for the whole of the growth area.

5.2.39 The Draft Policy recognises that this road will necessarily take a significant number of years to complete, as it will be funded and constructed in association with a number of different developments. This requires both that the form and alignment of the new road is decided and specified by a master-plan in advance of the first tranche of development, and also that improvements to amenity and safety are undertaken on the existing A10 route through West Winch are undertaken early in the construction phase.

Accessibility, Integration and Healthy Community

5.2.40 The South East growth area has the potential to be a highly sustainable development, reducing the need to travel to and from the new neighbourhood by car and offering the opportunity to reduce car usage from the surrounding areas. The new neighbourhood should be well connected with surrounding communities by walking, cycling and public transport. The whole area should be better linked to local centres, places of work, education, the town centre and the countryside. Integration is not just about transport connections: the layout of the new development should contribute by creating new frontages and public open spaces that link the new neighbourhoods and their immediate surroundings.

Better Bus Service

5.2.41 The need to improve the existing bus services was identified in responses to the issues and options document. Development layouts should allow for a revised or new bus service connecting the growth area to King's Lynn. There is a need to investigate and improve overall accessibility to local bus services and establish how the increased housing numbers can influence improvements.

Preferred approach

5.2.42 Development layouts should allow for bus access. Further work is required to establish how the increased housing numbers can help deliver an improved service. The developers should provide subsidies for the new service.

Pedestrian & Cycling Access

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

Preferred approach

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

Better links to the countryside

5.2.45 There is potential to enhance and develop linear green corridors or links through the sites, making connections within the new development and with neighbouring communities and the open countryside. These could be based on existing green links, including existing hedgerows or created on areas which can't be developed for housing such as the gas pipeline buffer zone. As well as allowing movement, the green links also offer opportunities for recreation and amenity space; ecological enhancement; Sustainable Urban Drainage; and the creation of a transition from the built environment to open countryside.

Preferred approach

5.2.46 The neighbourhood plan to cover more specific issues appropriate to the master planning exercise.

iv. Employment

5.2.47 New employment allocations are needed to provide job opportunities for residents in and around King's Lynn to support the growth aspirations for the town. To achieve this objective, approximately 50 hectares of new employment land is to be provided. This has been set out in the King's Lynn section of the document.

5.2.48 The growth area will generate employment not only during the construction phase but in servicing the new community i.e. property maintenance & small businesses. Employment generating uses within the growth area developments above the allocation in King's Lynn should be encouraged.

Preferred approach

5.2.49 There should be an employment allocation of at least 1ha for a small business park. This would provide the new residents an opportunity to work closer to home and allow for companies servicing the new area a chance to set up business within the community it serves. The criteria for assessing potential options for employment uses over and above this allocation are set out in the Core Strategy Policy CS10 "The Economy."

v. Retail

5.2.50 New shops and related uses on a small scale will help ensure that the new neighbourhood is successful and sustainable and enhance the offer at the existing centres of West Winch and North Runcton. It is important to consider how such new services would affect existing facilities in both King's Lynn town centre and West Winch.

Preferred approach

5.2.51 Local shops and services forming part of a new local centre which could be used by residents of North Runcton & West Winch and enhancements to the existing centre of West Winch.

vi. Open space

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

Preferred approach

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

vii. Design

Housing Mix

5.2.54 To ensure the delivery of a wide choice of homes, the Borough Council needs to plan for a mix of housing which meets the needs of different groups in the community. The National Planning Policy Framework (NPPF) sets a new definition for affordable housing in the glossary which is:

5.2.55 *"Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market..... Low cost market housing, may not be considered as affordable housing for planning purposes."*

5.2.56 The Policy CS09 Housing Distribution in the Borough Council's Core Strategy provides the policy, targets and thresholds for providing affordable housing in the Borough.

Preferred approach

5.2.57 Rely on the NPPF and Core Strategy to provide the policy, targets and thresholds for providing affordable housing in the growth area. The neighbourhood plan could specify the exact mix of housing for market and affordable housing.

5.2.58 The role of good design is to deliver and shape places that work well, that are safe and which are easy to get to and where all members of the community can access the places they want to go. Design is influenced by the strengths and constraints of a site or place and should work with them to enhance local distinctiveness. The quality of design can be assessed through the consideration of matters such as proportion, scale, enclosure and layout, all of which are measurable e.g. through assessment using the CABE "Building for Life" national standard.

The scale, form, character and design of development should take into account the local topography, setting and natural assets of the site.

5.2.59 The scale, form, character and design of development and mix of development densities should be based on the master-plan and be chosen to reflect the local character and proximity to the growth area centres.

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

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

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

Preferred Approach

5.2.63 Rely on the NPPF, Core Strategy and Site Specific Allocations and Policies DPD to provide the policy. The neighbourhood plan to cover more specific issues appropriate to the master planning exercise.

The layout should be accessible, permeable and legible and encourage activity.

5.2.64 The network of streets and open spaces will play a key role in determining how the new development works and how it relates to the surrounding areas. The development should incorporate a network of streets and spaces that link to and through the area, providing a choice of direct, safe and attractive connections and encouraging walking and cycling. There could be a street hierarchy

comprising, for example, a primary street and residential streets. The development and pattern of routes must also be 'legible' – easy to understand and navigate. Features such as façades, pavements, rooflines and views can help determine how legible a place is.

Preferred Approach

5.2.65 The neighbourhood plan to cover more specific issues appropriate to the master planning exercise.

Active frontages should be incorporated in the new development

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

viii. Low Carbon – Lifestyle

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

The development should make prudent use of natural resources.

5.2.68 The development will be expected to achieve high standards of sustainable construction and design in terms of energy efficiency, water resources, recycled and reclaimed materials and renewable or low-carbon energy. The new homes will be expected to meet the latest sustainability standards as set out in the Code for Sustainable Homes and reflected in Building Regulations. At present the Code is set to level 3, increasing to level 4 in 2013 and level 6 (zero-carbon) in 2016.

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

Preferred Approach

5.2.70 Rely on the NPPF, Core Strategy and Site Specific Allocations and Policies DPD to provide the policy. The neighbourhood plan could deal with more specific issues appropriate to the master planning exercise.

5.2.71 **The development should incorporate Sustainable Urban Drainage Systems (SUDS).**

5.2.72 The development should incorporate SUDS to reduce any increases in surface water drainage. Public and private areas of hard-standing should be permeable wherever possible.

5.2.73 SUDS may be combined with a system to help regulate water flows from roofs to the drainage system and grey water recycling. Installation of green roofs, where soil and plant material are attached to create a living surface, can also reduce water run-off as well as providing insulation and creating a habitat for wildlife.

5.2.74 Preferred Approach

5.2.75 Rely on the NPPF, Core Strategy and Site Specific Allocations and Policies DPD to provide the policy. The neighbourhood plan could deal with more specific issues appropriate to the master planning exercise.

5.3 South Wootton

South Wootton

Description

5.3.1 South Wootton lies to the north of King's Lynn and is a favoured residential area with its own identity. There is a parish population of around 4,247 (2011 Census), and the area has a pleasant character with mature trees and gardens among relatively low density housing. The built environment of South Wootton predominantly consists of modern two story, semidetached and detached residential development, although there are more traditional buildings, especially surround St. Mary's Church and the village green and pond. There is open land to both the east, Ling Common, and the west, the latter having fields sloping gently down towards the Wash and the Ouse channel.

5.3.2 The area is just a few minutes' drive from King's Lynn town centre, and is served by bus routes passing along Low Road (the A1078). Much of the residential development in the area is in the form of culs-de-sac, but this does result in most of the traffic in and out of the area (and North Wootton) being concentrated on the few through roads.

5.3.3 The area benefits from primary and junior schools, bus service, local shops and a supermarket and pubs, village hall, park and recreation ground, doctors surgery, etc.

Strategic Context

5.3.4 The adopted Core Strategy designated South Wootton as one of the strategic 'urban expansion' areas around King's Lynn. The independent planning inspector who examined the Core Strategy explicitly stated that, compared to the potential alternatives, the expansion areas identified (and South Wootton was one of these) were preferable to the alternatives. It is relatively unconstrained by infrastructure problems, etc., and relatively easily accessed and serviced. However, the western part of the area is affected by flood risk (Zones 2 and 3) and flood defence breach hazard.

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

5.3.6 No specific number of new dwellings is assigned to South Wootton by the Core Strategy, and thus setting the balance between this and the other strategic urban expansion areas of Knight's Hill (King's Lynn North-East) and West Winch/North Runcton (King's Lynn South-East) is part of the role of this plan document. This balance will need to weight the relative constraints and opportunities associated with each of these areas, whilst seeking to accommodate the 3,470 dwellings indicated by the Core Strategy between these three sites..

5.3.7 One of the constraints is the potential for an adverse impact on the designated nature conservation sites, Dersingham Bog Special Protection Area and Roydon Common Special Protection Area. (Although the Wash Special Protection Area is closer to the site, this is not judged likely to be adversely affected by the proposed development at South Wootton.) These issues are addressed in the accompanying Draft Habitats Assessment Report.

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

Neighbourhood Plan

5.3.9 South Wootton Parish Council plans to prepare a Neighbourhood Plan for the area. This offers the opportunity for the local community to shape the development, but not to prevent it. The neighbourhood plan can determine the detail of the development, but must be in general conformity with the strategic policies of the Local Plan (i.e. those in the Core Strategy and (once adopted) the Site Allocations DPD).

5.3.10 The detailed policies of the neighbourhood plan, once it is finalised and comes into force, will carry greater weight than those of the Borough Council's Local Plan if they are more recent.

5.3.11 The Borough Council supports the Parish Council's neighbourhood plan endeavours, and its right to make such policies.

5.3.12 The Parish Council's early thoughts about its neighbourhood plan have influenced the Borough Council's plans for the area, in particular resulting in a reduction in the number and density of dwellings to be provided on the site.

Earlier Consultation

5.3.13 A substantial number of comments were received in response to the identified option. A significant proportion of these were objecting to the principle of development, which is not in question for the current plan as this was determined by the already adopted Core Strategy, following extensive consultation in the period to 2009.

5.3.14 However, many of the issues called in aid of arguments against any development at all were also raised by others, and are accepted by the Council as matters which will influence the form and extent of the development, or will need to be addressed in delivering development in the area. Comments overall include

- the scale of development;

- flood risk;
- access and traffic;
- wildlife & biodiversity;
- heritage assets including archaeology and listed buildings;
- GP and hospital capacity;
- open space;
- cycle/footpath network, including potential for footpath/cycleway on former railway trackway, coast path, ;
- infrastructure capacity; significance of previous scales and types of growth in the area.

5.3.15 Norfolk County Council - highlighted the potential for school expansion, a likely need for a new primary school if 800 dwellings are built; potential for combination of the existing two schools onto an expanded site, with housing delivery on the redundant site.

5.3.16 Environment Agency – “EA reiterate that part of the western side of the proposed growth area falls with FZ2 and that Tidal Hazard Mapping has been undertaken that illustrates in greater detail the risk to the area in the event of an overtopping and breach of the River Great Ouse defences. This mapping shows that part of the site is located in an area where flood depths could reach up to 1m in such an event. EA therefore recommend that a sequential approach is taken to the layout of the site steering more vulnerable development uses (such as dwelling houses) to those parts of the site at lowest risk of flooding - e.g. the eastern elements in FZ1.”

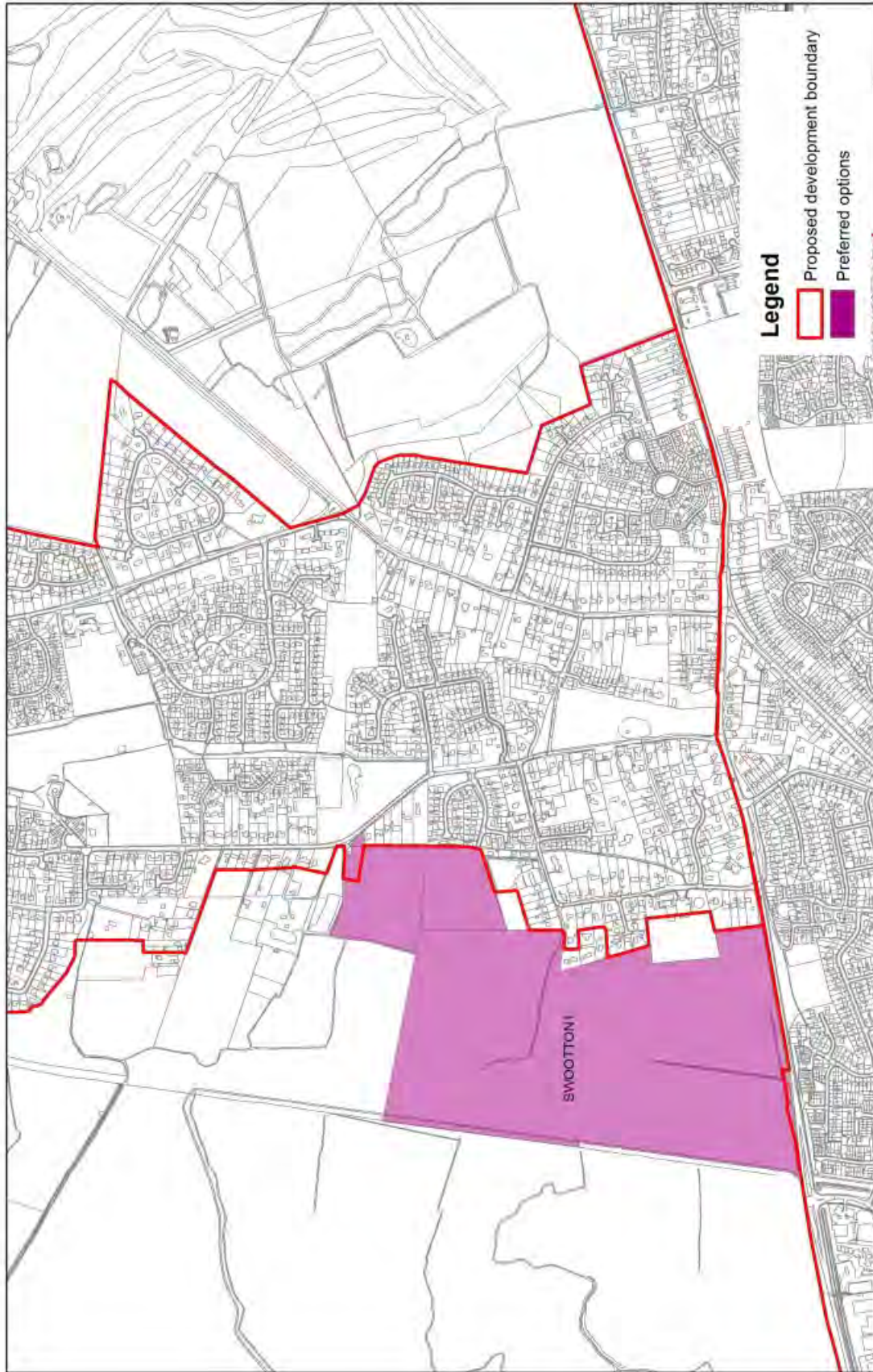
The Identified Site

5.3.17 The site identified was put forward for development by the owners, and therefore there can be a degree of confidence that the site is genuinely likely to be available for development.

5.3.18 The indicated site totals around 40 hectares, but as stated previously some of this is affected by flood risk and flood defence breach hazard. This is likely to constrain the total amount of housing development on the site, as well as the distribution across the site of housing and associated infrastructure and facilities. Approximately half of the submitted site is at low risk of flooding (Flood Zone 1). Around a quarter is in a medium risk (Flood Zone 2) area, but outside the Hazard Zone, while the remaining quarter is in a high risk area (Flood Zone 3 and/or tidal defence breach Hazard Zone).

5.3.19 This means that the relative density of the site is very low, and that housing will be largely confined to the western parts of the area. The relatively extensive site will enable it to be developed with a high proportion of landscape planting and open space. Uses, including neighbourhood shopping facilities and recreational open space, which are less vulnerable to flooding can be accommodated on the western side of the site.

Preferred Option



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Draft Policy SWOOTTON1 Land North of Kings Lynn

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

1. Prior submission of
 - a. a site flood risk assessment to determine the precise extent of flood risk and hence the area available for housing development and the distribution of different uses within the site;
 - b. a Landscape and arboricultural assessment
 - c. an ecological Study that establishes that either:
 - i. there would be no negative impact on flora and fauna;
 - ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.
 - d. an archaeological assessment;
 - e. a masterplan for the whole showing how the various considerations and requirements (including those below) can be integrated and delivered.
2. Provision of
 - a. Residential development of the substantial majority of the land available for development and not precluded by flood risk;
 - b. Tree planting and retention within the site, and a layout which facilitates the provision and maintenance of a high degree of landscape planting to soften the visual appearance of the development and to support wildlife, and including landscape planting to the west of the development to provide a degree of screening of the development;
 - c. Public open space for recreation and visual amenity on the western side of the site in an area not suitable for housing by virtue of flood risk;
 - d. A new road from north to south, providing access to the new dwellings and facilities;
 - e. A new, signal controlled junction with Low Road and other local highway improvements to fully integrate the development in to the surrounding road network;
 - f. A link (direct or indirect) through Hall Lane to the east in order to provide an area permeable to movement with a variety of road access points, and to provide a degree of relief for the existing roads, such as Nursery lane, , Castle Rising Road etc., within the existing built up area;
 - g. A layout which facilitates travelling on foot and by bicycle within and to and from the new development area, including links to the National Cycle Route Network Route 1 and to the emerging King's Lynn to Hunstanton Coast Path;
 - h. Additional land if required for expansion of the existing school on the eastern boundary;

- i. A new road access to the school to replace the current access onto Hall Lane as the primary road access of the school;
- j. A new doctor's surgery within or close to the site.
- k. Surface water drainage on SUDS principles.
- l. a proportion of affordable housing provision in accordance with the Council's current standards;
- m. recreational open space of at least 1.7 hectares of (based on a population of 233, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- n. provision of infrastructure and/or infrastructure upgrade(s) required to service the site.
- o. an agreed package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to include provision of:
 - i. Enhanced informal recreational provision on (or in close proximity to) the allocated site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites. This provision will be likely to consist of an integrated combination of
 - ii. Informal open space (over and above the Council's normal standards for play space);
 - iii. Landscaping, including landscape planting and maintenance;
 - iv. A network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network.
 - v. Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
 - vi. A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

Inclusion within the development of neighbourhood shops, or other community facilities, would be welcomed.

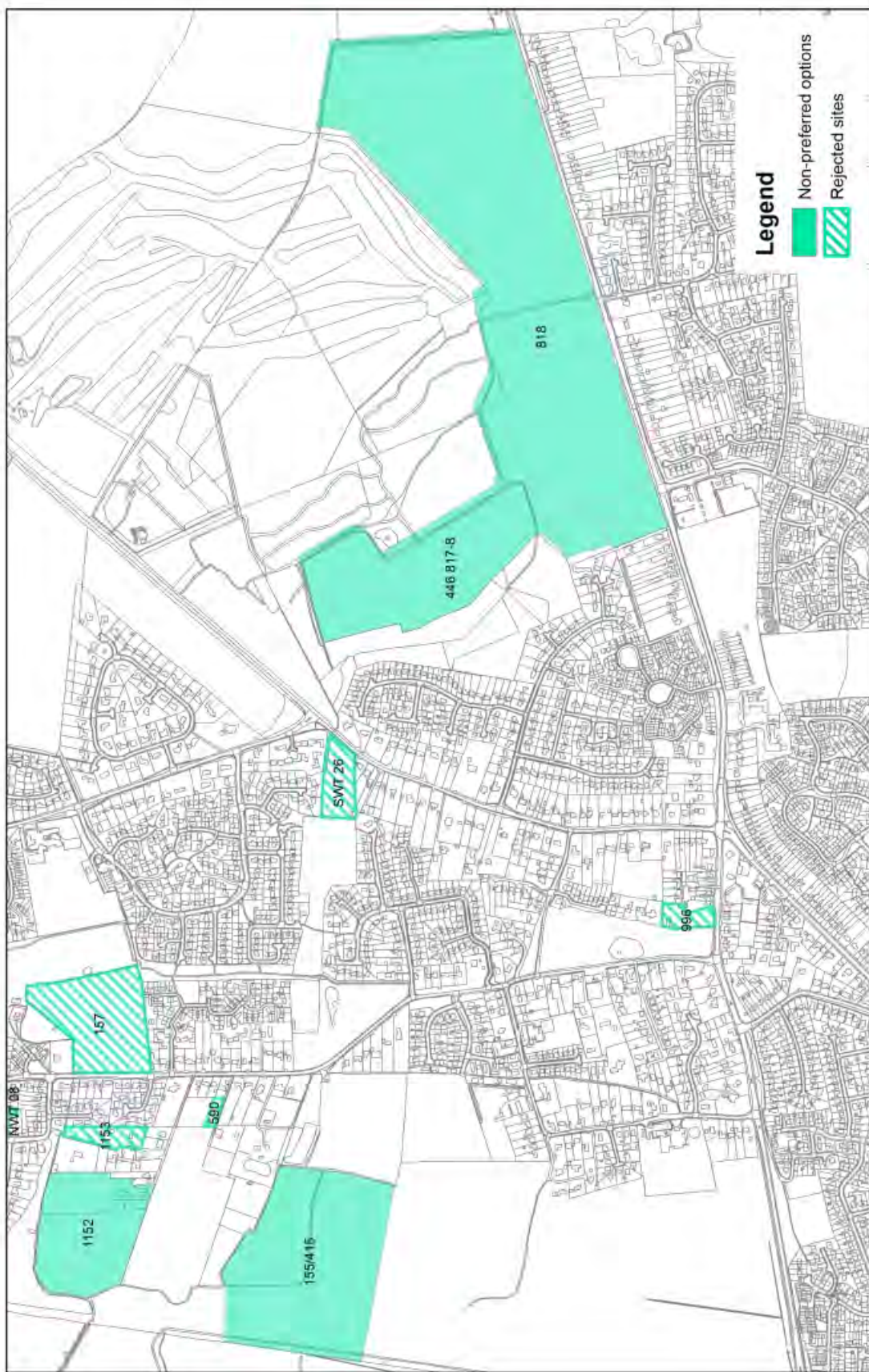
Alternative options considered:

- i. To not develop in the area - This would be inconsistent with the adopted Core Strategy and the housing needs of the Borough. If specific provision is not made to meet these the Borough Council may well be put in a position where it would be unable to resist speculative planning applications here or elsewhere due to an insufficient housing supply.
- ii. To develop a greater number of dwellings in the South Wootton Area – This would be difficult to achieve within the constraints of the area, and also contrary to the wishes of the Parish Council and other local interests who prefer generally lower densities of development and a lower total number of new dwellings.
- iii. To develop a smaller number of dwellings in the South Wootton area – This would be inconsistent with the adopted Core Strategy, and additionally result in a greater number of houses needing to be from the other strategic growth locations around King’s Lynn (each with their own constraints and preferences).

Questions South Wootton

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation SWOOTTON1?
3. Is there a more suitable site (or sites) to accommodate around 300 dwellings in South Wootton than the Council's preferred site(s). Why is this site (or sites) more suitable?

Details of other sites considered



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South Wootton

| Preferred Options | Main Comparative Reason(s) for selection |
|--|--|
| SWOOTTON1 (Part of Sites 155/415, 928 & 1014) | Proximity to local schools and services Site relates well to the existing settlement |
| Non-Preferred Options | Main Comparative Reason(s) for not being selected |
| Site 155/415 | The site forms part of SWOOTTON1 which can accommodate the required number of dwellings in the settlement therefore additional land is not required |
| Site 466, 817 & 818 | Site falls within an Area of Outstanding Natural Beauty therefore development would have a greater impact on the character and landscape of the settlement |
| Site 1152 | Relative proximity from services Site is considered too small for the scale of growth required in the settlement |
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| Site 590 | Site is too small for the scale of development required in the settlement |
| Site 157 | Site is within the development boundary therefore allocation is not required |
| Site 996 | Site is within the development boundary therefore allocation is not required |
| Site 1153 | Site is within the development boundary therefore allocation is not required |
| Site SWT26 | Site is within the development boundary therefore allocation is not required |

5.4 Knight's Hill

Knights Hill

Description

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

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

5.4.3 Reffley Wood, an Ancient Woodland and County Wildlife Site is immediately south-west and west of the growth area, the southern boundary of the Norfolk Coast Area of Outstanding Natural Beauty follows the northern side of the A148 Grimston Road, close to the site. Roydon Common, which is a National Nature Reserve, Site of Special Scientific Interest and Special Area of Conservation is situated to the east, beyond the A149 Queen Elizabeth Way. The Gaywood River Valley lies to the south of the site. The Knights Hill Hotel and Spa complex is to the north-east.

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

Strategic Context

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

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

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

5.4.8 One of the constraints is the potential for an adverse impact on the designated nature conservation sites; Dersingham Bog and Roydon Common Special Protection Areas. These issues are addressed in the accompanying Draft Habitats Regulations Assessment Report.

5.4.9 The Green Infrastructure (GI) Strategy identifies the need to provide new crossing points of the A149 to access existing GI resources to the east of the town such as Leziate Country Park, Gaywood Valley and Roydon Common. Sandy Lane could provide a footpath/cycleway link to the east of the development area by provision of a crossing.

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

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

Neighbourhood Plan

5.4.12 South Wootton Parish Council is preparing a Neighbourhood Plan for its parish, which includes part of the allocated area. This offers the opportunity for the local community to shape the development, but not to prevent it. The neighbourhood plan can determine the detail of the development, but must be in general conformity with the strategic policies of the Local Plan (i.e. those in the Core Strategy and (once adopted) the Site Allocations DPD).

5.4.13 The detailed policies of the neighbourhood plan, once it is finalised and comes into force, will carry greater weight than those of the Borough Council's Local Plan if they are more recent. The Borough Council supports the Parish Council's neighbourhood plan endeavours, and its right to make such policies.

5.4.14 The Parish Council's early thoughts about its neighbourhood plan have influenced the Borough Council's plans for the area, in particular resulting in a reduction in the number and density of dwellings to be provided on the site. Only part of this allocation falls within the parish boundaries.

Earlier consultation

5.4.15 A substantial number of comments were received in response to the identified option. A significant proportion of these were objecting to the principle of development, which is not in question for the current plan as this was determined by the already adopted Core Strategy, following extensive consultation over the period 2005 to 2009.

5.4.16 However, many of the issues called in aid of arguments against any development at all were also raised by others, and are accepted by the Council as matters which will influence the form and extent of the development, or will need to be addressed in delivering development in the area. Comments overall included:

- the scale of development;
- access and traffic;
- wildlife & biodiversity;
- heritage assets including archaeology and listed buildings;
- GP and hospital capacity;
- open space;
- cycleway/footpath network;
- infrastructure capacity; significance of previous scales and types of growth in the area.

5.4.17 A site was put forward to the rear of Como, 176 Grimston Road (part of 568/789). This is already within the Growth Site Boundary.

5.4.18 Additional information was submitted in support of the development area by developers/landowners/their agents.

5.4.19 In relation to utilities infrastructure, any substantial development to the north of the town would require a new pumped main to cross the river and feed directly to the Wastewater Treatment Works at West Lynn. There is very limited capacity for electricity supply throughout King's Lynn and any major development will require substantial reinforcement of the network. There are no gas supply constraint issues.

5.4.20 The nearest schools to this area are Reffley Primary and South Wootton First and Junior. Reffley feeds into The King's Lynn Academy whilst the South Woottons feed into King Edward VII High School (KES). Reffley's catchment numbers are set to exceed its capacity by 2015 through existing permissions and allocations. The popularity of the South Wootton schools means they are at capacity and this is set to continue within the same time period. Catchment numbers however are much lower. Should this area become part of the South Woottons catchment area, the maximum these schools could accommodate with their existing capacity would be around 300 houses. Such development would be likely to fill these schools with catchment children thereby displacing those who wish to attend from outside the catchment. One option that could be looked at is to extend the Junior School to become a primary school of around 420 places, with the disposal of the first school site. However, this would require significant investment and would, along with other options, need to be the subject of public consultation. Whilst King Edward VII is already over-capacity there are currently places at The Academy. However, overall in the King's Lynn area, the existing capacity of the three schools is in line with overall catchment numbers. Any additional development will require extra secondary provision.

5.4.21 Norfolk County Council - highlighted the potential for school expansion, a likely need for a new primary school if 800 dwellings are built; potential for combination of the existing two schools onto an expanded site, with housing delivery on the redundant site.

5.4.22 The transport requirements for the development include:

- the revision of the Wootton Gap traffic signals (in combination with the South Wootton site);
- public transport contributions;
- a contribution to the development of KLATS schemes.

5.4.23 The Environment Agency state that the site is in flood category 1 (low risk) of the Strategic Flood Risk Assessment. Accordingly, they have no flood risk concerns. The site overlies a Groundwater Vulnerability Zone. Extra care will be required to prevent new development causing groundwater pollution (such as the identification and remediation of any land contamination and safe disposal of foul and surface water).

5.4.24 The King's Lynn Internal Drainage Board state that the site is almost entirely outside the Board's district, but surface water flows naturally follow local topography and discharge to the Black Drain (the closest point is 140m south of the site's southern tip). It will need a suitable surface water strategy, as any increases in flow rates or volumes leaving the site will require the Board's consent and may be strictly limited to avoid increasing flood risk elsewhere.

5.4.25 Norfolk County Council commented, as Highway Authority, that South Wootton is well located with good public transport links to King's Lynn. They had no objection to this site. Due to the scale of this proposed site, a Transport Assessment will need to be prepared to consider the impacts on the immediate highway capacity, access onto the A149 and onto the local highway network, opportunities for public transport and improvements for walking and cycling. There are three main areas which all development needs to address in King's Lynn including: (a) air quality, which may include traffic management and car parking management, (b) providing enhanced or new public transport corridors to the town centre; and (c) improving walking and cycling measures. Any development of the town and surrounding area will have to help address these issues to ensure King's Lynn growth does not have detrimental effects on the population.

5.4.26 Norfolk County Council Minerals and Waste team comment that the site may overlay a Silica Sand resource which should not be sterilised by development in line with national guidance.

5.4.27 Norfolk Wildlife Trust commented that it is not appropriate to develop the area between Reffley Wood and the bypass. They suggest that there should be a buffer of at least 200m between the woodland and any development, which would include all of the land between the wood and the road. In addition, they say that this area forms part of the green corridor connecting Reffley Wood with protected sites around Roydon Common and is part of the Gaywood Valley Green Infrastructure corridor. The Trust would not necessarily object to housing in the northern part of the proposal site to the north of the bridleway but would wish to see areas of woodland and scrub to the west of this part of the site retained as a green link between Reffley Wood and countryside to the north of the A148. As with other potential housing sites, they suggest that there should also be an assessment of any constraints relating to protected or Biodiversity Action Plan (BAP) species. In addition they comment that: 1). Roydon Common is a Special Area of Conservation (SAC). An appropriate assessment is required for developments that may have an adverse impact on an SAC. Reffley Wood is a County Wildlife Sites (CWS) and contains veteran trees and has a historic boundary. 2). As well as mitigation there should also be enhancement for protected species and biodiversity at the appropriate scale and at the earliest opportunity. This should be in addition to any amenity green space requirement within the development. 3). The potential development land is within 1 km of an existing great crested newt (GCN) site which has a strong population of GCN; a protected species under the Wildlife & Countryside Act 1981. There are ponds within and adjacent to the potential development land which have GCN potential. Therefore, they say, detailed surveys leading to any appropriate mitigation and enhancement should be carried out.

5.4.28 The Woodland Trust is particularly concerned about the inclusion of the site as a strategic growth area as it is adjacent to their site, Reffley Wood, which is partially Planted Ancient Woodland (PAWS). The Woodland Trust objects to this site. They are concerned about phase 1 due to the loss of secondary woodland and phase 2 due to the detrimental impact that any future development would have on Reffley Wood.

5.4.29 English Heritage has expressed concern about the allocation's impact on the historic environment, including the setting of the historic landscape to the north of the site leading up to Castle Rising and the proximity of the Grade II listed building at Knights Hill Hotel.

5.4.30 The Historic Environment Service commented that part of the site contains a historic environment record (HER).

The Identified Site

5.4.31 The site identified was put forward for development by the owners, and therefore there can be a degree of confidence that the site is genuinely likely to be available for development. The indicated site totals around 31 ha.

Key Issues

- Boundaries

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

- Phasing

5.4.33 The site naturally divides into 2 phases – Phase 1 north of Sandy Lane and Phase 2 south of Sandy Lane.

- Local centre(s)/Retail

5.4.34 The nearest local centre for this development is the ASDA centre at Langley Road, South Wootton, about half a mile (0.8 km) to the west of the site.

- Transportation
- Roads

5.4.35 Access would be from the A148 Grimston Road.

- Public transport

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

- Cycling and Walking

5.4.37 Connections should be made to the existing cycle network further west. Improved pedestrian access should be provided to local facilities to the west of the site and also to the Knights Hill complex to the east. A fixed crossing should be provided at Sandy Lane over the A149 to the walking routes east of the site.

- Employment

5.4.38 The nearest employment areas are the Hospital, Hardwick and North Lynn Industrial Estates and the Town Centre.

- Open Space

5.4.39 On site open space provision would be required together with landscape/ecological buffers to protect existing ponds on the site and to deal with the concerns expressed about the proximity of development to Reffley Wood. A crossing between the two detached arms of Sandy Lane east and west of the A149 would provide for access to the wider countryside to the east. Landscape buffers would be needed to the A149 boundary of the site to reduce the impact of traffic noise.

- Design

5.4.40 An overall density of around 24 dwellings per hectare will be sought, with variation across the area to provide a lower density in the western part of the site, blending with the existing spacious suburban development to the west, and a higher density to the north, providing a more urban character and a greater population density close to Grimston Road and its bus routes. A mix of house types including 1 and 2 bedroom flats and 1, 2, 3 and 4 or 5 bed houses should be provided.

- SuDS

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

- Affordable and Special Needs Housing

5.4.42 Affordable housing provision would be required at a rate of 20% of the total dwellings on the site.

- Minerals

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

Draft Strategic Policy for Knights Hill

An area of land, approximately 31.5 ha, to the south of Grimston Road and east of Ullswater Avenue and Ennerdale Drive, is allocated for development of around 600 dwellings over the period to 2026.

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

A.

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

The development will provide:

1. Residential development of the substantial majority of the land available for development;
2. An overall density of around 24 dwellings per hectare, with variation across the area to provide a lower density in the western part of the site, blending with the existing spacious suburban development to the west, and a higher density to the north, providing a more urban character and a greater population density close to Grimston Road and its bus routes;
3. Tree planting and retention within the site, and a layout which facilitates the provision and maintenance of a high degree of landscape planting to soften the visual appearance of the development and to support wildlife;
4. Landscape planting to the east of the development to provide a degree of screening of the development;
5. A new road from north to south, providing:
 - a. Access to the new dwellings
 - b. A new, roundabout junction with Grimston Road
6. A layout which facilitates travelling on foot and by bicycle within, and to and from, the new development area,
7. Public open space for recreation and visual amenity,
8. A new doctor's surgery within or close to the site.
9. Surface water drainage on SUDS principles.
10. Upgrades and extensions to the following infrastructure to service the development:
 - a. water supply
 - b. sewerage
 - c. electricity
 - d. telephone.
11. An agreed package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to include provision of:

- i. Enhanced informal recreational provision on (or in close proximity to) the allocated site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites. This provision will be likely to consist of an integrated combination of:
 - 1.
 - a.
 - i. Informal open space (over and above the Council's normal standards for play space);
 - ii. Landscaping, including landscape planting and maintenance;
 - iii. A network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network;
 - iv. Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
 - v. A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

Alternative options considered:

- i. To not develop in the area.

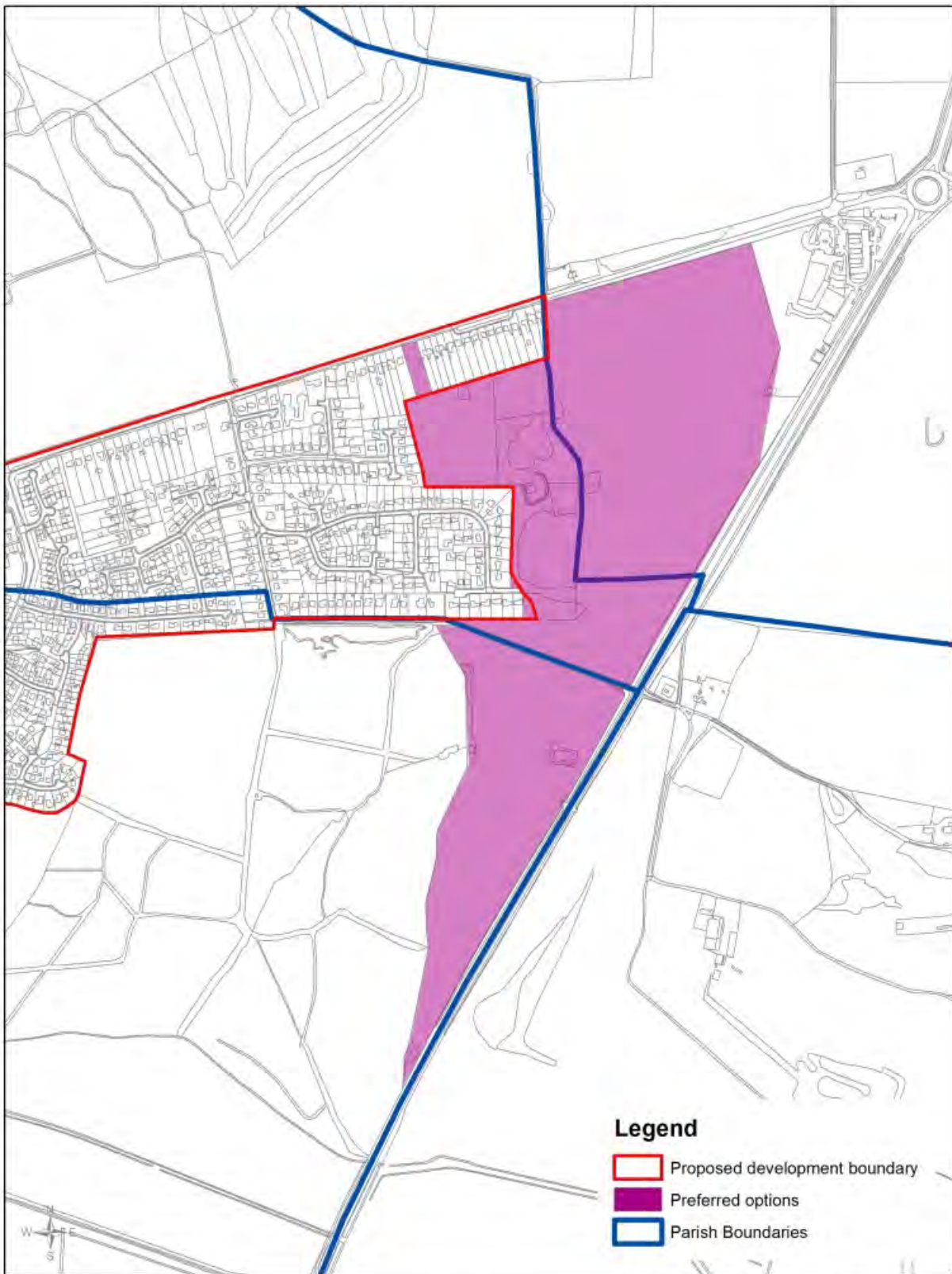
5.4.44 This would be inconsistent with the adopted Core Strategy and the housing needs of the Borough. If specific provision is not made to meet these, the Borough Council would not be able to resist speculative planning applications here or elsewhere. Paradoxically, a failure to allocate housing here might well result in a larger, denser development than currently planned being granted planning permission at appeal.

- ii. To develop a greater number of dwellings in the area of Knights Hill.

5.4.45 The constraints of the area, in terms of its boundaries being defined by existing built development and roads and the potential impacts on nature conservation, together with the preferences of the Parish Councils and local residents for less development militate against this.

- iii. To develop a smaller number of dwellings in the area of Knights Hill.

5.4.46 This would require an increase in the number of houses already planned for South Wootton (Hall Lane area), King's Lynn town and West Lynn, in order to meet the Core Strategy requirement and the Borough's housing needs. A significant increase in the scale and/or pace of development in these other, less advantageous and more constrained, locations would be unlikely to be achievable in practical and market terms.



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Knight's Hill

5.5 North Wootton

North Wootton

Description

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

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

Strategic Background

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

5.5.4 In total three sites were submitted for consideration in North Wootton during the previous consultations. Two sites are rejected from the assessment (reasons listed below) and the other site is within the settlement boundary so does not require allocation.

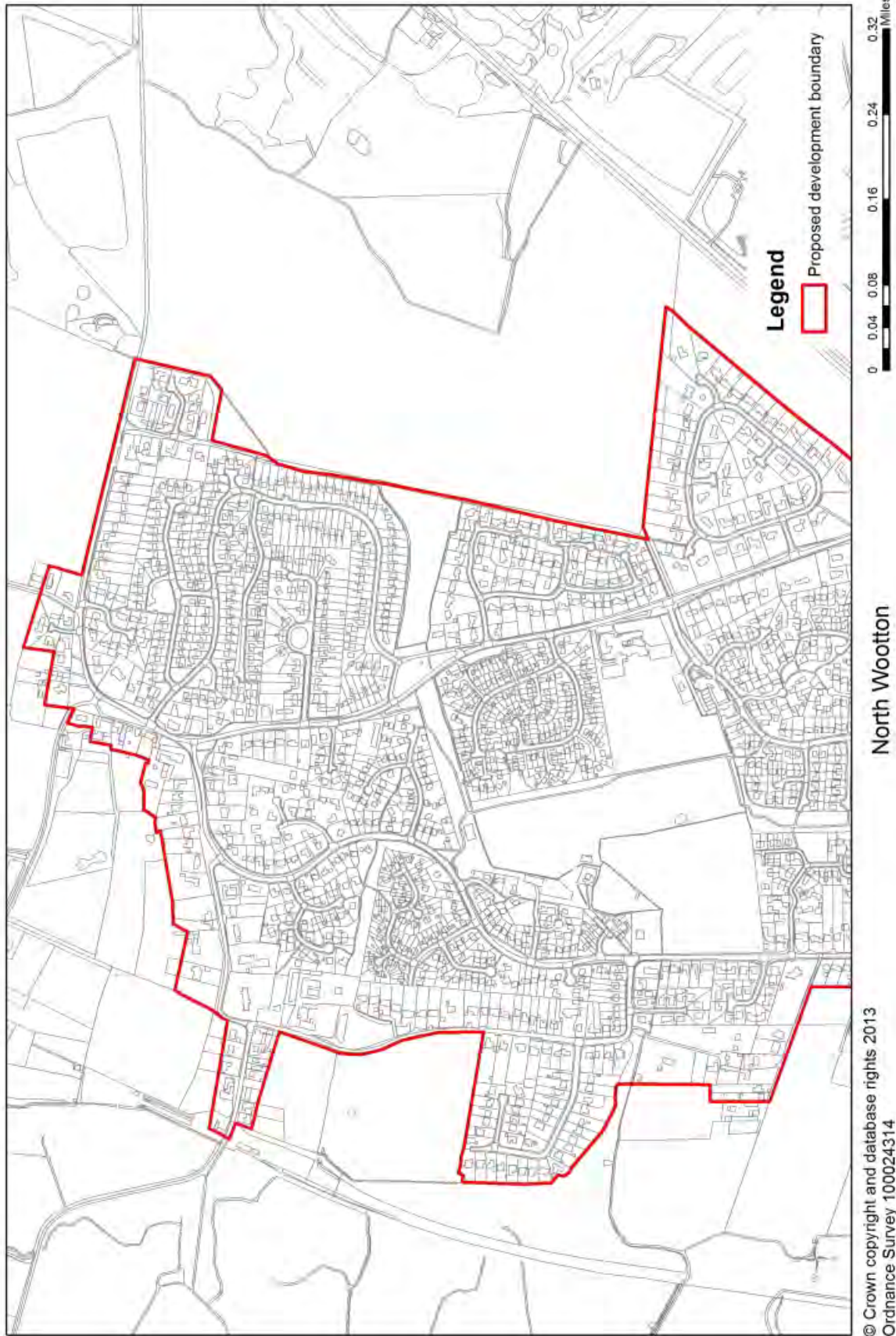
5.5.5 Currently there are no suitable, available and deliverable sites proposed for allocation in North Wootton. However this is an opportunity to raise any new sites with us through the questions below.

5.5.6 The development boundary proposed for North Wootton is shown on the map below.

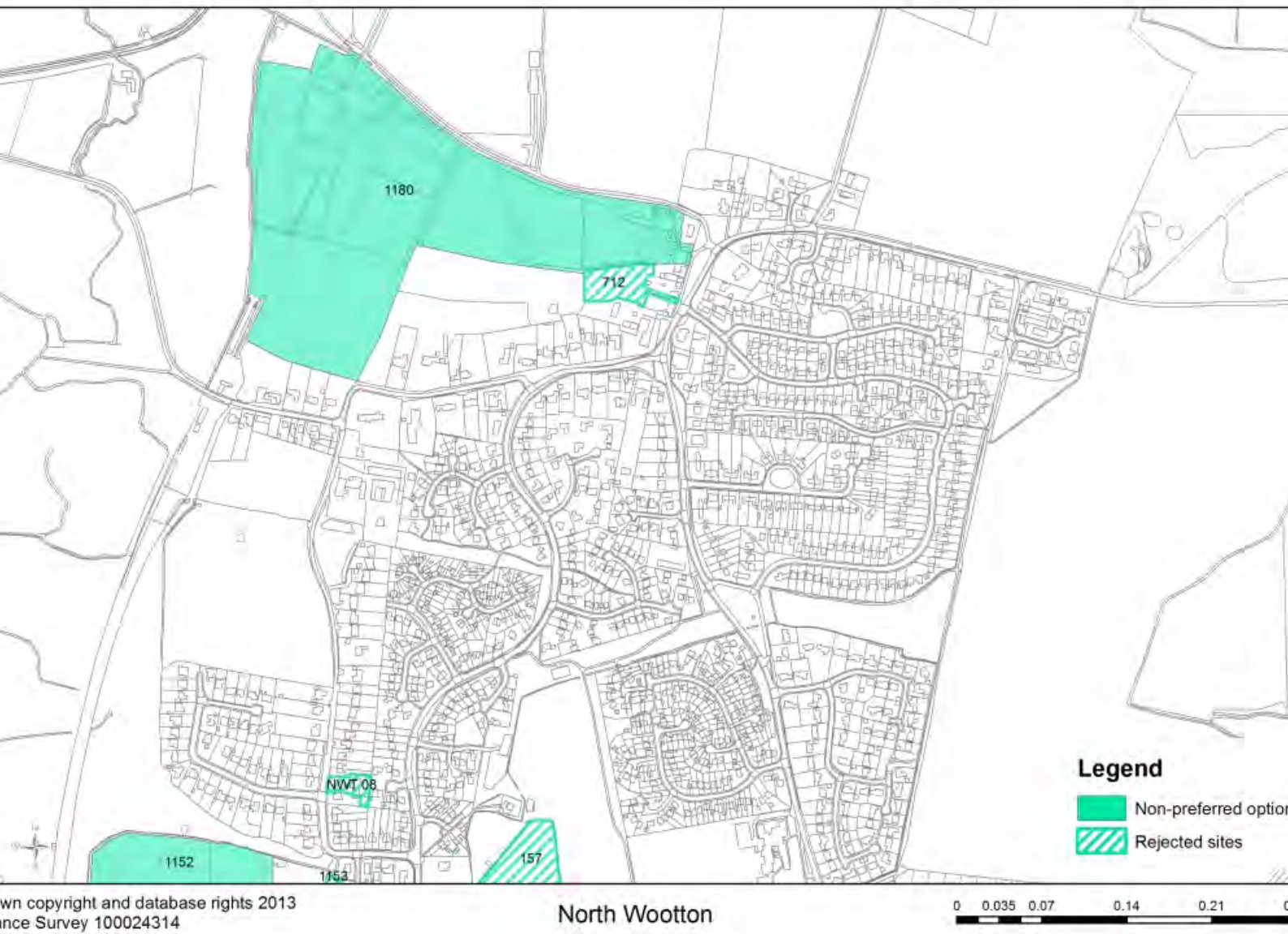
Questions Settlement Adjacent to King's Lynn - North Wootton

1. Do you have any comments on the proposed development boundary?
2. Do you know of a suitable site which could accommodate a significant number of dwellings in North Wootton? If so, please submit details

2 2011 Parish Population Census



5.5.7 Details of other considered sites



| Preferred Option | Main comparative reasons for selection |
|---|--|
| No preferred option. Development may occur from infill plots if available within the development boundary. | |
| Non-Preferred Options | Main comparative reason(s) for not being selected |
| 1180 – South of Gatehouse Lane | <ul style="list-style-type: none"> • Potential impact on the form and character of the site and surrounding area. • Site falls within the AONB and potential scale of development would be inappropriate here. <p>Western portion of site subject to flood risk issues</p> |
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| 712 – Land off Ryalla Drift | <ul style="list-style-type: none"> • Additional information submitted does not provide sufficient detail to ensure a safe access can be achieved |
| NWT 08 – Land off Nursery Lane | <ul style="list-style-type: none"> • Site is within the preferred development boundary, therefore does not require to be allocated for potential development to be considered. |

6.1 Downham Market

Downham Market

Main Town

Description

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

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

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

6.1.4 The town has a wealth of historic buildings and other heritage assets, reflected in an extensive Conservation Area and numerous listed buildings. The distinctive Victorian Clocktower provides a focal point in the handsome Market Square.

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

Strategic Context

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

6.1.7 It is envisaged that growth will still continue, but at a slower pace than in recent times. The Core Strategy planned that the town would provide receive at least an additional 2,710 new homes over the plan period 2001 to 2026 and some 15 hectares of employment land. 2,320 of those 2,710 new homes have already been completed or have planning permission. Therefore land for an additional 390 or so homes will need to be allocated.

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

6.1.9 The flood risk to the west, and the A1122 by-pass road to the south, form clear geographical and physical constraints to growth of the town in these directions. The Key Diagram in the Core Strategy indicates broad "areas for urban expansion" around the eastern side of Downham Market. The 'Issues and Options' consultation for this detailed Policies and Sites Plan highlighted the desirability of maintaining a clear separation between Downham Market and the village of Wimbotsham to the north.

Earlier Consultation

6.1.10 In response to the last round of consultation (Issues and Options, Autumn 2011) and subsequent requests for advice from statutory bodies and infrastructure providers, the following issues were highlighted.

- Promotion of a range of sites by various landowners.
- Queries re the consistency of particular options mentioned with the Core Strategy and the Inspector's Report on the Examination of that Strategy.
- Comments from agencies and utilities on infrastructure availability, etc.

6.1.11 The Town Council in their representation for the Site Allocations & Policies Development Plan Document "issues & options" state they have no specific issues where the proposed allocation [390 units by 2026] takes place but make the following points (summarised):

- Further planning approvals for large developments should be deferred towards the end of the period, i.e. not before 2020 to allow infrastructure to catch up.
- The proposed development will add significantly to the existing infrastructure burden and ancient combined drainage systems, compounding the current downstream flooding/sewage overflow issues already affecting existing residents.
- Any potential development should consider Sustainable Urban Drainage [SUD] both within the site location itself but more importantly it must not impact the already oversubscribed infrastructure.
- All new schemes should have their own independent access to major roads and not rely on, or add to, existing housing estate road networks.
- If a single scheme that meets the above criteria is not physically possible, the Town Council then prefers a variety of schemes that share the allocation of 390 between a number of locations around the town to avoid excessive and unsustainable growth in any one particular given area.
- The Town Council believes development that includes a defined percentage of social/affordable housing does not necessarily support growth and or employment and it would be better to have some executive style housing development [something that Downham Market currently lacks] to attract investment into the area.
- The Town Council therefore prefers town regeneration schemes in preference to yet more peripheral, uncoordinated development.

Norfolk County Council

6.1.12 Education: Would prefer no further development but if not possible likely to need a new 210 place primary school (NCC).

6.1.13 Highways: No significant constraints to the scale of growth, however local improvements will be necessary to fully integrate development sites. Downham Market is well located with good public transport links to into King's Lynn. Of the sites, DOT 2, DOT 15, DOT 29, DOT 11, DOT 6, DOT 5, DOE 11, DOE 10, DOS 14, DOS 2, 1111, 1113, 515, 521, 480 & 437 would be considered most favourably by the Highway Authority. Objections would be made to sites 1077, 1076, 507, 496, 101, 501, 506, 612, 667, 280, 1128, 517, 518, 312, 853, 652, 519, 662, 954, 746, 280, 517, 518, 312, 853, 652, 662, 519, 492 & 1074 predominately due to their remoteness (NCC Highways).

6.1.14 Minerals & Waste: Sites 1075, 823, 520, 480, 437, 515, 521, DOT32 & 1113 are identified as being within the Carstone Mineral Safeguarding Area. Site 1077 is also situated within a Sand & Gravel Mineral safeguarding Area. Sites 480, 437, 521, 515, 1113, DOS 14, DOT 32, DOT 29, DOE 11, 1075, 823, 520, 487, 535, 493, 1127, 507, 1076, 1077 & 11 are identified as being within the Silica Sand Mineral Safeguarding Area. Minerals and Waste Core Strategy Policy CS16 – Safeguarding mineral and waste sites and mineral resources states that “the Mineral Planning Authority will object to development which would lead to the sterilisation of the mineral resource and it would be for the relevant district council to decide whether there are compelling planning reasons for over-riding this safeguarding.” Where the need for development over-rides safeguarding the Mineral planning Authority would encourage the prior extraction of minerals, where practicable, if it is necessary for non-mineral development to take place (NCC Minerals & Waste).

6.1.15 Environment Agency: “sites 11/289/1077, 1076, 1075, 493/1127, 520/823, 487, 535, 515 and 437/480/521 are all located in flood category 1 (low risk) of your Authority's SFRA. Accordingly, we have no flood risk concerns. The majority of combined site 109/143/602/DON09 is located in flood zone 1 (low risk). However, your Authority's Strategic Flood Risk Assessment identifies land located adjacent the River Great Ouse Relief Channel as falling within both Tidal Climate Change Flood Categories 2 (medium risk) and 3 (high risk). In addition, recently completed Tidal Hazard Mapping for the Great Ouse identifies land (which falls within combined site 109/143/602/DON09) immediately adjacent to the Relief Channel as being at risk of flooding to significant depths. More Vulnerable development should be located outside this area. All parts of Downham Market overlie a Groundwater Vulnerability Zone. Accordingly extra care will be required to prevent new development causing groundwater pollution (such as the identification and remediation of any land contamination and safe disposal of foul and surface water).”

Provisional Policies

Town Centre Area and Retailing

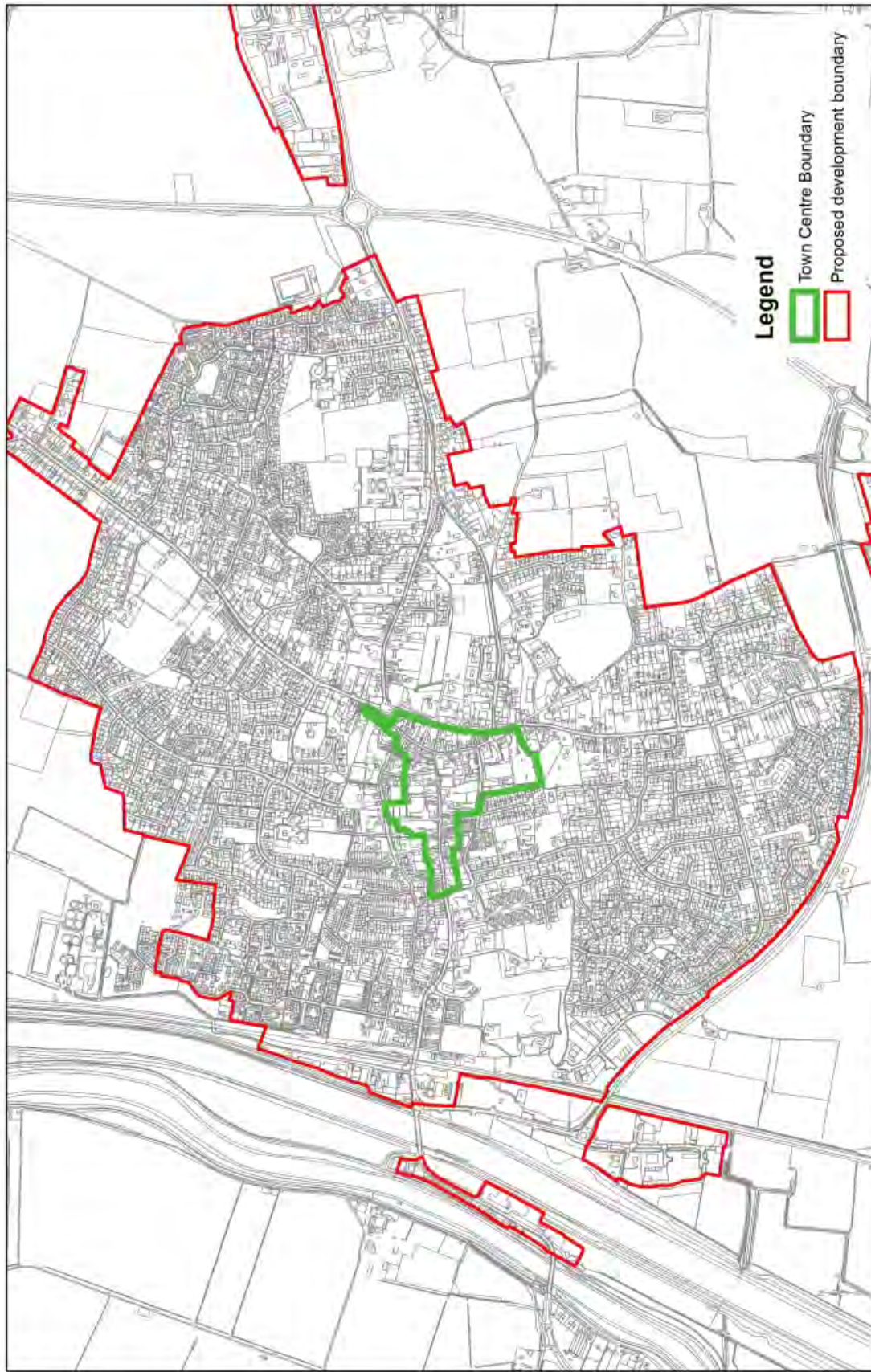
Draft Policy Downham Market PO1: Town Centre Area and Retailing

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

Justification

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

Preferred Option for Town Centre Area and Retailing



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Employment Land

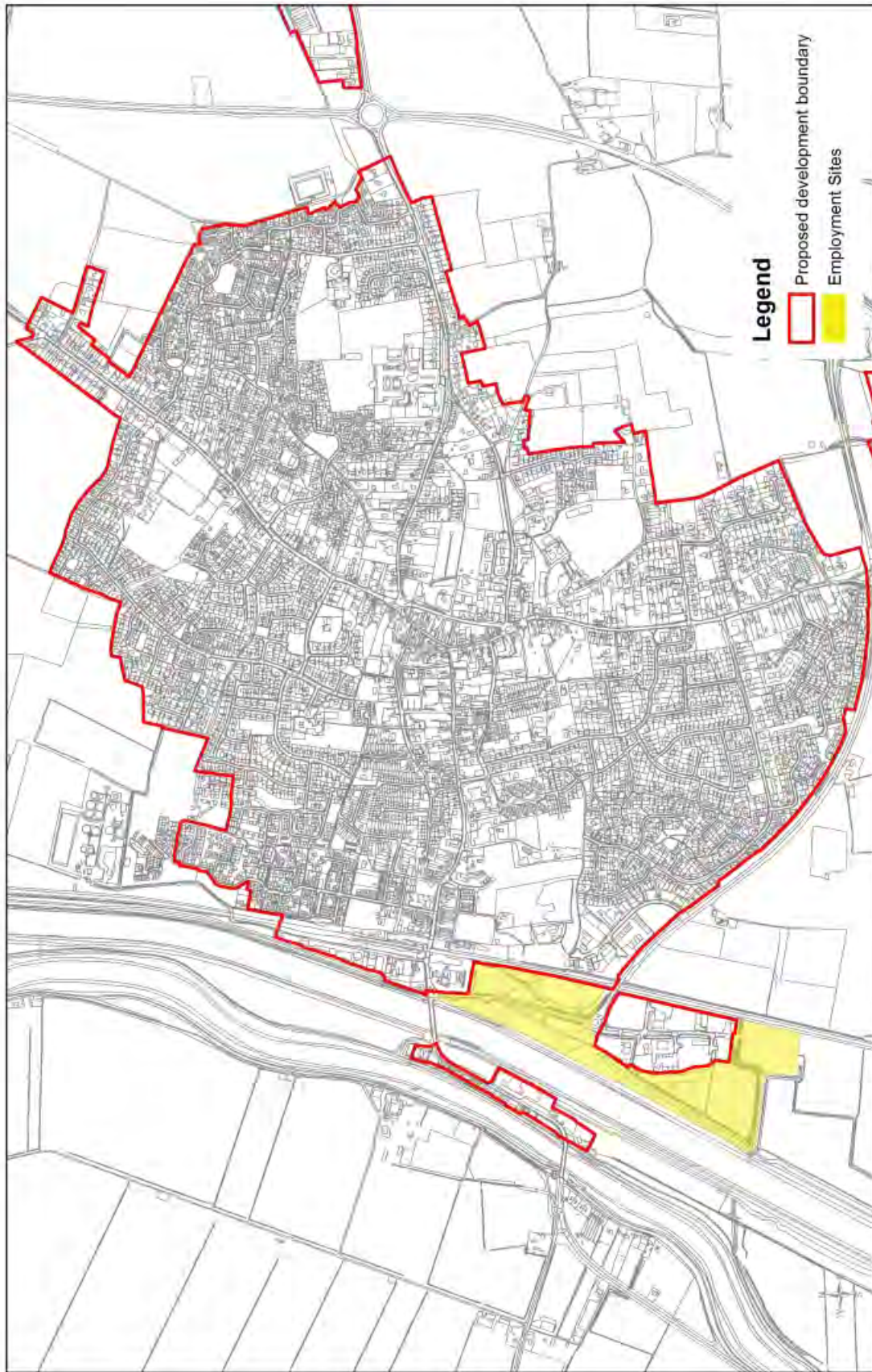
6.1.17 The Core Strategy aims to provide a sufficient and flexible supply of employment land during the plan period (Policy CS10 Economy). This is to include a 15ha site allocation in Downham Market.

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

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

6.1.20 The site being proposed is approximately 16.5ha, although part of this area has already been developed for employment uses. The site is essentially a continuation of the earlier 1998 Local Plan allocation.

Preferred Option for Employment Land



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Downham Market Employment Site

Draft Policy Downham Market PO2: Land off St. John's Way, Downham Market

Land in two parcels in the vicinity of St. John's Way of approximately 16.5ha, as shown on the draft Policies Map, is allocated for employment uses (classes B1, B2 and B8).

Justification

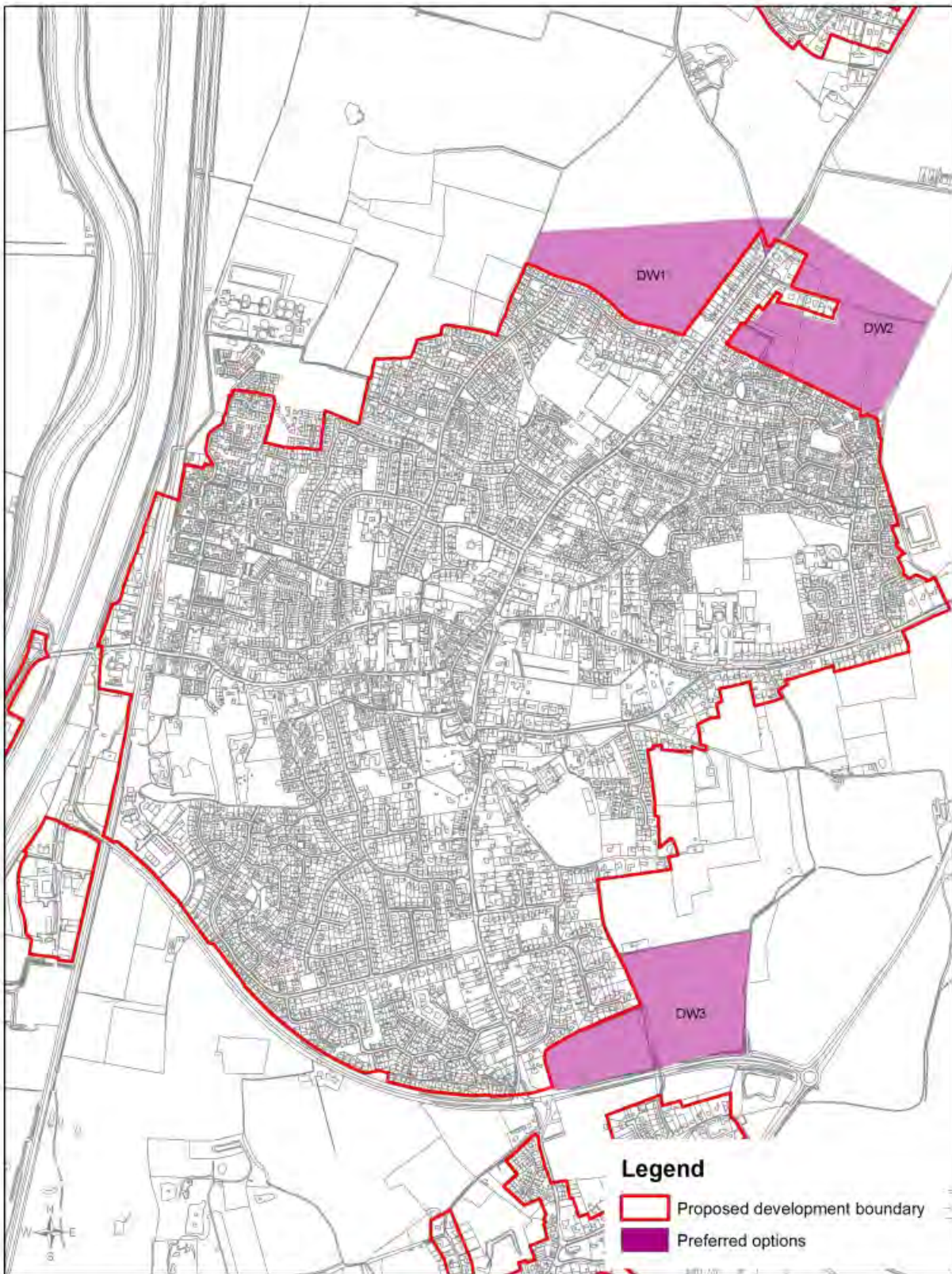
6.1.21 The allocation is in fulfilment of Policy CS04 (Downham Market) of the Core Strategy. This states that 'In supporting the town provision will be made at least 15ha in existing employment areas; combined support for an employment area along the east bank of the Relief Channel south of Hythe Bridge;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

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

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

Housing Land

6.1.24 Three areas to the east of the town are provisionally allocated for housing development, one to the south-east and the other two to the north-east. Although there might be potential to provide for the whole of the growth indicated by the Core Strategy, at one or another of these locations, it was considered more appropriate to divide the growth during the plan period. This would provide a degree of choice and completion, reduce the impact upon existing residents and businesses in each locality, mitigate the risk of the development of either area being held up by problems and help ensure timely delivery.



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0 0.05 0.1 0.2 0.3 0.4 Miles

Downham Market

Preferred Option- North Allocation

Draft Policy Downham Market PO DW1

Land North of Downham Market of around 10.5 ha, as shown on the draft Policies Map, is allocated for a high quality, well landscaped development of 100 dwellings and associated facilities.

1. Prior submission of
 - a. an ecological Study that establishes that either:
 - i. there would be no negative impact on flora and fauna;
 - ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.
 - b. an archaeological assessment;
 - c. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carr stone or silica sand on the site.
 - d. a masterplan for the whole showing how the various considerations and requirements (including those below) can be integrated and delivered.
2. Provision of
 - a. a road link between the north end of Wimbotsham Road and Low Road, and an improved junction between Low Road and Lynn Road;
 - b. design, layout and landscape planting to form an attractive and firm edge to development on the northern boundary of the site.;
 - c. local highway improvements to fully integrate the development in to the surrounding network;
 - d. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre;
 - e. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the western boundary of the site;
 - f. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
 - g. a proportion of affordable housing provision in accordance with the Council's current standards;
 - h. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
 - i. financial contributions towards the provision of infrastructure including

- i. additional primary and secondary school places;
- ii. strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;
- j. outdoor play space of at least 0.56 hectares of (based on a population of 233, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- k. protection and enhancement of public rights of way within or adjacent to the site;
- l. sustainable urban drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution;

Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

Site Description and Justification

6.1.25 Land to the north of Downham Market, as shown on the map above is allocated for housing and associated facilities.

6.1.26 The site is currently un-serviced/agricultural land bordered by existing farmland and residential development. The site is well located in relation to the main highway network and is within easy reach of the Town Centre. The adjacent main road, Lynn Road, has a bus service and a petrol station/convenience store. The site is at little risk of flooding (Zone 1).

6.1.27 Public footpaths run along the eastern and western boundaries of the site. Crop marks are recorded in the Norfolk Heritage Register.

6.1.28 A number of sites were proposed in the vicinity (submitted sites ref. nos. 11, 109, 143, 289, 602, DON 09). These in total would be capable of accommodating all of the 390 new dwellings required in the town. However, the Council considers it preferable to distribute this growth around a number of areas. Hence only a small portion of that proposed is allocated.

6.1.29 The Council's preferred option is to allocate up to 100 houses in this area within the current plan period, with a requirement to provide a new access on to Lynn Road and a comprehensive landscaped buffer on the northern boundary.

6.1.30 The Inspector conducting the examination of the Core Strategy stated that "some land to the north could be developed without any risk of coalescence with, or even serious encroachment upon Wimbotsham." He did feel that it would be more appropriate to commence development to the east first. However there is real highway benefit in developing the site in that this could provide relief for existing highways problems.

6.1.31 Currently there is only a single point of access (via Clackclose Road on to Lynn Road) from an extensive area of housing around Wimbotsham Road and beyond. Development of the proposed area could provide a second access to this area, linking the northern end of Wimbotsham Road, through the new development, to Lyn Road. This link could potentially include part of Low Road, and incorporate an improved junction between Lynn Road and Low Road.

6.1.32 The intention is to provide a firm boundary to the north, preserving a separation between Downham Market and Wimbotsham, with appropriate landscape treatment to that boundary to integrate the development into the landscape and provide an attractive edge to the town.

Preferred Option- North East Allocation

Draft Policy Downham PO DW2

Land North East of Downham Market of around 15.7 ha, as shown on the draft Policies Map, is allocated for a high quality, well landscaped development of 150 dwellings and associated facilities.

1. Prior submission of
 - a. an ecological Study that establishes that either:
 - i. there would be no negative impact on flora and fauna;
 - ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.
 - b. an archaeological assessment;
 - c. an assessment of any contamination of land on the site, and how this will be remediated if necessary.
 - d. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carr stone or silica sand on the site.
 - e. a masterplan for the whole allocated area showing how the various considerations and requirements (including those below) can be integrated and delivered.
2. Provision of
 - a. design, layout and landscape planting to form an attractive and firm edge to development on the northern boundary of the site.;
 - b. a road access to Lynn Road
 - c. local highway improvements to fully integrate the development in to the surrounding network;
 - d. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre;
 - e. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the eastern boundary of the site;
 - f. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
 - g. a proportion of affordable housing provision in accordance with the Council's current standards;
 - h. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
 - i. financial contributions towards the provision of infrastructure including

- i. additional primary and secondary school places,
- ii. strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;

- j. outdoor play space of at least 0.83 hectares of (based on a population of 349, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- k. protection and enhancement of public rights of way within or adjacent to the site;
- l. sustainable urban drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution;

Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

Site Description and Justification

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

6.1.34 The site is well located in relation to the main highway network and is within easy reach of the Town Centre. The adjacent main road, Lynn Road, has a bus service and a petrol station/convenience store. The site is at little risk of flooding (Zone 1).

6.1.35 A public bridleway runs along the eastern edge of the site, and another runs east-west through the site.

6.1.36 A number of sites were proposed in the vicinity (sites ref. nos. 487, 493, 520, 535, 823, 1075, 1127 & 1190) totalling over 47 hectares. That area would be capable of accommodating all of the 390 new dwellings required in the town. However, the Council considers it preferable to distribute this growth around a number of areas. Hence only a small portion is allocated. (It may be that part of the area excluded would be appropriate for development at some later date, but that would be for another plan.)

6.1.37 The allocated site is considered suitable for development of 150 dwellings and any associated neighbourhood facilities. The intention is to provide a firm boundary to the north, preserving a separation between Downham Market and Wimbotsham, with appropriate landscape treatment to that boundary to integrate the development into the landscape and provide an attractive edge to the town.

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

6.1.39 The site is in multiple ownership, so there is a requirement for an agreement to be reached so that it can be delivered.

Responses to consultation

6.1.40 Norfolk County Council (Highway Authority) - Considers the site to be suitable, subject to safe access being provided.

6.1.41 Norfolk County Council (Minerals and Waste Planning Authority) – Parts of the site are subject to minerals safeguarding for silica sand and carstone.

6.1.42 Anglian Water – Water mains and sewers cross the area. Upgrades likely to be required for required for water supply network, waste water treatment works capacity, foul sewer network and surface water network.

6.1.43 The owner's agent has provided assessments of the landscape, ecological impacts that concludes that there is limited impact in this regard

Preferred Option – South East Allocation

Draft Policy Downham Market PO DW3

Land to the south east of Downham Market, as shown on the draft Policies Map, is allocated for a high quality, well designed development of 130 dwellings and associated facilities, making the most of the subject to:

1. Prior submission of
 - a. an ecological Study that establishes that either:
 - i. there would be no negative impact on flora and fauna;
 - ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.
 - b. an archaeological assessment, identifying the ;
 - c. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carr stone or silica sand on the site.
 - d. a masterplan for the whole showing how the various considerations and requirements (including those below) can be integrated and delivered.
2. Provision of
 - a. a high quality local highway improvements to fully integrate the development in to the surrounding network;
 - b. a new road linking to the A1122 to provide access to the site;
 - c. improved bus links to Downham Market town centre and associated infrastructure;
 - d. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre and the existing byway on the site's western boundary;
 - e. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the boundaries of the current allocation;
 - f. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
 - g. protection of the existing band of trees across the southern part of the site, subject of a Tree Preservation Order, and incorporation into the overall layout in a way that takes advantage of their potential contribution to the amenity of the area, and is likely to facilitate their long term protection and maintenance.
 - h. a proportion of affordable housing provision in accordance with the Council's current standards;
 - i. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
 - j. financial contributions towards the provision of infrastructure including

- i. additional primary and secondary school places,
- ii. strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;

- k. outdoor play space of at least 0.84 hectares of (based on a population of 350, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- l. protection and enhancement of public rights of way within the site;
- m. sustainable urban drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution;

Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

Justification

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

6.1.45 The site is within easy reach of the town centre. The site is well related to the town's main highway network, with adequate cycling and pedestrian access. A restricted byway, Nightingale Lane, runs down the western edge of the site, giving access to a bridge across the A1122 and beyond to the south, and into the residential road network to the north-west.

6.1.46 The provisionally allocated land has been actively promoted by the owner's agent, and is hence assumed to be readily available.

6.1.47 It is part of a much larger site of over 47 hectares put forward for consideration (comprising submitted sites ref. nos. 437, 480 & 515), and suggested to be capable of accommodating all of the 390 additional dwellings required in the town of Downham Market. As outlined above, the Council's preference is for Downham Market's planned development to be split between several locations. In this context the site is allocated for 150 new homes.

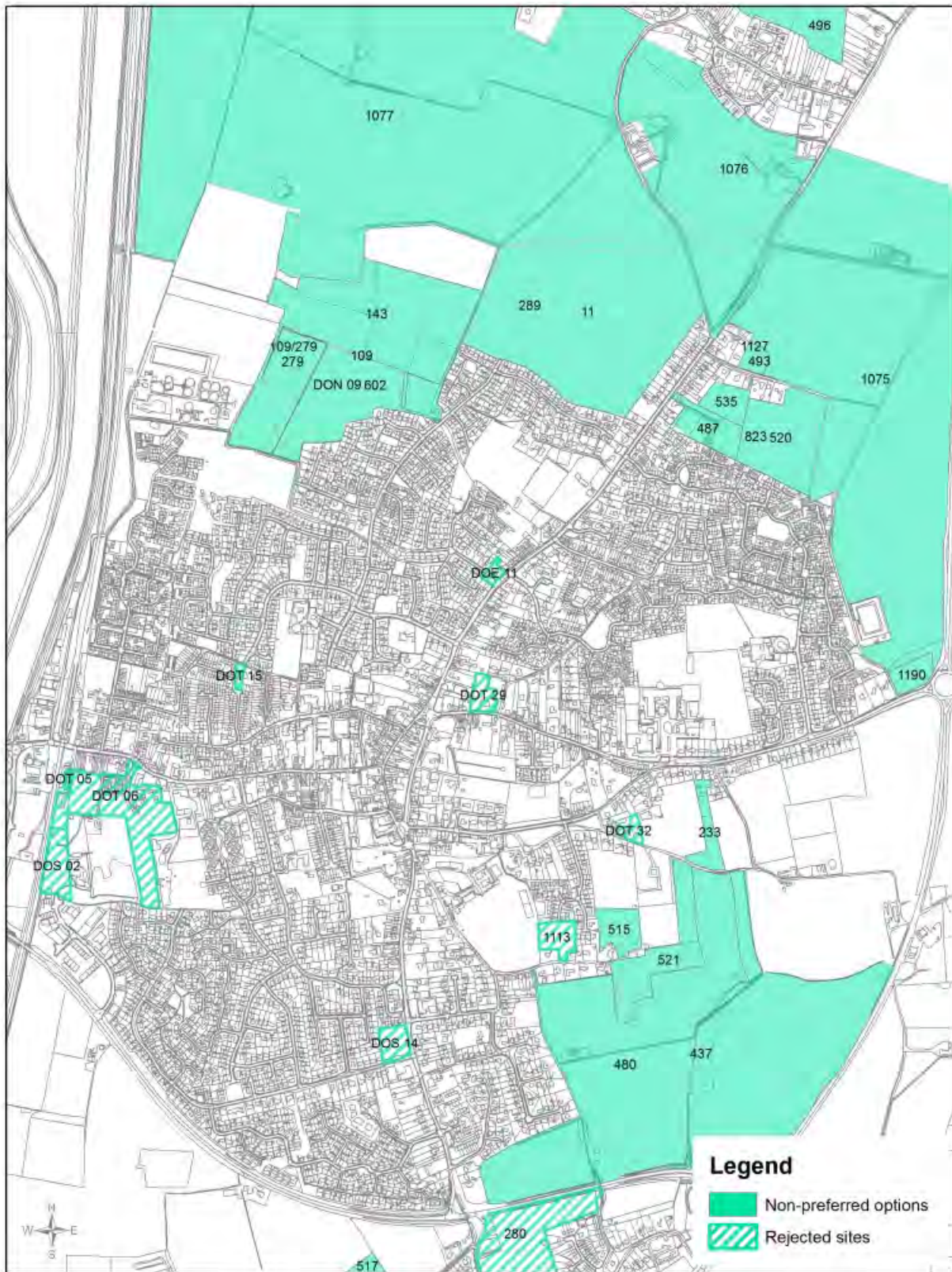
Questions Main Town- Downham Market

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation PO1?
3. Do you have any comments on the draft allocation PO2?
4. Do you have any comments on the draft allocation PO DW1?
5. Do you have any comments on the draft allocation PO DW2?
6. Do you have any comments on the draft allocation PO DW3?

7. Is there a more suitable site (or sites) to accommodate around 390 dwellings in Downham Market than the Council's preferred site(s). Why is this site (or sites) more suitable?

Site Selection – the Options

6.1.48 The sites submitted for potential development during the Issues and Options consultation and earlier are shown on the map and their assessment summarised in the table following.



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0 0.05 0.1 0.2 0.3 0.4 Miles

Downham Market

| Preferred Options | Main comparative reason(s) for being selected |
|--|---|
| PO DW1 (Part of sites 11, 289, 1077 & 1076) | Site relates well to the main highway network and is well connected to the Town Centre Suitable highways access can be achieved and local improvements achieved Site will not result in encroachment upon Wimbotsham |
| PO DW2 (Site 487, 535, 520, 823 & 493 & 1127) | Site relates well to the main highway network and is well connected to the Town Centre Suitable highways access can be achieved Site will not result in encroachment upon Wimbotsham |
| PO DW3 (Part of 437, 480 & 521) | Site relates well to the town's highway network, with potential for cycling and pedestrian access Site is well connected to the Town Centre |
| Non-preferred Options | Main comparative reason(s) for not being selected |
| Site 11, 289 & 1077 | Part of the site has formed DW1. Allocation of the entire site would result in the gap between Downham Market and Wimbotsham being lost. The site is located partially within a high flood risk zone |
| Site 109/279, 143, 602 & DON09 | Site is within a cordon sanitaire for Anglian Water sewerage facility. |
| Site 233 | Use of this site would result in an artificial form of development not well related to the adjacent form and character |
| Site 437, 480 & 521 | Part of the site has formed DW3. The remaining site could accommodate the required growth number however the Council considers that to minimise the impact upon the character of the locality and to help ensure timely delivery it is appropriate to allocate a reduced housing number in a number of locations. |
| Site 506 | Allocation of the site would result in the gap between Downham Market and Wimbotsham being lost. |
| Site 515 | No suitable access to the site |
| Site 1075 | Part of the site has allocated DW2. Development of the entire site is inappropriately large in scale for a rural village in the north as it abuts Wimbotsham |

Preferred Options for a Detailed Policies and Sites Plan

| | |
|--|---|
| Site 1076 | Part of the site has formed DW1. Allocation of the entire site would result in the gap between Downham Market and Wimbotsham being seriously eroded. The site is partially within the Wimbotsham Conservation Area |
| Site 1190 | Development here would have a greater impact on the character of the settlement by bringing development adjacent to the A10. |
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| Site DOE11 | Site is within the proposed development boundary therefore no allocation is required |
| Site DOS 02 | Site is within the proposed development boundary therefore no allocation is required |
| Site DOS14 | Site is within the proposed development boundary therefore no allocation is required |
| Site DOT 32 | Site is within the proposed development boundary therefore no allocation is required |
| Site DOT29 | Site is within the proposed development boundary therefore no allocation is required |
| Site DOT 15 | Site is within the proposed development boundary therefore no allocation is required |
| Site DOT 05 | Site is within the proposed development boundary therefore no allocation is required |
| Site DOT 06 | Site is within the proposed development boundary therefore no allocation is required |
| Site 1113 | Site is within the proposed development boundary therefore no allocation is required |
| Site DOU1/ 622 (Downham West) | Site is located within a high risk flood zone and hazard zone |
| Site 771 (Downham West) | Site is detached from the main built up area of the settlement Site is located within a high risk flood zone |
| Site 1191 (Downham West) | Site is detached from the main built up area of the settlement Site is located within a high risk flood zone |

6.2 Hunstanton

Hunstanton

Main Town

Description

6.2.1 Hunstanton is the smallest of the three towns in the borough with a population of 4,229. The town acts as a service centre for the surrounding rural area, a local employment centre and is also a successful seaside resort. It is situated on the Norfolk coast some 16 miles from King's Lynn and, to the east, the town of Wells-next-the-Sea is 17 miles away. Hunstanton is situated on the west coast of Norfolk at the mouth of the Wash and stands at the highest point on this geological shelf as the land slopes gently downwards to the north, east and south of the town.

6.2.2 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.

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

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

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

Strategic Background

6.2.6 The Core Strategy states that the town will provide for at least 580 new homes over the next 15 years, with allocations of at least 220 new dwellings and approximately 1 ha of employment land. It identifies directions of urban expansion for the town and a broad location for employment expansion (Core Strategy, p102, Figure 10). The Core Strategy set general directions of growth for urban expansion to the east of the A149, and immediately south of the town. Norfolk County

Council Adult Care Department have identified a need for 50 places for housing with care within Hunstanton and a 220 place care home/with nursing places is needed in the area of Hunstanton, Heacham and Dersingham. The Issues and Options consultation has clarified the key infrastructure requirements, impact on the environment (natural and historic), and the preferences for growth areas from key stakeholders including Hunstanton Town Council. This has aided the Council in further refining the options for development and preparing the preferred policy approach.

6.2.7 Norfolk County Council as Education Authority noted that the infant school is on a very small site with no opportunity for growth. The Secondary School has additional capacity to accommodate new pupils. Norfolk County Council have indicated long term plans for education provision in Hunstanton to accommodate additional growth, which are detailed in the boroughs Infrastructure Plan. Policies to allocate new housing in Hunstanton require developers to provide a financial contribution to aid the delivery of new education facilities.

6.2.8 Heacham Waste Water Treatment Works serves Hunstanton and surrounding settlements. There is seasonal population fluctuation due to holidaymakers in Hunstanton and Heacham. At present the Treatment Works are at capacity and Anglian Water have identified that for new growth to be accommodated they may seek upgrades to the treatment works depending on the specific sites for development and the overall level of housing. A new flow consent would be required. With regards to the foul sewerage network, it is likely that upgrades to the existing network will be required which will be part funded or funded by the developer. The Surface Water Network has been identified as being at capacity meaning a Sustainable Urban Drainage System (SUDS) would be sought to serve new development.

6.2.9 English Heritage have expressed concern about the potential impact of development on land to the east of the town due to the potential impact on the setting of Hunstanton Hall, a Grade II registered park and garden with a number of listed buildings to the east, and the setting of Old Hunstanton Conservation Area to the north. Development may also impact on the setting of the Grade II* listed Smithdon High School and the Grade II* listed and scheduled remains of St Andrew's Chapel to the south-east.

6.2.10 The North Norfolk Coast Area of Outstanding Natural Beauty (AONB) which has the highest level of protection for its landscape and scenic beauty under national policy, lies between 600m-800m east of the developed area of Hunstanton, beyond a belt of agricultural land. Natural England have expressed concern about the potential erosion and blurring of the AONB boundary and its setting, as this would result in permanent negative effects on the landscape of the AONB, and should be avoided except in exceptional circumstances. For this reason, Natural England expresses preference for development on land south of the town adjoining Heacham Manor golf course. The Norfolk Coast Partnership expressed similar concerns and preferences to Natural England and states that a full impact assessment should be undertaken to determine the impact of potential growth options on the Area of Outstanding Natural Beauty. The Campaign for the Protection for Rural England expressed concern about the potential development option south of Hunstanton as this could encroach on the strategic gap of undeveloped land between Hunstanton and Heacham which have landscape and biodiversity value.

6.2.11 The Environment Agency noted that in general, there are no flood risk concerns on land identified as potential options for development. However, a small portion of the identified potential development option on land south of the town is within in the area covered by the Coastal Flood Risk Planning Protocol and is at risk of tidal flooding but that the site could be developed sequentially to locate housing in the area not at risk of flooding.

6.2.12 Hunstanton and the surrounding area are within a Groundwater Vulnerability Zone. With

6.2.13 regard to development overlying a Groundwater Vulnerability Zone. Extra care will be required to prevent groundwater pollution (such as the identification and remediation of any land contamination and safe disposal of industrial effluent, foul and surface water).

6.2.14 Norfolk County Council Highways Authority had no objection to the development options other than site 845 which has no clear access point. However, the preferred access point to land to the south of Hunstanton would be from the adjacent estate which would limit the scale of development that could be provided on the site. They also noted that land to the north east of Hunstanton and land immediately south of Hunstanton are remote from the settlement centre.

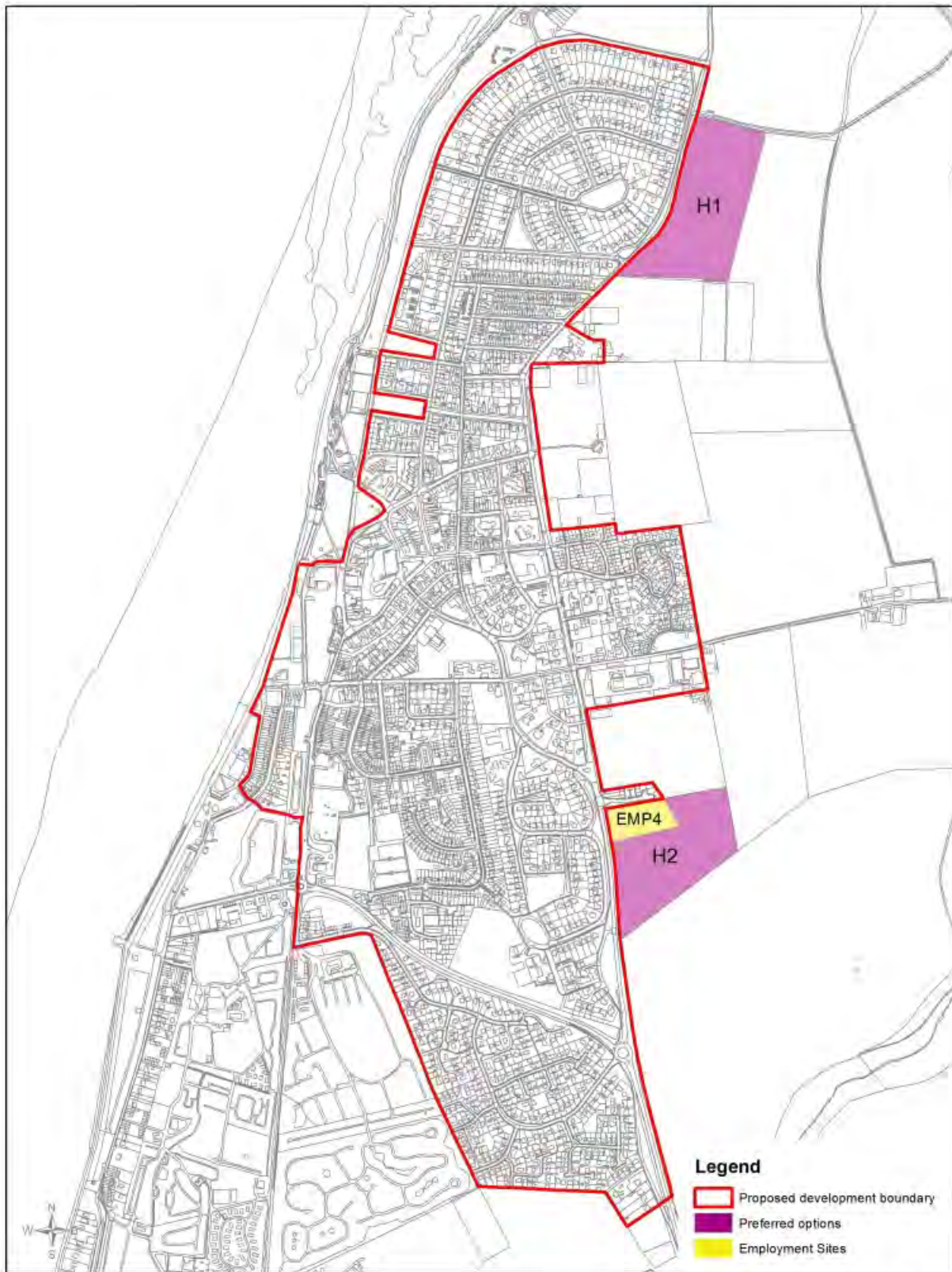
Response to the consultation

6.2.15 Hunstanton Town Council provided detailed comments on the options for development. They showed preference for low-density residential development on land to the east of Cromer Road (site 828), provided this does not infringe on the gap between the town and the village of Old Hunstanton. They also showed a greater preference for residential development with some affordable housing on land to the south of Hunstanton Commercial Park (site 833) due to its proximity to the town centre and services. Hunstanton Town Council would object to development on land to the south of Hunstanton adjoining Heacham Manor Golf Course (site 603, 759, 834, 997 & 845) for three reasons. They state that this site is far from the central services in the town, it is highly visible on the approach to Hunstanton via the A149 and development in this location would compromise the strategic gap between Hunstanton and the settlement of Heacham. Hunstanton Town Council provided further comments in relation to growth in the town and these have been considered by the Borough Council in the production of the proposed policy. They expressed interest in the potential development of a care home, safeguarding of the former railway trackbed to King's Lynn and suggested improvements to transport connectivity. Hunstanton Civic Society and Hunstanton Environmental Landscape Programme endorsed the response made by Hunstanton Town Council.

6.2.16 Two comments were received from members of the public showing general support for development on the sites to the east of the A149 and objection to development on land to the south of Hunstanton.

6.2.17 Landowners, agents and developers submitted further information in support of sites they were promoting including detailed studies and reports. One further site was submitted which adjoins land to the south of Hunstanton.

6.2.18 Old Hunstanton Parish Council also commented on the development options seeking to maintain a strategic separation between the settlements of Old Hunstanton and Hunstanton. They were concerned about proposed growth at the northern end of Hunstanton and the impact on the road links, strategic gap between the settlements and archaeological value of the site.



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Hunstanton

Site Allocation

Draft Policy H1 Land to the east of Cromer Road

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

1. Provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point and access to sustainable transport links,
2. Details of layout, phasing, and conceptual appearance;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts and woodland to the north and east boundaries to minimise the impact of the development on the setting of Old Hunstanton Conservation Area and Grade II* Listed Hunstanton Hall park and gardens and the North Norfolk Coast Area of Outstanding Natural Beauty;
5. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
6. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth on The Wash and North Norfolk Special Protection Area, (also designated Special Area of Conservation, Site of Special Scientific Interest, European Marine Site and Ramsar), and provide suitable mitigation where necessary;
7. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
8. Provision of affordable housing in line with current standards;
9. Outdoor play/recreation space of at least 0.67 ha (based on a population of 280, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons);
10. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.

Justification

6.2.19 This site (submitted site ref. no. 828/851), together with draft allocation H2 (see below) provide the most sustainable opportunity, of the available options, to deliver the additional housing needed in the town. Site H1 is in reasonable proximity to the town centre and other facilities of the town, and avoids the adverse landscape impacts of the alternative potential development sites to the south of the town. Positive responses to this site were received at the Issues and Options consultation from the Hunstanton Town Council, Hunstanton Civic Society, Hunstanton

Environmental Landscape Programme and the two public comments (all of which opposed development on land to the south of the town). H1 alone, however, is insufficient to meet the full amount of development identified as needed in Hunstanton by the adopted Core Strategy at a density commensurate with the character of the town and the site's surroundings.

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

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

6.2.22 The site comprises agricultural land (Grade 3) with some established hedgerow/trees forming the site boundary. There are no significant landscape features of importance within the site boundary. Whilst the Council will seek to retain established trees and hedgerow, new development will result in the loss of productive agricultural land. It is not possible to allocate the level of growth sought for Hunstanton on previously developed land, therefore the Council considers that a balance should be struck to enable some growth in Hunstanton whilst ensuring the remaining surrounding agricultural land can remain productive and accessible to agricultural vehicles.

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

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

Draft Policy H2 Land south of Hunstanton Commercial Park

Land south of Hunstanton Commercial Park Land amounting to 5 hectares, as identified on the Draft Policies Map, is allocated for 100 residential units comprising a mixture of

- **market housing;**

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

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

1. Provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point (to serve proposals H2 and EMP4) and access to sustainable transport links;
2. Details of layout, phasing, and conceptual appearance;
3. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts to the north, east and southern boundaries to minimise the impact of the development on the setting of Grade II* listed Smithdon High School and gym, Grade II* listed and scheduled remains of St Andrew's Chapel and the North Norfolk Coast Area of Outstanding Natural Beauty;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site, if required;
6. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination'.
7. Provision of affordable housing on site, or an equivalent financial contribution, to meet current standards.
8. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth on The Wash and North Norfolk Special Protection Area, (also designated Special Area of Conservation, Site of Special Scientific Interest, European Marine Site and Ramsar), and provide suitable mitigation where necessary;
9. Provision of green recreational space to serve the development. The amount and nature of the space will be determined by the Planning Authority through detailed design considerations of the proposal;
10. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.

Justification

6.2.25 The topography of the site is relatively flat and the site is surrounded by development on two sides (adjacent to industrial estate and secondary school to the north, and residential development to the west). The site is a smaller and more enclosed field than most of the agricultural land to the east of Hunstanton. All of these factors will aid visual screening of the site from the

wider countryside, reducing any potential detrimental impact on the Area of Outstanding Natural Beauty. The policy includes a clause to ensure that the existing hedgerow on the southern and eastern border is improved to help screen development from the wider area.

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

6.2.27 The Council would prefer to allocate a mix of specialist residential development (defined as accommodation which has been specifically designed and built to meet the needs of the elderly which could be of varying tenure), market dwellings and affordable housing to complement the proposed Care Home on site EMP4. Such proposals will offer a wider choice of residential accommodation for local people and new residents in an area which is characterised by an ageing population.

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

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

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

Draft Policy EMP4 Land south of Hunstanton Commercial Park

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

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

Justification

6.2.31 The Core Strategy sought to renew an allocation for employment of 1 hectare in size to the east of the A149 which had originally been identified in the 1998 Local Plan. To ensure this allocation is deliverable, the Borough Council wish to allocate the site for mixed use development incorporating an element of residential and employment use.

6.2.32 The site is a smaller part of submitted site (833) currently the north-west corner of an agricultural field immediately south of Hunstanton Commercial Park and Smithdon High School. As detailed in the justification for H2, the site is preferred for a number of factors but mainly because it is a sustainable location for growth adjacent to existing development and it's the closest of all options to Hunstanton Town Centre and associated services and facilities. There is an established access to the commercial area from the A149, however, depending on the nature of the employment use it may be preferable to develop the site in conjunction with preferred option H2 which will require a new access point onto the A149. Linking these developments may optimise the viability of the development enabling a greater contribution to new infrastructure.

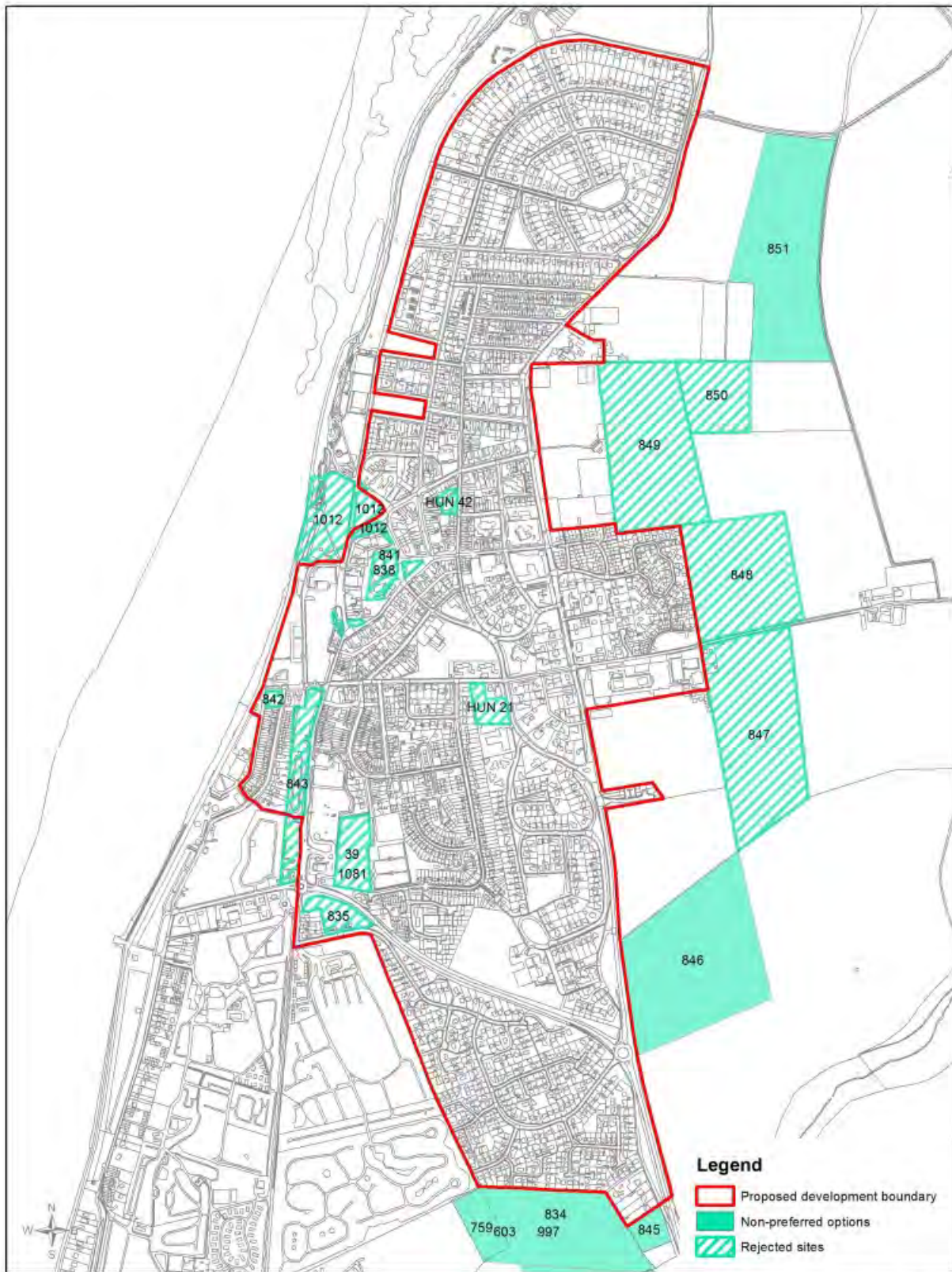
6.2.33 Hunstanton Town Council has promoted the use of the site for a care home. The Borough Council would accept such a use on this site having regard to the employment opportunities associated with such development and the level of identified need for such accommodation in Hunstanton and the nearby villages of Heacham and Dersingham. Hunstanton is one of relatively few settlements in the northern coastal area of Norfolk that have a sufficient population to sustain a high level of services and facilities and therefore this site comprises an ideal location to situate a new Care Home.

6.2.34 It would also offer the potential for the integration of the development of this site with draft housing allocation site H2 adjacent. However, the site's owners have other aspirations, there are no detailed proposals for such a development, and it remains to be seen whether this type of development can actually be delivered on this site. Nevertheless, the Borough Council is keen to further explore this potential, invites comments on the possibility, and would be happy to discuss with prospective developers and service providers the potential for development of a residential care home on this site.

Questions Main Town - Hunstanton

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation H1?
3. Do you have any comments on the draft allocation H2?

4. Do you have any comments on the draft allocation EMP4?
5. Is there a more suitable site (or sites) to accommodate around 220 dwellings in Hunstanton than the Council's preferred site(s). Why is this site (or sites) more suitable?



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Hunstanton

| Preferred Options | Main comparative reason(s) for selection |
|----------------------|--|
| H1 (828) | <p>Flat topography promoting walking/cycling within the site and limiting far distance views towards and out of the site, therefore reducing the visual impact on the countryside and Area of Outstanding Natural Beauty</p> <p>General support following the Issues and Options consultation, including from Hunstanton Town Council</p> |
| H2 (833) | <p>Proximity to Hunstanton Town Centre and local services</p> <p>Surrounded by development on two sides (adjacent to industrial estate and secondary school to the north) and existing hedgerow on southern and eastern border can be improved to help screen development from the wider area</p> <p>Greatest level of support following the Issues and Options consultation</p> |
| EMP4 | <p>Proximity to Hunstanton Town Centre and local services</p> <p>Adjacent to existing small industrial estate with established access onto A149</p> <p>Greatest level of support following the Issues and Options consultation</p> |
| Non-preferred option | Main comparative reason(s) for not being selected |
| 851 | <p>The site is a larger part of the preferred site H1. Development of this part of the site is likely to be visually intrusive into the countryside and may have a negative impact on the Area of Outstanding Natural Beauty and the setting of Hunstanton Hall</p> <p>This part of the site is further from the A149 which links the development to Hunstantons services and facilities</p> |
| 846 | <p>Unlike the preferred option H2 (adjacent to the north) site is a small portion of a much larger agricultural field therefore there is no established hedgerow/trees which provide a natural boundary and screening of the site from the wider area.</p> |

| Preferred Options | Main comparative reason(s) for selection |
|---------------------|---|
| | <p>The site has similar characteristics to the preferred site H2 but is slightly further from services/employment and the secondary school and therefore there is no material reason for allocating this site over the preferred option.</p> |
| 834/759/603/997/845 | <p>The sites collectively form a large area of land to the south of the town.</p> <p>Negative visual impact - the topography of the site means that there are far distance views of the site from the surrounding area, notably it is highly visible on the approach to Hunstanton via the A149.</p> <p>Compromise the strategic gap between the Hunstanton town and Heacham Village (the southern boundary of the site is less than 200m from development at the most northern point of Heacham village)</p> <p>The site is equally distant from services as the preferred option H1 but the sloping topography of the site may deter residents from walking/cycling</p> <p>The response to the consultation has shown an overall objection to development of the site, including in representations made by Hunstanton Town Council.</p> <p>Norfolk County Council Highways Authority state that the scale of growth would be limited by the access to the site from the adjacent housing estate to the north.</p> <p>Norfolk County Council as Minerals and Waste Authority have indicated presence of sand and gravel and carrstone over 1 ha on the site which would require extraction prior to development</p> |
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| 847 | Landowner has declared site is unavailable for development |
| 848 | Landowner has declared site is unavailable for development |
| 849 | No identified access to the site |
| 850 | Site is distant from the main built up area of the village |
| 1021 | Site proposed for green space designation. Site is protected green space. |
| 838 | Site is within the proposed development boundary therefore does not require to be allocated for development to take place |

| Preferred Options | Main comparative reason(s) for selection |
|-------------------|---|
| 841 | Site is within the proposed development boundary therefore does not require to be allocated for development to take place |
| 842 | Site is within the proposed development boundary therefore does not require to be allocated for development to take place |
| 843 | Site is within the proposed development boundary therefore does not require to be allocated for development to take place |
| 1081/39 | Site is within the proposed development boundary therefore does not require to be allocated for development to take place |
| 835 | Site is within the proposed development boundary therefore does not require to be allocated for development to take place |
| HUN21 | Site is within the proposed development boundary therefore does not require to be allocated for development to take place |

6.3 Wisbech Fringes (inc. Emneth/Walsoken)

Wisbech Fringes (including Walsoken and Emneth)

Settlements adjacent to Wisbech

Description

6.3.1 The Core Strategy acknowledges the fact that for Wisbech (which is in the Fenland District Council Area) to cater for growth within its catchment 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. Wisbech, with a population of some 20,000 people is the largest settlement in Fenland district and has a significant range of services and facilities. It is an important destination for the surrounding rural settlements. However, the growth of Wisbech is constrained by the capacity of the highway network both internal (i.e. within the town) and external (i.e. the A47) and flood risk issues in some sectors. This makes the area adjacent to the town in West Norfolk a significant opportunity for sustainable growth.

Strategic Context

Wisbech

6.3.2 The boundary with Fenland District Council is close or adjacent to the north and east of the town. Development in these areas will be dependent on the continuation of joint working with Fenland District Council, Cambridgeshire County Council and Norfolk County Council. Of particular

importance in this regard is the need to ensure that development proposed for Wisbech in the Fenland Local Plan successfully complements existing and/or new development proposed at Wisbech which falls within the Borough Council area.

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

6.3.4 In this respect, the two Councils are working towards agreeing a single development area which straddles the administrative boundary. The allocation will comprise (in Fenland) the whole of the land to the east of Wisbech as identified in the Fenland Local Plan and shown on the accompanying plan, plus additional adjoining land to the east and/or south of that land as falling in the Borough Council's administrative area. The precise boundary for this additional land is considered below.

Walsoken

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

6.3.6 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 tiled roofs.

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

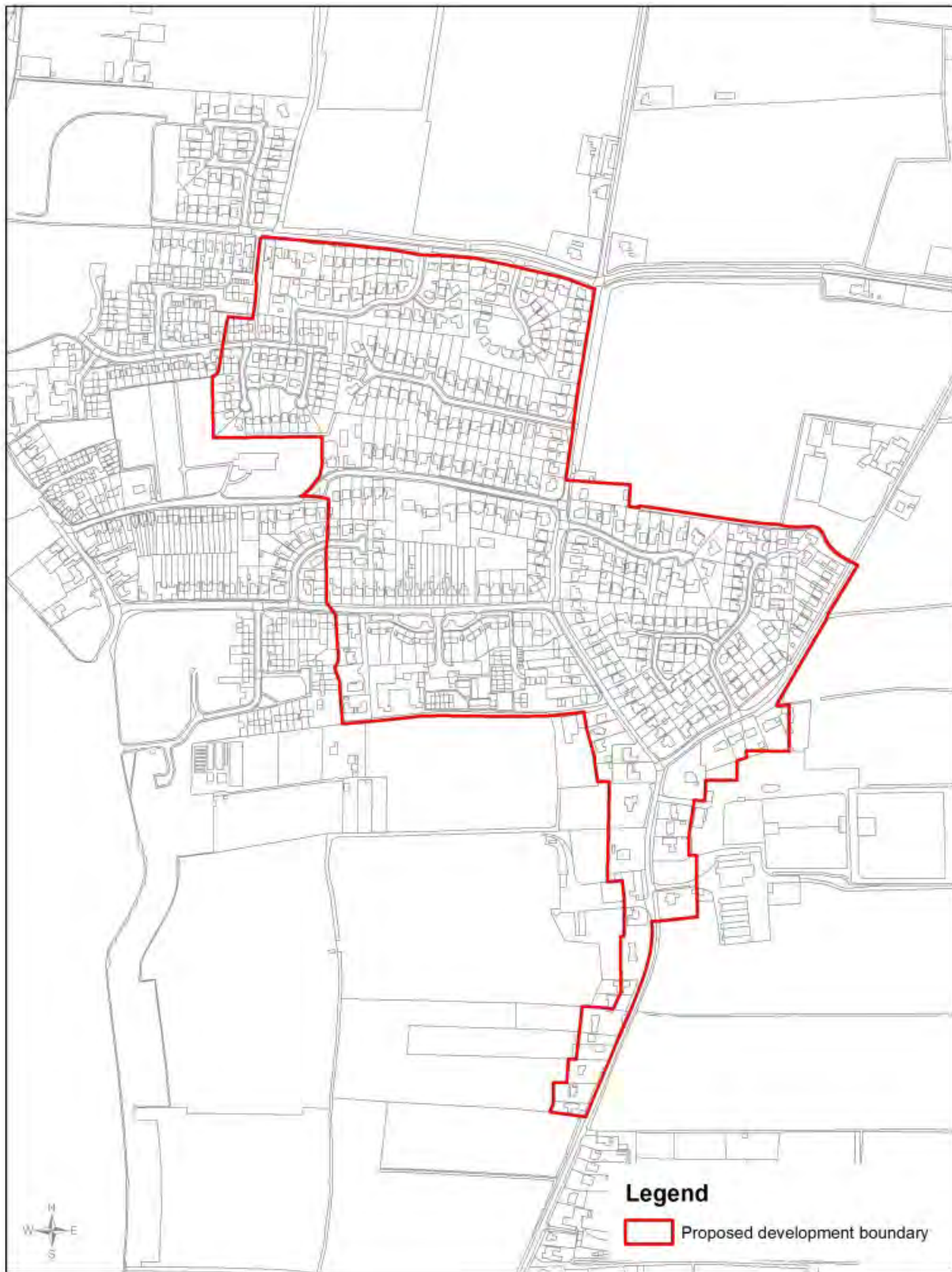
6.3.8 The Landscape Character Assessment (2007) refers to Walsoken bordering the 'Open Inland Fens' to the east and encompassing a rich mix of arable fields, fruit orchards, plantations and pasture. It has an intact mature landscape structure including the rows of poplars and large concentration of fruit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

6.3.9 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).

6.3.10 The Core Strategy identifies Walsoken as a 'Settlement Adjacent to the Main Towns', because of its proximity to Wisbech which means that the settlement benefits from a range of services, facilities and employment opportunities.

6.3.11 Because of the proximity of Wisbech 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. Choices about the fringe sites are outlined below.

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



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Walsoken

Earlier Consultation

6.3.13 During the consultation period the Borough Council received responses both supporting and opposing development on the Wisbech Fringe. There was an emphasis on the need to work alongside Fenland District Council, Cambridgeshire County Council and Norfolk County Council to ensure that the urban extensions identified in the Draft Fenland Communities Development Plan and the King's Lynn and West Norfolk Site Specific Allocations document can be properly delivered along with the necessary infrastructure and services that they will require. Additional information was received from landowners, agents and stakeholders in support of the sites they were promoting.

6.3.14 The sites considered below only relate to those within the Wisbech 'fringe' (defined as within the line of the A47) and do not relate specifically to the parish areas of Walsoken or Emneth. They do include all those in the village of Walsoken, and two which lie in the parish of Emneth (see Emneth section). These sites are considered to relate better to Wisbech than each of the village centres.

Key Issues

6.3.15 Infrastructure requirements need to be considered as part of the wider expansion of the Wisbech area, and not simply the allocated site (in West Norfolk) itself.

6.3.16 In overall summary new development will need to provide for:

- A comprehensive scheme in connection with identified Fenland Local Plan sites
- Local connections to the highway network for vehicles; public transport; 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.

6.3.17 In more detail considerations:

Transportation

- As part of the planning for the expansion of Wisbech Fenland District Council are preparing a transport strategy for the town.
- Increased traffic – Design and Access Statements required considering safety and cumulative impact on the existing network.
- The Highways Authorities in Cambridgeshire and Norfolk together with the Highways Agency consider that adequate arrangements for the scale of traffic likely to be generated can be designed:

- Suitable improvements to local connectivity for public transport; cycle and pedestrian linkages into Wisbech town primarily through the Fenland area proposals which abut the town itself.
- Improvements to the Broad End Road junction with the A47.

Design

- 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.
- The boundary between Fenland and West Norfolk is clearly an administrative boundary, but physically on the ground it is difficult to see any obvious dividing line or feature.
- It is important that there is a comprehensive approach to the wider development which will straddle the administrative boundary. The wider context of the expansion as part of the growth of Wisbech is the determining factor. Hence the policy requirement for a co-ordinated and comprehensive layout rather than
- Careful consideration of the historic landscape is needed using local factors to influence new designs, but also ensuring recorded and unrecorded finds are protected.
- SuDS

Infrastructure

- Further development will need to fund improvements to existing infrastructure, particularly expansion to existing schools
- Green Infrastructure - Creation of new publicly accessible green space with reference to existing local features. Suitable linkages offsite are required as appropriate.
- Electricity – electrical supply capacity is tight, the area is likely to require its power infrastructure to be upgraded in response to growth.
- Utilities
- Water – Potential issues (studies being undertaken).

Community facilities

- 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.
- Health – All options require expansion of facilities especially when the total scale of development in Wisbech is taken into account

Affordable Housing

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

Flood Risk

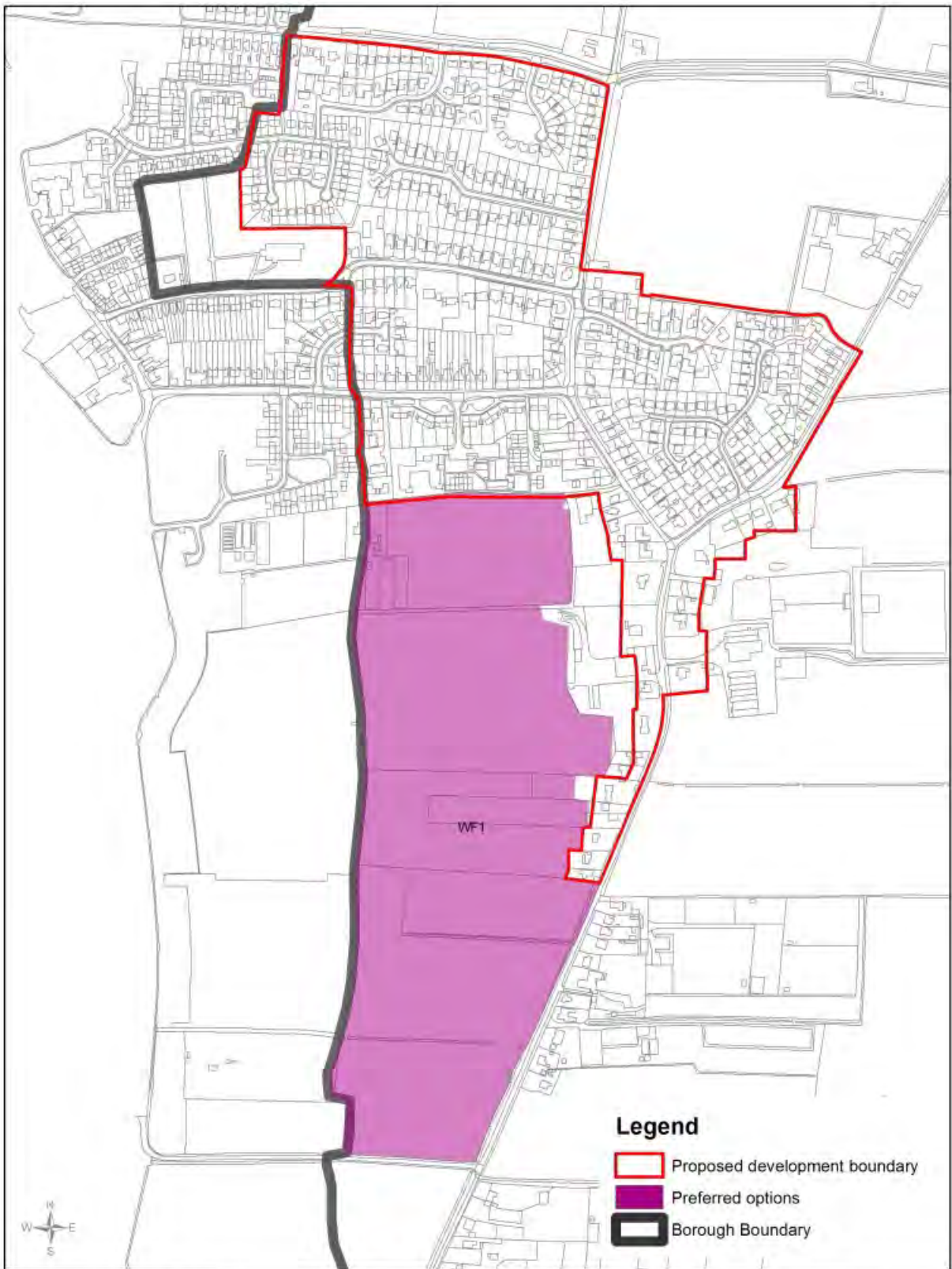
- A small portion of the site falls in flood zone 2, and a smaller portion in flood zone 3. It should be possible to avoid this land (in the extreme south east of the site) or use it for less vulnerable uses.

Preferred Option- Wisbech Fringe

Policy Wisbech Fringe WF1- Land East of Wisbech (West of Burrowgate Road)

Land to the east of Wisbech (approximately 19 hectares), as shown on the Policies Map, is allocated for 550 dwellings, subject to:

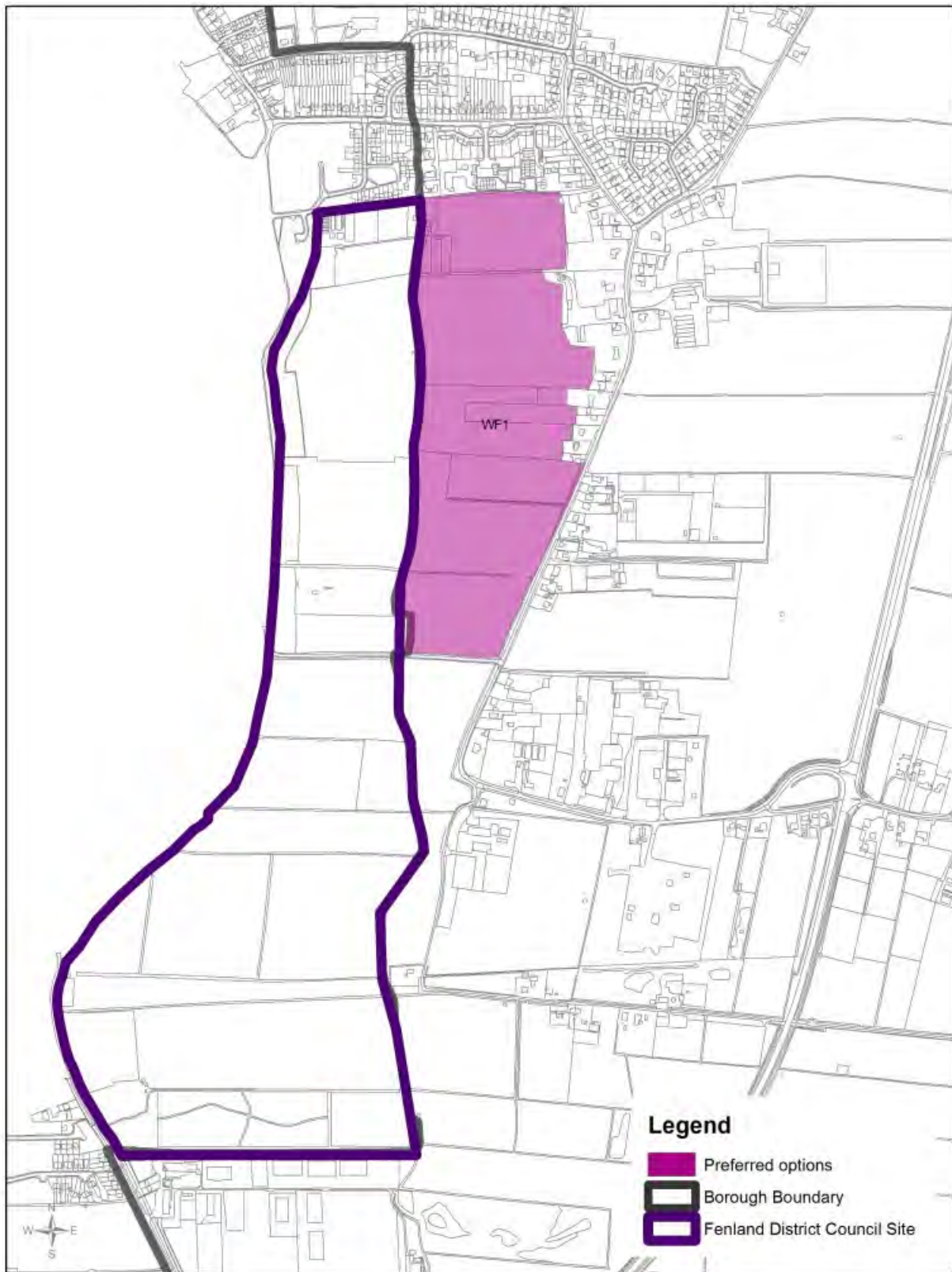
1. Prior submission of
 - a. an ecological Study that establishes that either:
 - i. shows there would be no negative impact on flora and fauna; or
 - ii. if any negative impacts are identified, establishes that these could be suitably mitigated.
 - b. an archaeological assessment;
 - c. a landscape assessment to determine whether existing areas of mature orchards, could be retained and enhanced to serve as multifunctional public open space areas with amenity and biodiversity value.
 - d. A masterplan for the wider development area (including the adjacent Fenland allocations) showing how the various considerations and requirements (including those below) can be integrated and delivered.
2. Provision of:
 - a. The proposed access(es) to serve the development must ensure that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity. Access towards the A47 will probably be in the form of a new roundabout, with the arrangements for delivering such upgrade being agreed as part of the comprehensive delivery scheme for the allocation.
 - b. Local highway improvements to fully integrate the development in to the surrounding network;
 - c. Improved bus links to Wisbech town centre and associated infrastructure;
 - d. Pedestrian and cycle ways within and beyond the site, including links to Wisbech town centre;
 - i. Additional primary and secondary school places,
 - ii. Strategic infrastructure for the wider area proportionate to the size of the development
 - e. Outdoor play space of at least 3.1 hectares of (based on a population of 1300, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
 - f. Protection and enhancement of public rights of way within the site;
 - g. Sustainable urban drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.



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0 0.03 0.06 0.12 0.18 0.24 Miles

Walsoken with Wisbech Fringe Allocation



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0 0.04 0.08 0.16 0.24 0.32 Miles

Wisbech Fringe Site with Fenland District Council Site

Site Justification

6.3.18 The site allocated as WF1 (site 766 / 276) contiguous with the emerging Fenland Local Plan allocation providing the potential for a comprehensive development, as shown on the previous map.

6.3.19 Development of the site provides convenient routes into Wisbech town centre by public transport and walking and cycling through the Fenland allocation and adjacent routes through Walsoken.

6.3.20 The site is well integrated into the form and character of the eastern side of Wisbech. It avoids significant break out into the more open landscape in other potential development areas adjacent to the A47

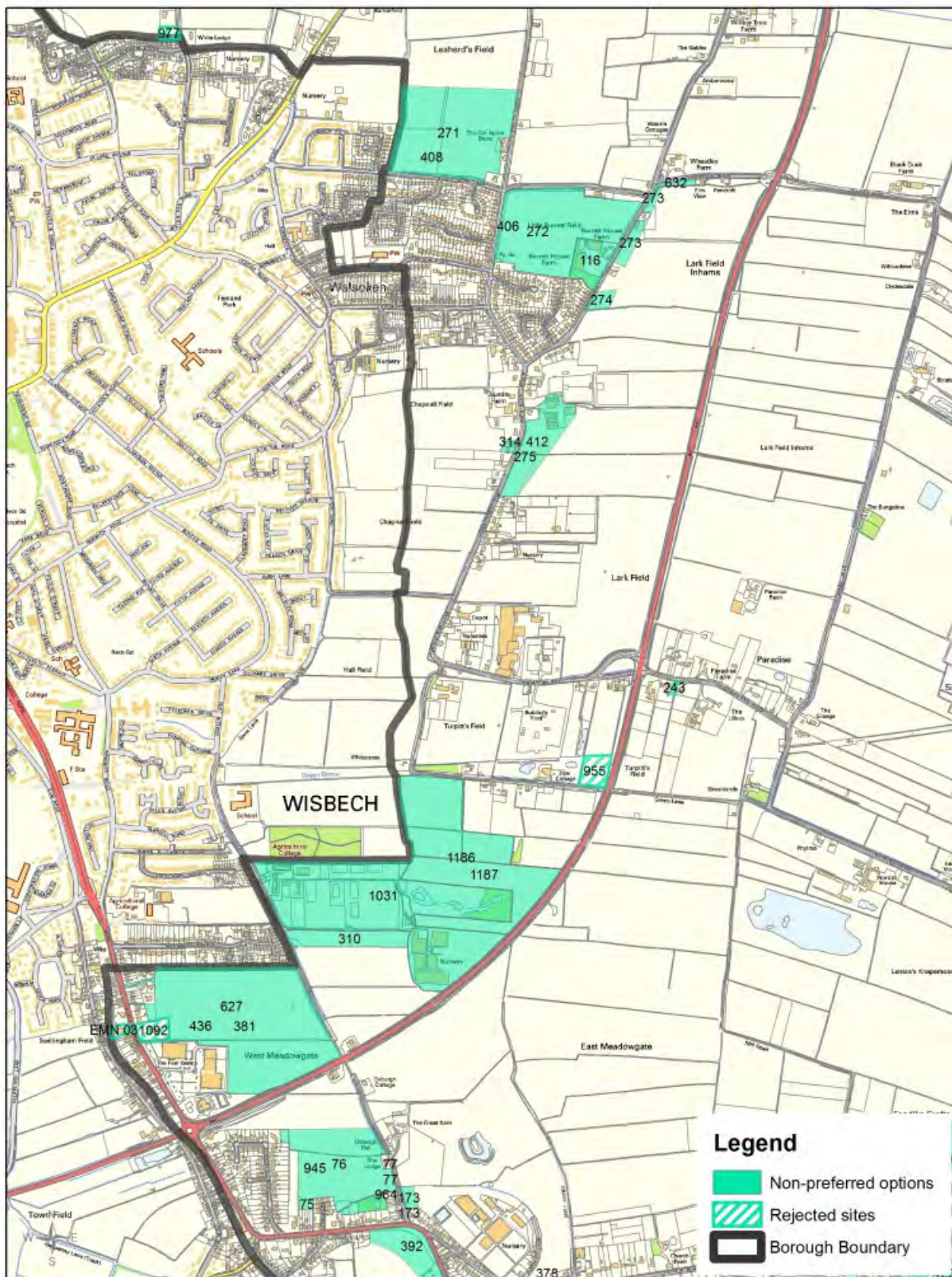
6.3.21 This site is accessible to the A47 via an improved Broad End Road and junction to the A47, with the expectation that a junction significantly safer than that existing can be achieved

Alternative options considered:

- i. To not develop in the area - This would be inconsistent with the adopted Core Strategy and the housing needs of the Borough. If specific provision is not made to meet these the Borough Council may be put in a position where it would be unable to resist speculative planning applications here or elsewhere due to a lack of identifiable supply.
- ii. To develop a greater number of dwellings in the Wisbech fringe - The Borough Council is working in co-operation with Fenland District Council to make adequate provision across the wider Wisbech area. An overall assessment of the appropriate scale of development for the wider Wisbech area forms part of the emerging Fenland Local Plan. The borough Council is playing a role in that wider approach.
- iii. To develop a smaller number of dwellings in the Wisbech Fringe – This would be inconsistent with the adopted Core Strategy, and additionally result in a greater number needing to be found elsewhere in the Borough contrary to the Core Strategy settlement hierarchy.
- iv. To develop sites away from the immediate Wisbech fringe area for example in Emneth village – Whilst Emneth village is relatively close to Wisbech the lack of more sustainable connections for easy walking or cycling are a disadvantage over the preferred strategy. In addition such a large scale of development in a modest village would have detrimental effects on the form and character of the existing village.

Questions Settlements Adjacent to Wisbech- Wisbech Fringe

1. Do you have any comments on the proposed development boundary for Walsoken?
2. Do you have any comments on the draft allocation WF1?
3. Is there a more suitable site (or sites) to accommodate around 550 dwellings in the Wisbech Fringe than the Council's preferred site. Why is this site (or sites) more suitable?



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0 0.05 0.1 0.2 0.3 0.4 Miles

Wisbech Fringe Non Preferred and Rejected Sites

| Preferred Options | Main comparative reason(s) for being selected |
|------------------------------|---|
| WF1 (Site 276 & 766) | Proximity to local services and facilities Site size is appropriate for planned growth Adjacent to Fenland District Council draft allocation Potential connectivity to Wisbech town Avoids significant landscape impact |
| Non-preferred Options | Main comparative reason(s) for not being selected |
| Site 271 & 408 | Development would have a significant impact on the character of the village Less well connected to services and facilities in Wisbech town |
| Site 406 & 272 | Development would have a significant impact on the character of the village Site is partially located within a flood risk zone |
| Site 412/275 | Site is predominately located within a flood risk zone |
| Site 310, 1031, 1186 & 1187 | Development would have a more negative impact on the landscape and views of the settlement from the A47 |
| Site 436, 381 & 627 | Development would have a more negative impact on the landscape and views of the settlement from the A47 Potential access issues |
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| Site 977 | Site is detached from the main built up area of the settlement |
| Site 1092 | The site is included within the proposed development boundary and therefore does not need to be allocated |
| Site 955 | The whole of the sites falls within flood zone 3 therefore the site fails on the principles of the sequential test and housing development should be avoided Site is detached from the main built up area of the village |
| EMN03 | The site is included within the proposed development boundary and therefore does not need to be allocated |

Emneth

Description

6.3.22 Emneth is a large village which is closely related to the neighbouring town of Wisbech to the west. It is to the south of King's 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. The Parish of Emneth has a population of 2,617, and a range of services including a school, shops, bus services and employment uses.

6.3.23 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.

Strategic Background

6.3.24 Emneth is designated in the Core Strategy as a settlement adjacent to Wisbech, however the Council considers Emneth is a village in its own right and therefore shall be considered in a similar way to that of Key Rural Service Centres.

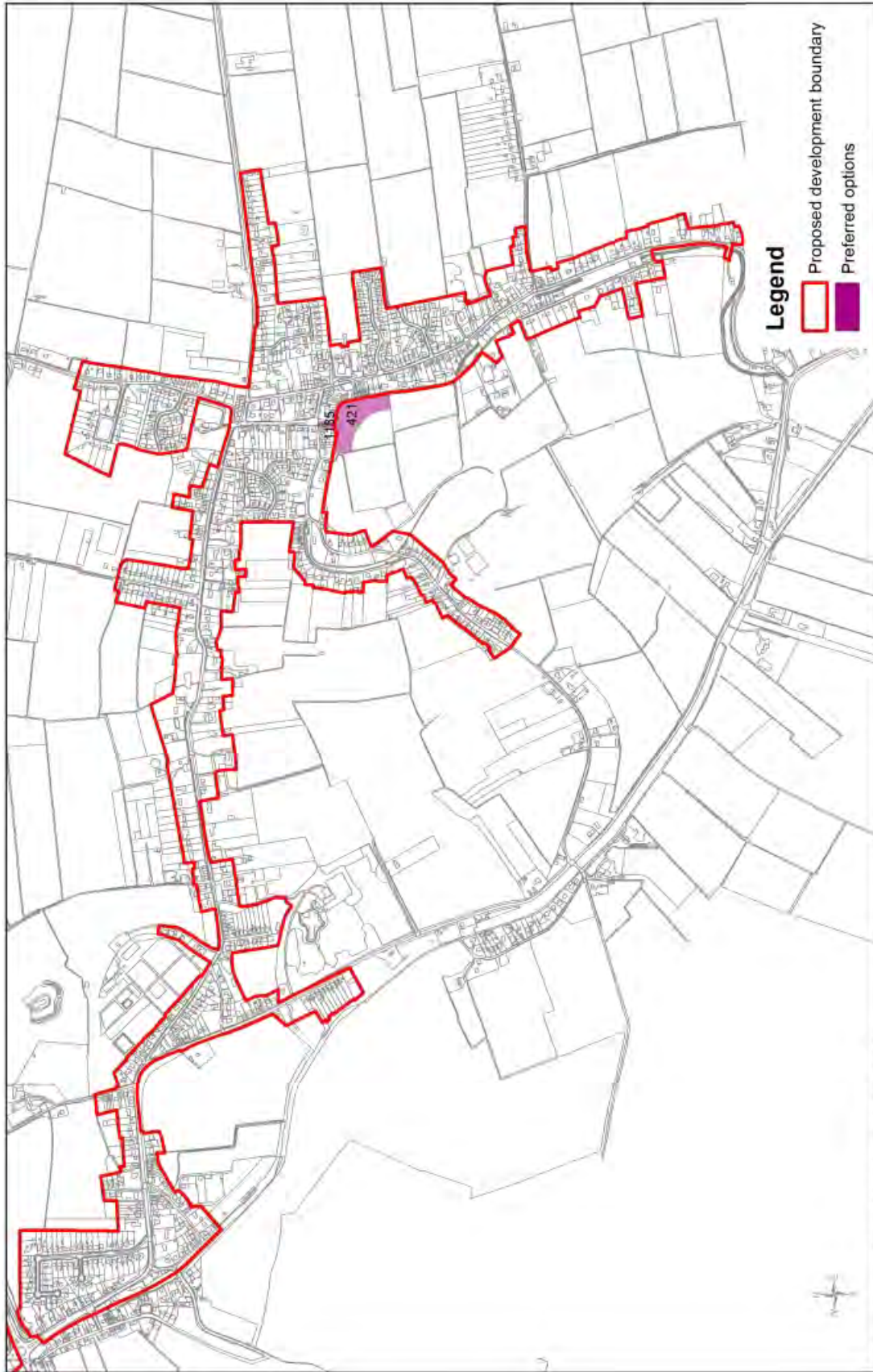
6.3.25 Norfolk County Council stated that local primary schools and secondary schools would require expansion; the Council seeks further discussion with the education providers to ensure that this can be achieved. Emneth is served by West Walton Waste Water Treatment Works. Anglian Water may seek upgrades to the treatment works depending on the specific site and level of housing and a new flow consent would be required. With regards to foul sewage network, upgrades to the networks may be required depending on the specific site and level of housing. Otherwise, developers would need to fund or part fund upgrades to the network. The area towards the north east of the settlement is within a medium flood risk (Flood Zone 2). The Environment Agency has not raised any other concerns regarding flood risk.

6.3.26 Some site specific issues have been identified in relation to the presence of sewerage connection and in access constraints but these issues have been considered in relation to individual sites.

Response to Consultation

6.3.27 The Council received additional information from landowners and agents in support of the sites they are promoting. Emneth Parish Council for detailed reasons outlined in their submission supported development of sites 375, 389, 606, 401, 421, 629, 632, 617 and 649, opposing development of sites 75, 76 & 945, 77 & 946, 173, 392, 422 & 641, 423 and 556. The Parish Council favour development on site 87.

Preferred Option



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Site Allocation

Draft Policy EMN1 Land on South of the Wroe

Land amounting to 1.7 hectares, as identified on the Policies Map, is allocated for the residential development of 36 dwellings. Development will be subject to compliance with all of the following:

1. Development is subject to safe access and visibility being achieved to the satisfaction of the Highways Agency
2. Provision of affordable housing in line with the current standards.

Site Description and Justification

The site (a combination of part of submitted site Ref. No. 421 and whole of site 1185) is located in the central area of the settlement in close proximity to the village services. The currently proposed development boundary immediately abuts the sites northern and eastern boundaries and part of the western boundary. The Council considers the site is capable of the achieving the 36 residential units required in the settlement at a density consistent with that of the surrounding area. Development of this site is supported by Emneth Parish Council.

To the north of the site there is a residential property, and the remaining site is in agricultural use (Grade 1). There is a public right of way crossing the site, however there are no important landscape features and the Council considers due to the proximity to services and the size of the development it is appropriate to develop on this high quality agricultural land. The site is well integrated into the surroundings and development would conserve the local character. Norfolk County Council as Highways Agency support development of the site.

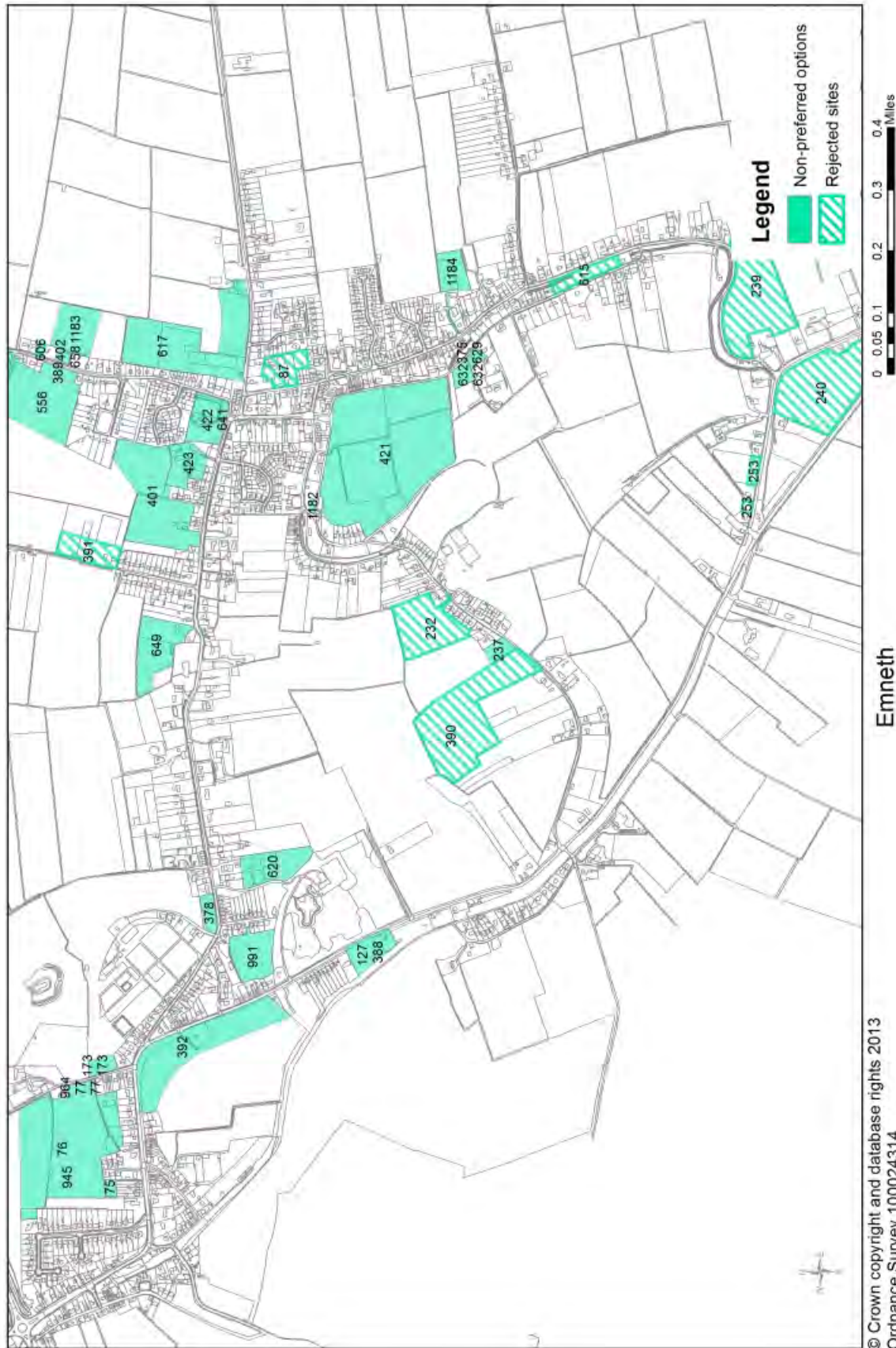
The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from the north. However, in these views the site is seen in the context of the existing settlement.

This site is considered favourably by the Council as the preferred option for housing allocation in Emneth due to its proximity to services and facilities, and it is felt that development on the other sites would have a great impact on the character of the settlement.

Questions Settlements Adjacent to Wisbech- Emneth

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation EMN1?
3. Is there a more suitable site to accommodate around 36 dwellings in Emneth than the Council's preferred site? Why is the site more suitable?

Details of other sites considered



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Preferred Options for a Detailed Policies and Sites Plan

| Preferred Options | Main comparative reason(s) for being selected |
|---|--|
| EMN1 (Part of site 421 and whole of site 1185) | Proximity to village services and facilities Safe access onto the Wroe |
| Non-preferred Options | Main comparative reason(s) for not being selected |
| Site 77, 76, 954 & 964 | The scale of the site is too great for the development needed for Emneth village and the site is too remote for the growth needed for the Wisbech fringe The distance from services in comparison to the preferred site |
| Site 127 & 388 | Distance from village services in comparison to the preferred site |
| Site 173 | The distance from village services in comparison to the preferred site |
| Site 375 | Site considered too small to accommodate the dwellings needed in the village Distance from village services in comparison to the preferred site |
| Site 378 | Distance from village services in comparison to the preferred site |
| Site 389 | Distance from village services in comparison to the preferred site Development would have a greater negative impact on the character and landscape of the village than the preferred option |
| Site 392 | Distance from village services in comparison to the preferred site |
| Site 401 | Distance from village services in comparison to the preferred site |
| Site 422 & 641 | Development would have a greater negative impact on the character and landscape of the village than the preferred option |
| Site 423 | Distance from village services in comparison to the preferred site |
| Site 556 | Distance from village services in comparison to the preferred site |
| Site 617 | Site is currently in an employment use, which policy states should be retained if possible. |
| Site 620 | Distance to village services in comparison to the preferred site |
| Site 629 | Site has recently been granted planning permission |

| | |
|-------------------------|---|
| Site 632 | Distance from village services in comparison to the preferred site |
| Site 649 | Distance from village services in comparison to the preferred site Development would have a greater negative impact on the character and landscape of the village than the preferred option |
| Site 658 & 402 | Site is too small for planned village growth and development would have a greater negative impact on the character and landscape of the village. |
| Site 991 | Distance from village services in comparison to the preferred site |
| Site 1184 | Development would have a greater negative impact on the character and landscape of the village than the preferred option Distance from village services in comparison to the preferred site |
| Site 1183 | Part of the site falls into Flood Zone 2 therefore is at risk of flooding Development would have a greater negative impact on the character and landscape of the village than the preferred option |
| Rejected Options | Main reason for eliminating as not being 'reasonable options' |
| Site 87 | The site is included within the proposed development boundary and therefore does not need to be allocated |
| Site 232 | Poor highways access to the site The site would have a negative impact on the character and form of the settlement |
| Site 239 | Site is detached from the main built up area of the village |
| Site 240 | Site is detached from the main built up area of the village |
| Site 243 | Site is detached from the main built up area of the village Site not shown on map |
| Site 253 | Site is detached from the main built up area of the village |
| Site 390 | Site is detached from the main built up area of the village The site would have a negative impact on the character and form of the settlement |
| Site 391 | The whole of the site falls within flood zone 2 therefore the site fails on the principles of the sequential test and housing development should be avoided |
| Site 602 | Site is located a distance from the proposed development boundary Site is too small for planned village growth |
| Site 606 | Site is too small for planned village growth |

| | |
|-----------|---|
| Site 615 | The site is included within the proposed development boundary and therefore does not need to be allocated |
| Site 1182 | The site is included within the proposed development boundary and therefore does not need to be allocated |

Rural West Norfolk Settlements

7.0.1 Where a settlement is indicated as SVAH reference will be given to the relevant area wide policy which defines how development in that settlement could take place.

7.1 Anmer (SVAH)

7.2 Ashwicken (RV)

Ashwicken

Rural Village

Description

7.2.1 Ashwicken is a small village that falls within Leziat Parish five miles east of King's Lynn. The village has a scattered form with part falling south of the B1145 road along East Winch Road and part along the B1145 itself. Leziat Parish has a population of 592⁽³⁾. (Ashwicken itself is estimated at 467). The services in the village include a primary school, a church and bus service.

7.2.2 In relation to landscape, Ashwicken is situated within the 'Farmland with Woodland and Wetland'. This is defined in the Landscape Character Assessment⁽⁴⁾ as mixed agricultural fields, interspersed with woodland and areas of open water creating a medium scale landscape with a varied sense of enclosure. The landscape is flat to gently undulating, relatively undeveloped and largely contributes to the distinctive character of the settlement.

Strategic Background

7.2.3 Ashwicken is designated a Rural Village in the Core Strategy and is capable of accommodating modest growth to support essential rural services. On a population pro-rotta basis (see Distribution of Development section) Ashwicken would receive an allocation of 5 new dwellings (including, at current standards, 1 affordable dwelling or the equivalent financial contribution).

7.2.4 Ashwicken is situated in a low flood risk zone, but is within a Groundwater Vulnerability Zone; therefore extra care is required to avoid the risk of new development causing groundwater pollution. Prior to development, consultation with the Environment Agency would be required.

7.2.5 Parts of Ashwicken (to the west and north) are designated County Wildlife Sites (CWS), important for bio-diversity and wildlife habitats. Development on sites in close proximity to this would require further assessment to investigate potential impacts positive or negative on bio-diversity.

7.2.6 Norfolk County Council indicates that Ashwicken Primary School is at capacity and might need to be expanded to accommodate the proposed growth.

3 2011 Population Census Data

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

7.2.7 Some areas within Ashwicken have been identified as mineral safeguarded areas with deposits of silica and sand. Developments of more than 1 hectare in these safeguarded areas would require further assessment and consultation with the County Council. Small scale developments below 1 hectare would not be required to meet these criteria however developers are encouraged to explore the potential to extract the minerals and utilise them on site.

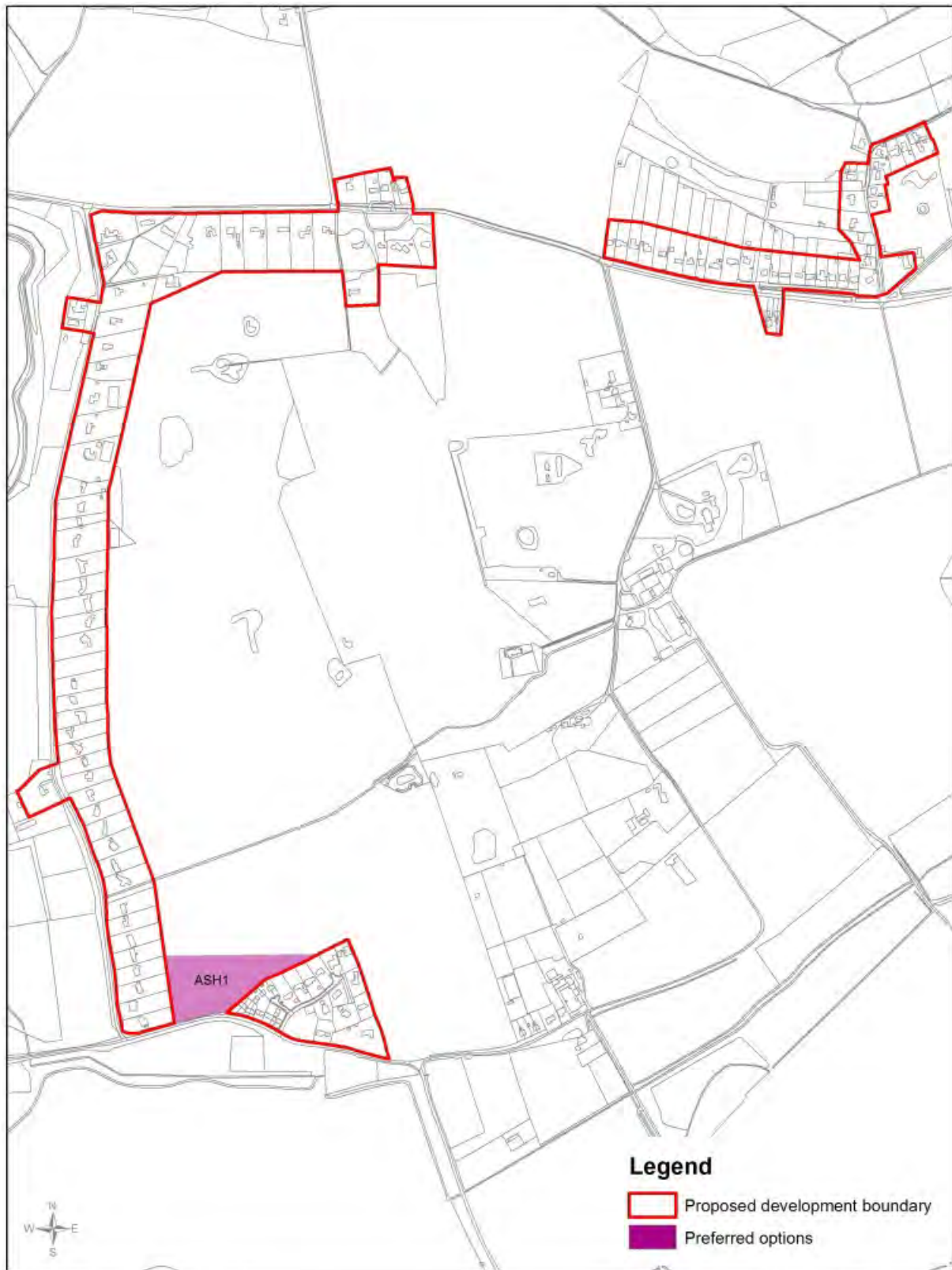
7.2.8 Anglian Water identified site specific issues relating to Cordon Sanitaire (CS) for sewage treatment works. In such cases an odour assessment would be required as well as further consultation with Anglian Water to ensure development of these sites would be acceptable.

Responses to Issues and Options Consultation

7.2.9 Leziate Parish Council made no objections to development in Ashwicken but suggested amendments to the proposed development boundary. Additional information was submitted by agents and landowners to promote individual sites. One comment received suggested that Ashwicken could accommodate more dwellings than the proposed growth.

7.2.10 The response to the consultation was not of a scale to suggest any one site was preferred for development.

7.2.11 Norfolk County Council raised concerns that the proposed development boundary could restrict future expansion of the primary school. To address this, the development boundary has been expanded to include the area around the school.



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0 0.04 0.08 0.16 0.24 0.32 Miles

Ashwicken

Site Allocation

Draft Policy ASH1 Land to the North of East Winch Road

Land amounting to 0.73 hectares, as shown on the Policies Map, is allocated for residential development of 5 dwellings. Development will be subject to compliance with all of the following:

1. The site overlies a Groundwater Vulnerability Zone. Accordingly the developer should access any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's Guiding Principles for Land Contamination.
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Development will be subject to the prior submission of a desk-based archaeological assessment of the site and proposed development.
4. Provision of affordable housing in line with the current standards.

Site Description and Justification for Draft Allocation

The allocated site (site ref. no. 1171) lies to the south of the village along East Winch road. Its eastern and western boundaries are immediately adjacent existing housing developments. The site comprises of Grade 4 (low quality) agricultural land with vegetation confined to the site margin and is bordered by hedges forming a strong geometric field pattern. Landscape on the site is relatively undeveloped, and other than boundary hedgerows there are no other landscape features of importance within the site.

The surrounding landscape comprises of a gently rolling landform dominated by intensive arable production and medium to large open arable fields.

The site is bordered on the east and west by existing development, and is bordered on the north by agricultural land. Majority of views into the site are limited to glimpses from adjacent roads, properties and public right of ways. Long distance views of the site are limited, but where it is seen it would be in context of the existing settlement.

Development on the site would constitute infill development and its location within a built up area minimises the visual impact of development on the landscape and provides an opportunity for further development to take place without placing pressure on the surrounding countryside.

Densities in the immediate vicinity of the site vary and are not heavily restricted, so a range of potential forms of development could be compatible with the local character. The development could potentially take the form of a small cul-de-sac which would be in keeping with the character of development to the east of the site. The site could accommodate semi-detached or detached dwellings, or a mix of the two.

Access into the site can be achieved from East Winch road. The site is accessible to key services in the settlement and has the advantage of being close to the existing development and also within a mile of each of the facilities that serve the settlement, including the school, church and bus services.

The allocated site is in a silica sand safeguarded resource and mineral area, however this would not prevent development as the site is less than 1 hectare in size and is proposed only for a small scale development. Norfolk County Council encourages developers to explore opportunities to extract silica sand from the site prior to development for use in the construction phases.

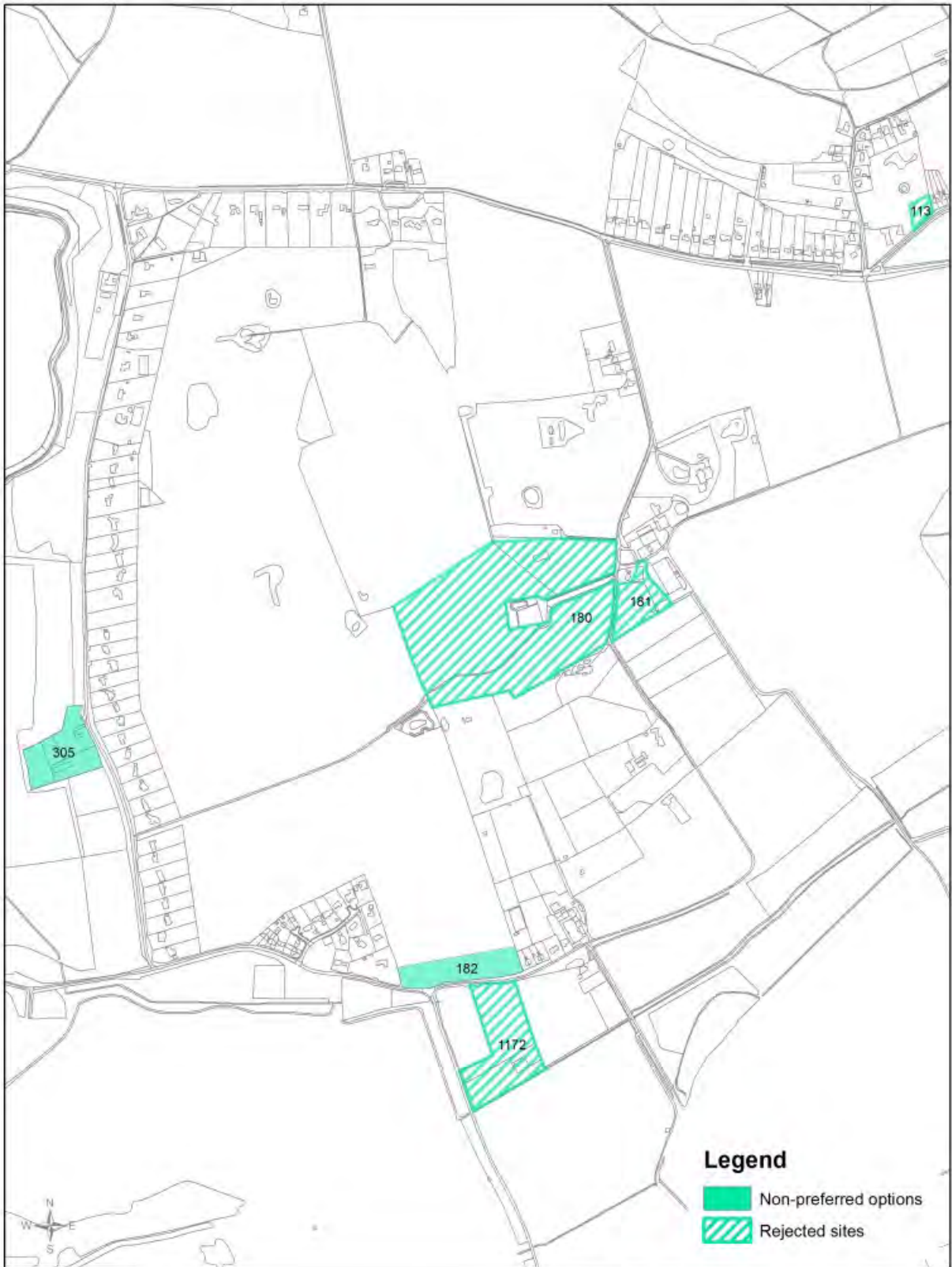
The site is identified as an area of archaeological interest and therefore the allocation policy requires a desk based archaeological assessment prior to development.

The eastern part of the site is an irregular shape and may not be required for development but the site is sufficiently large that the layout of development will be left open. The layout and design of any development will be considered in detail at the planning application stage.

Questions Rural Village - Ashwicken

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation ASH1?
3. Is there a more suitable site to accommodate around 5 dwellings in Ashwicken than the Council's preferred site. Why is this site more suitable?

Details of other considered sites



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Ashwicken

Preferred Options for a Detailed Policies and Sites Plan

| Preferred Options | Main comparative reason(s) for selection |
|------------------------------|---|
| ASH1 (Site 1171) | Proximity to services. Potential minimal visual impact on landscape character of the village. |
| Non-Preferred Options | Main comparative Reason(s) for not being selected |
| Part 182 | Potential negative impact on landscape character. |
| Site 305 | Encroachment into the woodlands with potential negative impacts on bio-diversity. |
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| Site 113 | Site is detached from the main built up area of the village. |
| Site 180 | Site is detached from the main built up area of the village. |
| Site 181 | Site is detached from the main built up area of the village. |
| Site 1172 | Site is detached from the main built up area of the village. Potential negative impact on landscape character. |

7.3 Bagthorpe with Barner (SVAH)

7.4 Barner - See Bagthorpe

7.5 Barroway Drove (SVAH)

7.6 Barton Bendish (SVAH)

7.7 Barwick (SVAH)

7.8 Bawsey (SVAH)

7.9 Bircham Newton (SVAH)

7.10 Bircham Tofts - See Great Bircham

7.11 Boughton (SVAH)

7.12 Brancaster / Brancaster Staithe / Burnham Deepdale (KRSC)

Brancaster, Brancaster Staithe and Burnham Deepdale

Key Rural Service Centre

Description

7.12.1 Brancaster, Brancaster Staithe and Burnham Deepdale are coastal settlements within the Norfolk Coast Area of Outstanding Natural Beauty which have developed in a linear pattern along the A149. The settlement hierarchy designated the settlements as a joint Key Rural Service Centre, with a combined population of 797⁽⁵⁾, according to their proximity to each other providing the opportunity for mutual support.

7.12.2 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.

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

5 Census data 2011

7.12.4 The Landscape Character Assessment⁽⁶⁾ 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.

7.12.5 The area is filled with natural and historic assets 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.

Strategic Background

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

7.12.7 Based on the Council's preferred method of distributing new development (as outlined in the first section), Brancaster, Brancaster Staithe and Burnham Deepdale would receive a total allocation of eleven new houses. The Council has split the figure between two sites and marginally increased the level of new housing in order to optimise the development potential of the preferred sites and increase affordable housing provision. Therefore, the Council would prefer to allocate fourteen houses altogether; six houses in Brancaster and eight houses in Brancaster Staithe. Development in these settlements would support the local schools as they have spare capacity for new pupils.

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

7.12.9 Burnham Waste Water Treatment Works serves Brancaster, Burnham Market and Burnham Overy Staithe. Currently there is no capacity at the treatment works for growth. Once Anglian Water have a confirmed level of growth for the area they can apply to the Environment Agency for a new flow consent. At this point Anglian Water will seek upgrades to the treatment works depending on the specific site and level of housing allocated. The Council seeks to work

6 [1] Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

with Anglian Water to address any outstanding concerns at this stage. There is limited capacity to manage additional foul sewerage meaning that upgrades or extensions may be needed to the existing foul network, depending on the specific site and cumulative level of growth. The upgrades would be developer funded.

7.12.10 The settlements are in a Groundwater Vulnerability Zone and accordingly extra care will be required to prevent new development causing groundwater pollution.

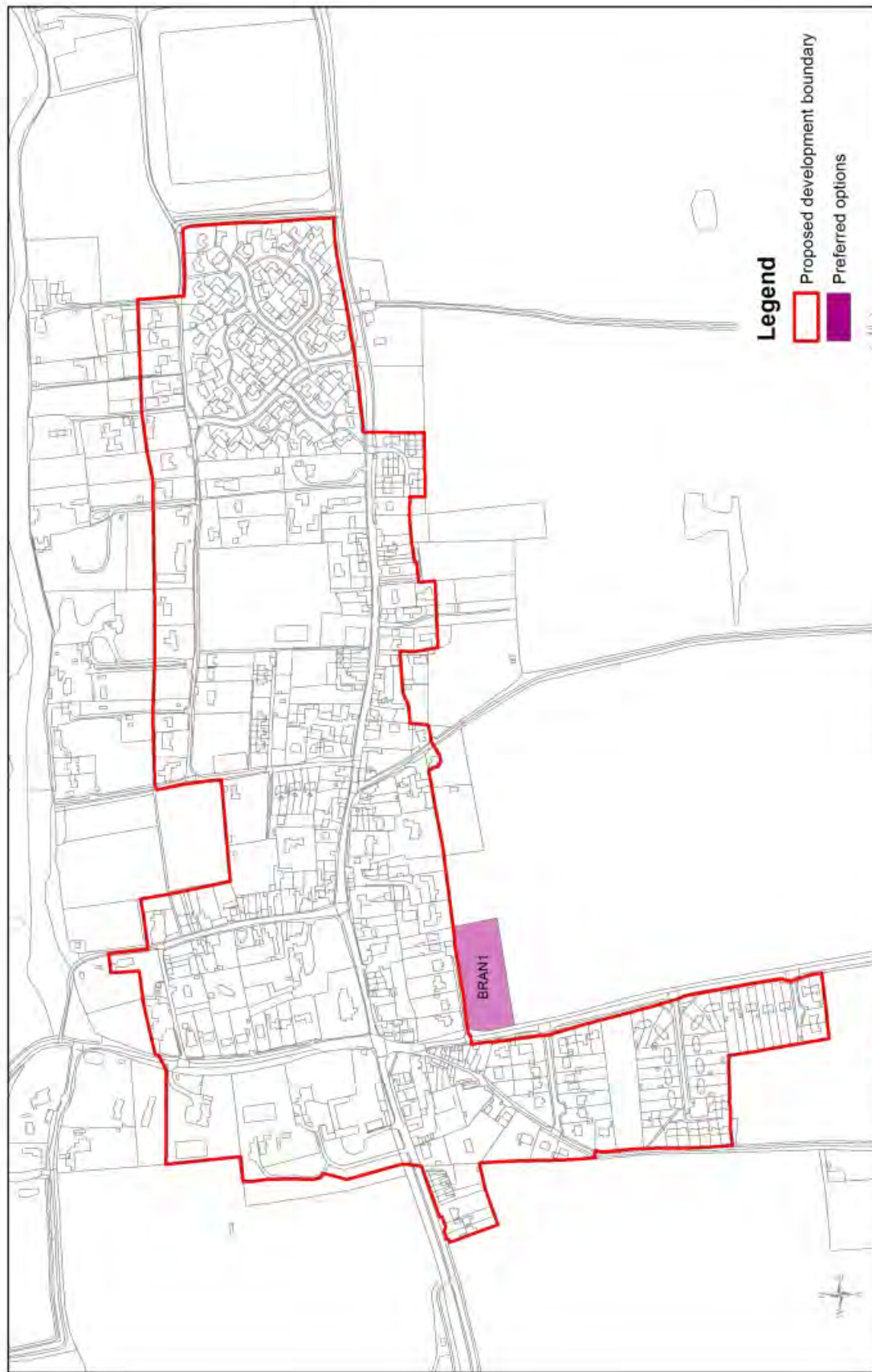
7.12.11 Sand and gravel deposits have been identified in parts of the village but Norfolk County Council, as minerals planning authority, has indicated this would not prevent a small scale development below 1 hectare in size. However, Norfolk County Council encourage developers to explore opportunities to extract sand and gravel from development sites for use in the construction phases of development.

7.12.12 To the east and south east of Brancaster and west of Brancaster Staithe is land associated with Branodunum Roman Fort which is a designated Scheduled Ancient Monument. English Heritage strongly recommends development does not take place in this area. The Norfolk Coast Partnership has also objected to development in this area.

Response to Consultation

7.12.13 One resident raised objections to development for the Burnham Deepdale areas of North Glebe and Billets Barn and raised concerns about flood risk. Some landowners and agents provided further information in support of sites they had submitted and some new sites were submitted for consideration for development. No comments were received from Brancaster Parish Council. (Subsequent to the consultation discussions were held with the Parish Council about the scale of development under consideration.)

Preferred Option



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Brancaster

Site Allocation

Draft Policy BRAN1 Land to the east of Mill Road

Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of 6 dwellings. Development will be subject to compliance with all of the following:

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

Justification

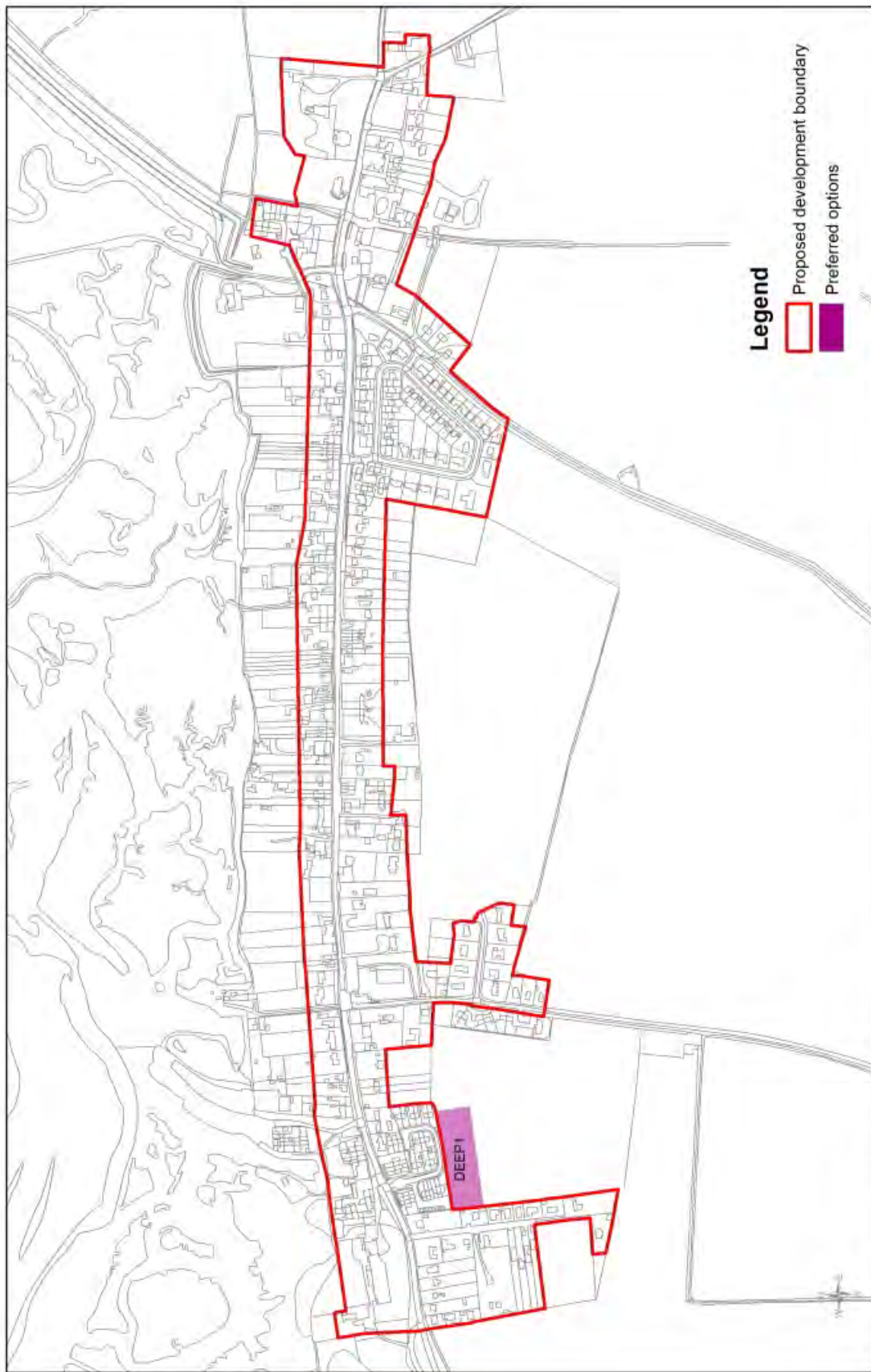
7.12.14 The site is considered the preferred option for development following the comparative assessment in the Sustainability Appraisal. The site offers the opportunity to create a small development on land which is currently unused to the south of the A149 away from more sensitive locations near the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

7.12.15 Whilst the site is within the Area of Outstanding Natural Beauty, the site is bordered by existing development to the south and east which provides a semi-urban backdrop reducing the visual impact on the wider countryside. The site is currently heavily overgrown with flora and bounded by hedgerows, some of which could be utilised to provide natural screening from the wider countryside. However, an ecological survey must be undertaken to determine the potential impact on biodiversity and identify necessary mitigation strategies.

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

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

Preferred Option



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Brancaster Staithe and Burnham Deepdale

Site Allocation

Draft Policy DEEP1 - Land off The Close

Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of 8 dwellings. Development will be subject to compliance with all of the following:

1. Submission of details demonstrating safe access provision onto The Close
2. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;
3. Incorporation of a high quality landscaping scheme to the south and east boundaries to minimise the impact of the development on the wider countryside;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the NPPF and the Environment Agency 'Guiding Principles for Land Contamination'.
6. Provision of affordable housing in line with the current standards.

Justification

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

Views of the site are limited but it would have some impact on adjacent properties and the site can be partly seen from Common Lane. However, the site would present a continuation of existing development around The Close and therefore it is not considered to have a significant detrimental impact on the wider scenery as existing housing can already be seen from Common Lane. Effective

natural screening will be sought to reduce the wider visual impact on the countryside. The policy contains a clause to ensure the form of development will be designed with regard to the potential impact on the Area of Outstanding Natural Beauty.

Housing affordability is a key issue for local people within settlements in the Area of Outstanding Natural Beauty. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of eight houses on the preferred site would enable the delivery of 1.6 affordable homes (or equivalent financial contribution) at current standards.

Questions Key Rural Service Centre - Brancaster/Brancaster Staithe and Burnham Deepdale

1. Do you have any comments on the proposed development boundaries?
2. Do you have any comments on the draft allocation BRAN1?
3. Do you have any comments on the draft allocation DEEP1?
4. Is there a more suitable site (or sites) to accommodate around 11 dwellings in Brancaster/Brancaster Staithe and Burnham Deepdale than the Council's preferred site(s)? Why is this site (or sites) more suitable?

Details of other sites considered



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Brancaster

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Brancaster Staithe and Burnham Deepdale

0 0.04 0.08 0.16 0.24 0

Preferred Options for a Detailed Policies and Sites Plan

| Preferred Options | Main comparative reason(s) for selection |
|---------------------------------|--|
| Bran1 (Site 669) | Proximity to village services Safe access can be achieved by creation of new road Potential for natural screening from wider countryside and Area of Outstanding Natural Beauty |
| Deep1 (Site 183) | Proximity to village services Safe access can be achieved Likely lesser visual impact on the surrounding countryside and Area of Outstanding Natural Beauty than alternative options to the east of the village |
| Non-preferred Options | Main comparative reason(s) for not being selected |
| Site 718 (Brancaster) | Site is within the area designated Scheduled Ancient Monument in relation to the Roman Fort Branodunum. New housing may have an adverse impact on the Scheduled Ancient Monument and the Council have not received any information to suggest that there is no adverse impact or that the impact could be mitigated. English Heritage strongly oppose development on this site. |
| Site 217 (Brancaster) | Site is within the area designated Scheduled Ancient Monument in relation to the Roman Fort Branodunum. New housing may have an adverse impact on the Scheduled Ancient Monument and the Council have not received any information to suggest that there is no adverse impact or that any impact could be mitigated. English Heritage strongly oppose development on this site. |
| Site 1154 | Location of site (southern extent of settlement, surrounded by countryside on three sides). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty Poor highways access (narrow) Norfolk County Council Highways Authority would object to development at this location |
| Site 1155 | Location and gradient of site (sloping, southern extent of settlement, surrounded by countryside on three sides). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty Poor highways access (narrow) Norfolk County Council Highways Authority would object to development at this location |

| Preferred Options | Main comparative reason(s) for selection |
|--------------------------|--|
| Site 267 | <p>Poor highways access (private track) Norfolk County Council Highways Authority would object to development at this location</p> <p>Further from services than the preferred site</p> |
| Site 721 | Landowner requested site is withdrawn from assessment |
| Site 1156 | Location of site (eastern entrance to settlement, surrounded by countryside on three sides, exposed in the landscape). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty and the Heritage Coast designation |
| Site 1157 | Location of site (eastern entrance to settlement, surrounded by countryside on three sides, exposed in the landscape). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty |
| Site 1158 | <p>Location of site (eastern entrance to settlement, surrounded by countryside on three sides, exposed in the landscape). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty</p> <p>Poor highways access (narrow) Norfolk County Council Highways Authority would object to development at this location</p> |
| Rejected Options | Main reason for eliminating as not being 'reasonable options' |
| BRS01 | Site is within the development boundary and therefore does not require allocation. |
| 810 | Site is within the development boundary and therefore does not require allocation. |

7.13 Brancaster Staithe - See Brancaster

7.14 Brookville (SVAH)

7.15 Burnham Deepdale - See Brancaster

7.16 Burnham Market (KRSC)

Burnham Market

Description

7.16.1 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.

7.16.2 The parish of Burnham Market has a population of 877⁽⁷⁾. 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.

7.16.3 The Landscape Character Assessment⁽⁸⁾ highlights that the settlement has spread along a valley following the course of the Goose Beck, a short tributary of the River Burn. The village falls within the 'Rolling Farmland' landscape character type and the area surrounding the village has a mature landscape structure including belts and copses, woodland, mature trees and patches of intact hedgerow.

Strategic Background

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

7 Census data 2011

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

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

7.16.6 Based on the councils preferred method of distributing new development (as outlined in the first section), Burnham Market would receive an allocation of twelve new houses including two affordable homes. However, the council has received details of a unique proposal in which one central development site could deliver an exceptional benefit to the village by providing a public car park and toilet facility, if the level of housing allocation was increased to thirty new homes. This would also increase the total affordable housing contribution to at least six houses. The council considers this is a unique opportunity which is supported by the Parish Council and therefore proposes this as its preferred option. This is further explained below (see Justification section).

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

7.16.8 The local primary school is full to capacity but a small level of growth in the village could be accommodated. Burnham Waste Water Treatment Works serves Brancaster, Burnham Market and Burnham Overy Staithe. Currently there is no capacity at the treatment works for growth. Once Anglian Water have a confirmed level of growth for the area they can apply to the Environment Agency for a new flow consent. At this point Anglian Water will seek upgrades to the treatment works depending on the specific site and level of housing allocated. The Council seeks to work with Anglian Water to address any outstanding concerns at this stage. With regards to the foul sewerage network, there may be some modest capacity within existing infrastructure, again depending on the specific site and level of housing. Otherwise developers would need to fund or part fund upgrades to the network. The Surface Water Network has been identified as being at capacity meaning a sustainable urban drainage system (SUDS) would be sought to serve new development.

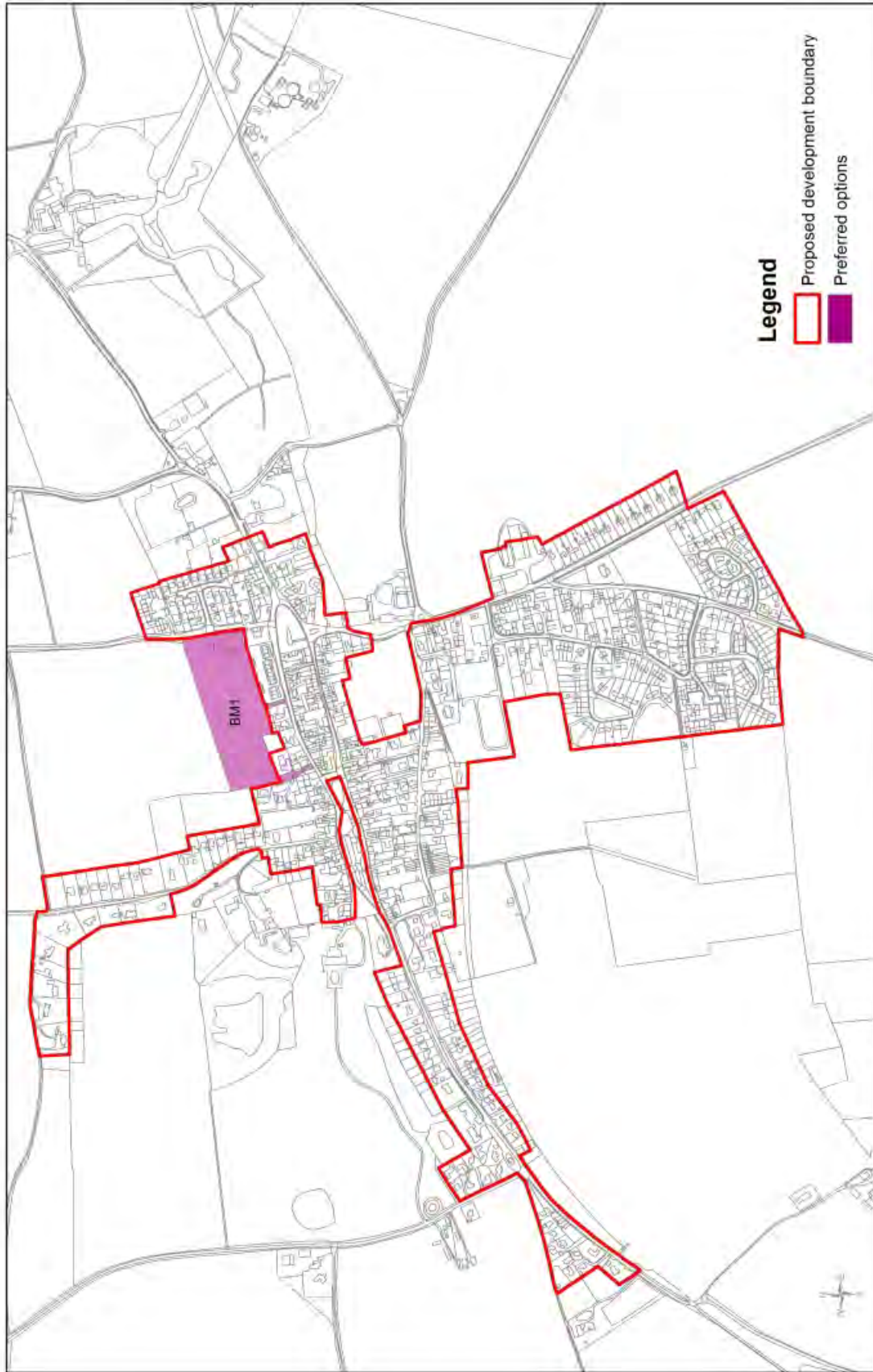
7.16.9 Sand and gravel deposits have been identified in parts of the village. Norfolk County Council, as minerals planning authority, have indicated they would object to development on sites containing mineral deposits above 1 hectare in size, unless supported by an Environmental Statement. The statement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

7.16.10 Natural England and the Norfolk Coast Partnership suggested that development on parts of site 145 and on any site within the proposed development boundary would be less likely to have an adverse impact on the Area of Outstanding Natural Beauty. English Heritage have expressed concerns about three sites, including site 145, site 923 and site 1021 in relation to the potential impact on Burnham Market Conservation Area and other identified heritage assets. Sport England expressed concern in relation to the potential loss of the playing field if site 826 was allocated for housing development. The Council have considered these comments when assessing the options for development as detailed in the justification for the preferred option (below) and explanation of alternative options.

Response to the consultation

7.16.11 Burnham Market Parish Council showed support for residential development on site 145 providing the proposal includes a public car park and toilet facilities. They also commented on site 915 for commercial uses and on other sites within the development boundary, but they would not support any other development options on sites which are outside the proposed development boundary. Five comments from the public were received which all supported the proposal for a public car park on site 145 and expressed concern about development on other sites. Further supporting information was received from agents and landowners to promote their proposals.

Preferred Option



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Burnham Market

Site Allocation

Draft Policy BURN1 Land at Foundry Field

Land amounting to 2.7 hectares, as shown on the Policies Map, is allocated for residential development of 30 dwellings. A minimum of 1.2 hectares of public car parking space will be provided on site along with related landscaping and public toilets. Development will be subject to compliance with all of the following:

1. Suitable improvements to pedestrian links from the site to the village green;
2. Submission of an Environmental Statement that satisfies Norfolk

County Council that:

- i) the applicant has carried out investigations to identify whether the resource (sand and gravel) is viable for mineral extraction;

and if the mineral resource is viable, that:

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

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

- iii) there are opportunities to use the onsite resource during the construction phases of the development;

3. Submission of details relating to the sewer that crosses the site together with mitigation (easement / diversion) to the satisfaction of Anglian Water;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth on the North Norfolk Special Protection Area, (also designated Special Area of Conservation, Site of Special Scientific Interest and Ramsar), and provide suitable mitigation where necessary;
6. Submission of a suitable plan for the future management and maintenance of the car park and public facilities;
7. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the

requirements of the NPPF and the Environment Agency 'Guiding Principles for Land Contamination';

8. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Burnham Market Conservation Area and the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;
9. Incorporation of a high quality landscaping scheme to the northern boundary to minimise the impact of the development on the wider countryside;
10. Provision of affordable housing in line with the current standards.

Site Description and Justification

7.16.12 The site is the council's preferred option for housing as identified in the Sustainability Appraisal and has support from Burnham Market Parish Council and the public, primarily because the site is centrally located and could accommodate a much needed car park facility. The level of development proposed by the council is greater than the original amount of housing proposed based on population size and would not normally be deemed appropriate within the Area of Outstanding Natural Beauty (AONB). However, this is an exceptional circumstance where the council considers that the benefit to the amenity of existing residents and local businesses through the creation of a public car park and toilet facilities, justifies the increase in the level of development proposed in this case. Enabling a greater level of development will generate the finance required for the developer to provide the facility which will become a lasting public facility for the village.

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

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

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

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

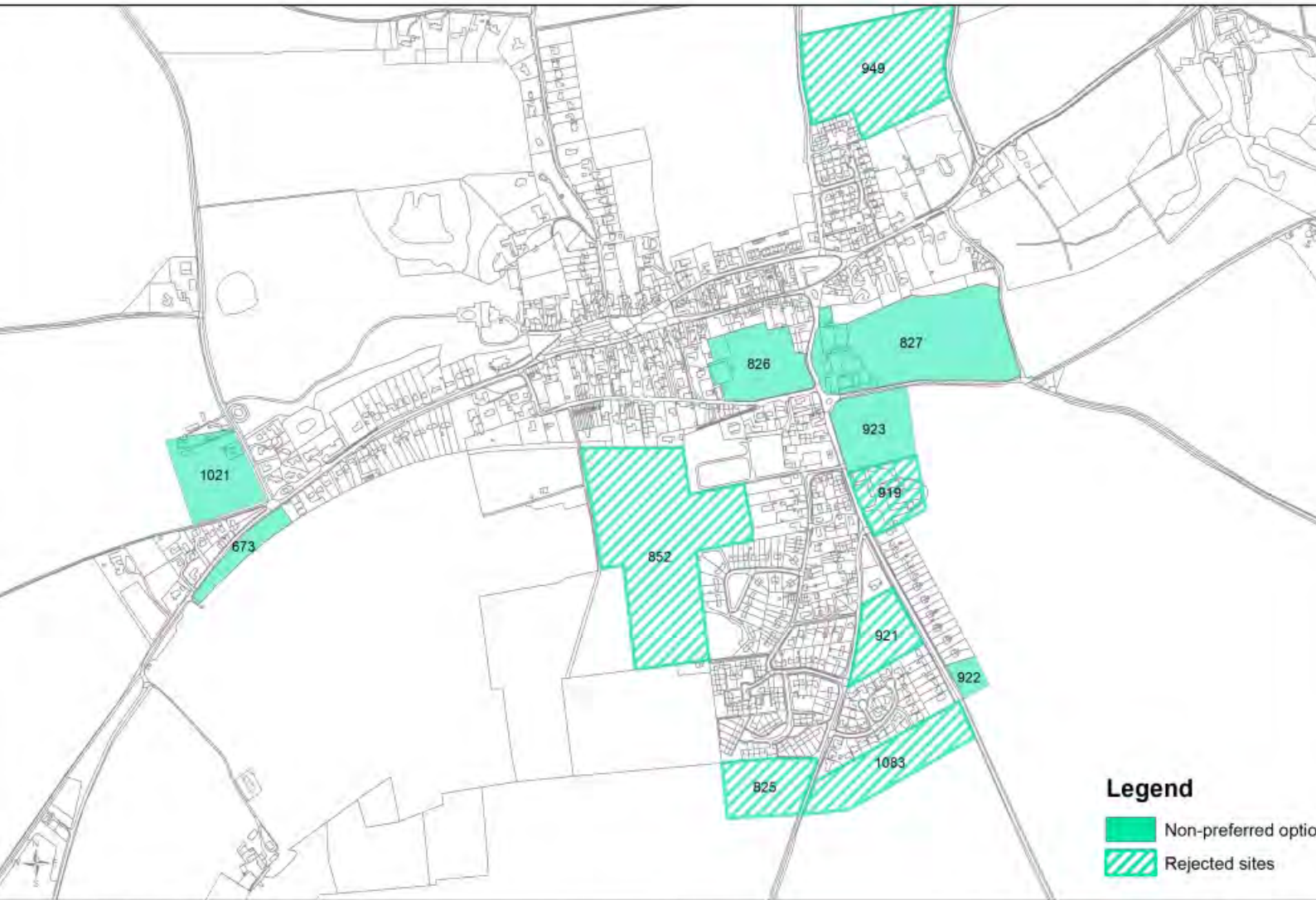
7.16.17 The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from across the valley to the south and south east. In these views the site is seen in the context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

7.16.18 Whilst the level of housing proposed is larger than originally sought, this will generate finance to support the development of a village car park and generate additional affordable houses. The Borough Council consider the wider benefit to the community is justification for this development scheme.



Questions Rural Village - Burnham Market

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation?
3. Is there a more suitable site to accommodate around 12 dwellings in Burnham Market than the Council's preferred site(s)? Why is this site more suitable?

Details of other sites considered

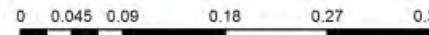


Legend

-  Non-preferred option
-  Rejected sites

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Burnham Market



Preferred Options for a Detailed Policies and Sites Plan

| Preferred Options | Main comparative reason(s) for selection |
|--------------------------|--|
| BM1 (Site 145) | <p>Proximity to village services Safe access can be achieved Gradient of the site aids natural screening from wider countryside and Area of Outstanding Natural Beauty</p> <p>Proposal would deliver wider lasting benefits to the community in providing a village car park and toilet facilities</p> |
| Non-preferred Options | Main comparative reason(s) for not being selected |
| Site 922 | <p>The site is further from the village services and facilities than the preferred site.</p> |
| Site 923 | <p>Location of site (long views from the eastern entrance to settlement, open position, adjacent to Burnham Market Conservation Area on north west boundary). Development in this location is likely to be more exposed in the landscape and townscape than the preferred option and is also slightly further from the village services. There are no material considerations that suggest allocation of this site above the preferred option.</p> |
| Site 826 | <p>Loss of much used open amenity space. None of the other sites are considered as well related to the village to accommodate this amenity space as the existing site. Site is within Burnham Market Conservation Area and is a visual break in the built form. Development could have an adverse impact on the Conservation Area. There are no material considerations that suggest allocation of this site above the preferred option.</p> |
| Site 1021 | <p>Location of site (western extent, less built up position). Development in this location is likely to be more exposed in the landscape than the preferred option and is also slightly further from the village services. There are no material considerations that suggest allocation of this site above the preferred option.</p> |
| Site 673 | <p>Location of site (western extent, less built up position). Development in this location is likely to be more exposed in the landscape than the preferred option and is also slightly further from the village services. There are no material considerations that suggest allocation of this site above the preferred option.</p> |
| Site 827 | <p>Location of site (long views from the eastern entrance to settlement, open position, adjacent to Burnham Market Conservation Area on north and west boundary). Development in this location is likely to be more exposed in the landscape and townscape than the preferred option and is also slightly further from the village services. There are no material considerations that suggest allocation of this site above the preferred option.</p> |

| Preferred Options | Main comparative reason(s) for selection |
|-----------------------|---|
| Rejected Sites | Main reason for eliminating as not being ‘reasonable options’ |
| Site 919 | The site lies within the development boundary and in accordance with the general principles set out in the Site Specifics Allocations and Policies Issues and Options Document such sites are capable of being developed without the need for allocation. |
| Site 921 | The site lies within the development boundary and in accordance with the general principles set out in the Site Specifics Allocations and Policies Issues and Options Document such sites are capable of being developed without the need for allocation. |
| Site 949 | Location of site (surrounded by countryside on all sides, northern most point of settlement, not well integrated with existing development). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty |
| Site 825 | Location of site (surrounded by countryside on two sides, southern most point of settlement, not well integrated with existing development). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty |
| Site 852 | Location of site (surrounded by countryside on two sides, abutting Bunham Market Conservation Area to the north, not well integrated with existing development). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty |
| Site 1083 | Location of site (surrounded by countryside on two sides, southern most point of settlement, not well integrated with existing development). Development in this location is likely to be obtrusive in the landscape and have an adverse impact on the visual amenity of the Area of Outstanding Natural Beauty |

7.17 Burnham Norton (SVAH)

7.18 Burnham Overy Staithe (RV)

Burnham Overy Staithe

Rural Village

Description

7.18.1 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.

7.18.2 The diverse mixture of orange brick and pantile traditional buildings, with contrasting chalk clunch, flint and pebble facings are distinctive characteristics of buildings in the village which is designated a Conservation Area. Burnham Overy Parish has a population of 134 ⁽⁹⁾.

7.18.3 The Landscape Character Assessment⁽¹⁰⁾ 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.

Strategic Background

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

7.18.5 Burnham Waste Water Treatment Works serves Brancaster, Burnham Market and Burnham Overy Staithe. Currently there is no capacity at the treatment works for growth. Once Anglian Water have a confirmed level of growth for the area they can apply to the Environment Agency for a new flow consent. At this point Anglian Water will seek upgrades to the treatment works depending on the specific site and level of housing allocated. The Council seeks to work with Anglian Water to address any outstanding concerns at this stage. With regards to the foul sewerage network, there may be some modest capacity within existing infrastructure, again depending on the specific site and level of housing. Otherwise developers would need to fund or part fund upgrades to the network. The Surface Water Network has been identified as being at

9 Census data 2011

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

capacity meaning a sustainable urban drainage system (SUDS) would be sought to serve new development. The settlement is in a Groundwater Vulnerability Zone and Source Protection Zone and accordingly extra care will be required to prevent new development causing groundwater pollution.

7.18.6 Norfolk County Council Highways Authority commented on the presumption that two houses were to be allocated in Burnham Overy Staithe but considered none of the sites acceptable in highways terms.

Response to the consultation

7.18.7 Burnham Overy Staithe Parish Council supported the development of site 791 for two houses. Natural England, the Norfolk Coast Partnership and Norfolk County Council Highways made no objection to the development of two houses on part of the site. Ten objections to development of this site were received from members of the public, many expressing concern about the safety of vehicular traffic to and from the site and about the potential adverse impact on the Area of Outstanding Natural Beauty.

Questions Rural Village - Burnham Overy Staithe

1. Do you have any comments on the proposed development boundary?
2. The Council's preferred option is to not allocate land for housing in Burnham Overy Staithe, do you agree with this approach?



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| Non-preferred Options | Main comparative reason(s) for not being selected |
|------------------------------|--|
| Site 791 | <p>Site access is poor on a private unpaved track with no pedestrian footpath. Norfolk County Council Highways Authority have determined significant improvements to the visibility onto the A149 is likely to require third party land and they would object to a development of more than 2 houses.</p> <p>The site is at the south eastern edge of the village. Further development will begin to encroach on the countryside which may have an adverse impact on the Area of Outstanding Natural Beauty.</p> <p>A development of one house on the site is unlikely to deliver wider benefits to the local population</p> |
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| Site 809 | Sites are within the proposed development boundary and therefore do not require to be allocated for development to take place |

7.19 Burnham Overy Town (SVAH)

7.20 Burnham Thorpe (SVAH)

7.21 Castle Acre (KRSC)

Castle Acre

Key Rural Service Centre

Description

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

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

7.21.3 Castle Acre benefits from a range of services including a school, good bus route, a shop, pub, employment, etc. The population was recorded as 848 in the 2011 Census⁽¹¹⁾.

7.21.4 The Landscape Character Assessment⁽¹²⁾ groups Castle Acre with Little Massingham and a wider area of surrounding countryside. It is characterised by a mature landscape structure including belts and copses, woodland, mature trees and patches of intact hedgerow. Landscape is important both within and outside the village, there is a strong sense of tranquillity and isolation throughout the area and a strong sense of openness, with open views over the farmland and this openness makes a valuable contribution to the unique character of the settlement.

Strategic Background

7.21.5 Castle Acre is designated a Key Rural Service Centre in the Core Strategy, identified as having potential to accommodate growth to sustain the wider rural community. On a population pro-rotta basis (see Distribution of Development section) Castle Acre would be allocated 11 new dwellings including 2.2 (at current standards) affordable housing dwellings or the equivalent financial contribution.

7.21.6 A large portion of the village is designated a Conservation Area and it is important that the Conservation Area and its setting is conserved by any new development. Development on sites within or adjacent the conservation area will need to be carefully designed to ensure appropriate regard is given to these historic assets. Detailed assessment and consultation would be required at the application stage.

7.21.7 The Strategic Flood Risk Assessment identifies an area to the south of the village as being within fluvial flood zones 3 (high risk), but the main built extent of the village is unconstrained by flood risk. The entire settlement lies within a Groundwater Vulnerability Zone, indicating that extra care is required to avoid the risk of new development causing groundwater pollution. Further consultation with the Environment Agency would be required at the application stage.

7.21.8 An area to the south of the settlement is designated a County Wildlife Site (CWS), important for bio-diversity and wildlife habitat. Development of sites in close proximity to this will need to be carefully assessed for potential impact, positive or negative, on bio-diversity.

7.21.9 Anglian Water advises that Castle Acre's Waste Water Treatment Works (WWTW) has very little capacity within the existing flow consent and only the smallest growth proposals (i.e. 11 new dwellings based on the population pro rota approach) could be served without the need for a new flow consent. No foul sewer network issues have been identified for any of the individual sites, and Anglian Water identifies that there is capacity for the proposed growth to be accommodated within existing infrastructure. However, major constraints have been identified in relation to surface water network capacity indicating that Sustainable Urban Drainage Systems (SUDS) will be sought to accommodate the proposed growth.

11 Parish Population Census Data 2011

12 King's Lynn & West Norfolk Landscape Character Assessment (2007)

7.21.10 Additionally, site specific issues relating to sewers and water mains crossing sites are identified. In such cases the site layout should be designed to take these into account locating them in highways or public open spaces. Where this cannot be achieved, diversion may be possible.

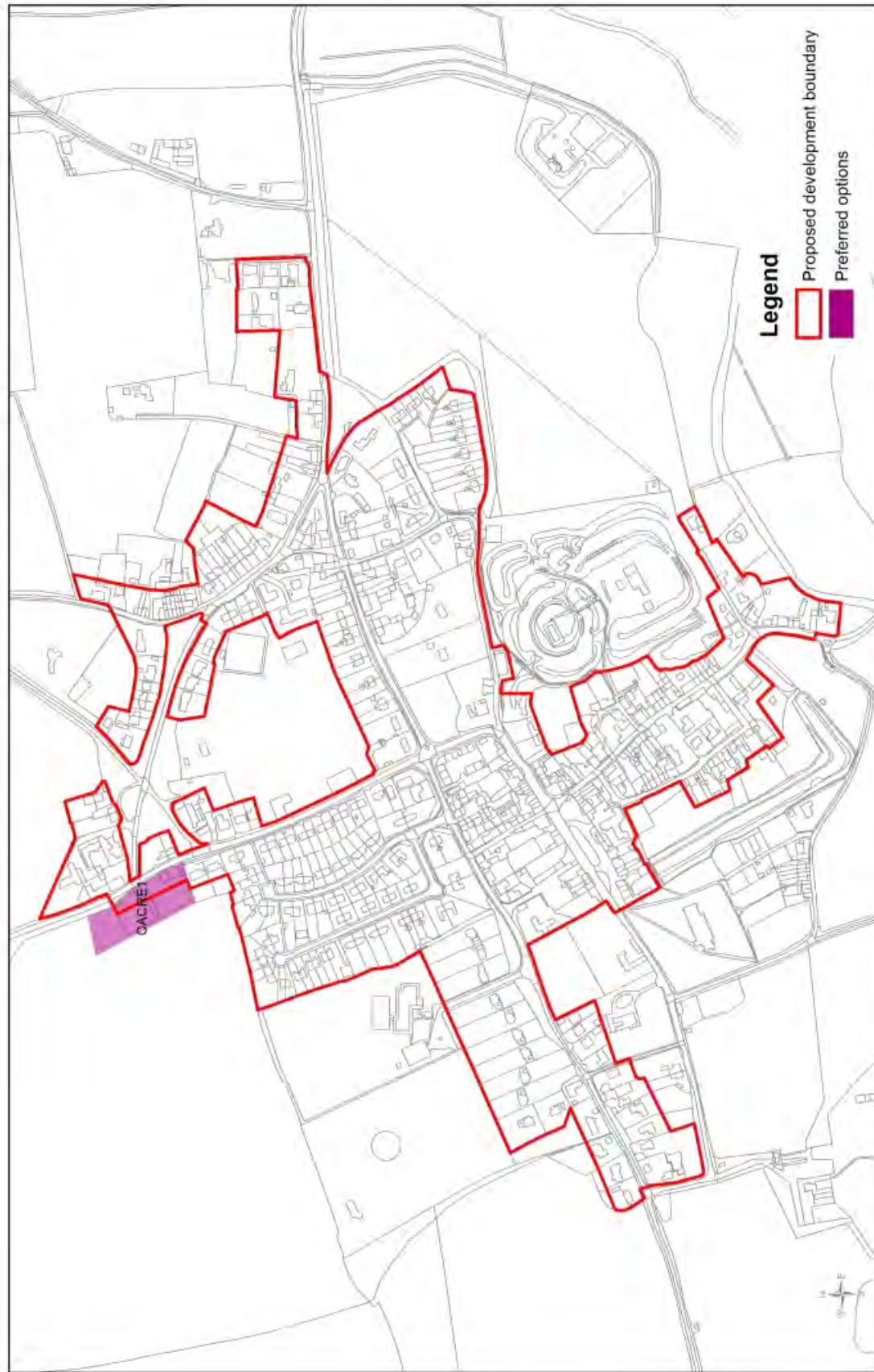
7.21.11 The Highway Authority suggests that Castle Acre is not well located in terms of public transport accessibility to higher order settlements, and as such is not seen as a favourable location for growth. However the Council considers that additional growth is required in the settlement to help sustain existing rural services and the wider rural community.

Response to 'Issues and Options' Consultation

7.21.12 Castle Acre Parish Council showed support for sites 508, 509 and 1131 but objected to the other sites. Additional information to promote individual sites was received from agents and landowners. Other comments to support or object to specific sites were also received. One comment queried the proposed development boundary and suggested amendments.

7.21.13 Sites 508, 511 and 1131 received more public support than the other sites but the response to the consultation did not suggest any one site was preferred for development.

Preferred Option



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Castle Acre

Site Allocation

Draft Policy CACRE1 Land to the West of Massingham Road

Land amounting to 0.46 hectares to the west of Massingham Road, as shown on the Policies Map, is allocated for residential development of 11 dwellings. Development will be subject to compliance with all of the following:

1. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the adjacent Grade II Listed Building.
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the NPPF and the Environment Agency 'Guiding Principles for Land Contamination'.
4. Development is subject to the provision of the appropriate footway links.
5. Provision of affordable housing in line with the current standards.

Site Description and Justification for Draft Allocation

7.21.14 The allocated site (which includes part of Sites 508 and the whole of Site 1131) is situated to the north of Castle Acre, immediately adjacent the proposed development boundary. The landscape of the site is relatively undeveloped and consists of Grade 3 (moderate quality) agricultural land. Part of the site (to the east) currently contains two derelict buildings with gardens to the rear. Development on the site provides an opportunity to clear the derelict site and if designed properly has the potential to positively contribute to the visual amenity of the locality.

7.21.15 Other than the boundary hedgerows there are no landscape features of importance on the site.

7.21.16 The surrounding area comprises of established housing development to the east and south. Views into the site are limited to near distance from adjacent roads, properties and public rights of way. Medium and long distance views are possible from the north and west however in this view development would be seen in the context of the existing settlement.

7.21.17 Part of the site (to its east) falls within Castle Acre Conservation Area, three Grade II Listed Buildings are also to be found close to the eastern part of the site. The sensitivity of the site will require careful design to ensure that the site makes a positive contribution to the Conservation Area and the setting of the nearby Listed Buildings. Standard housing designs are unlikely to achieve this.

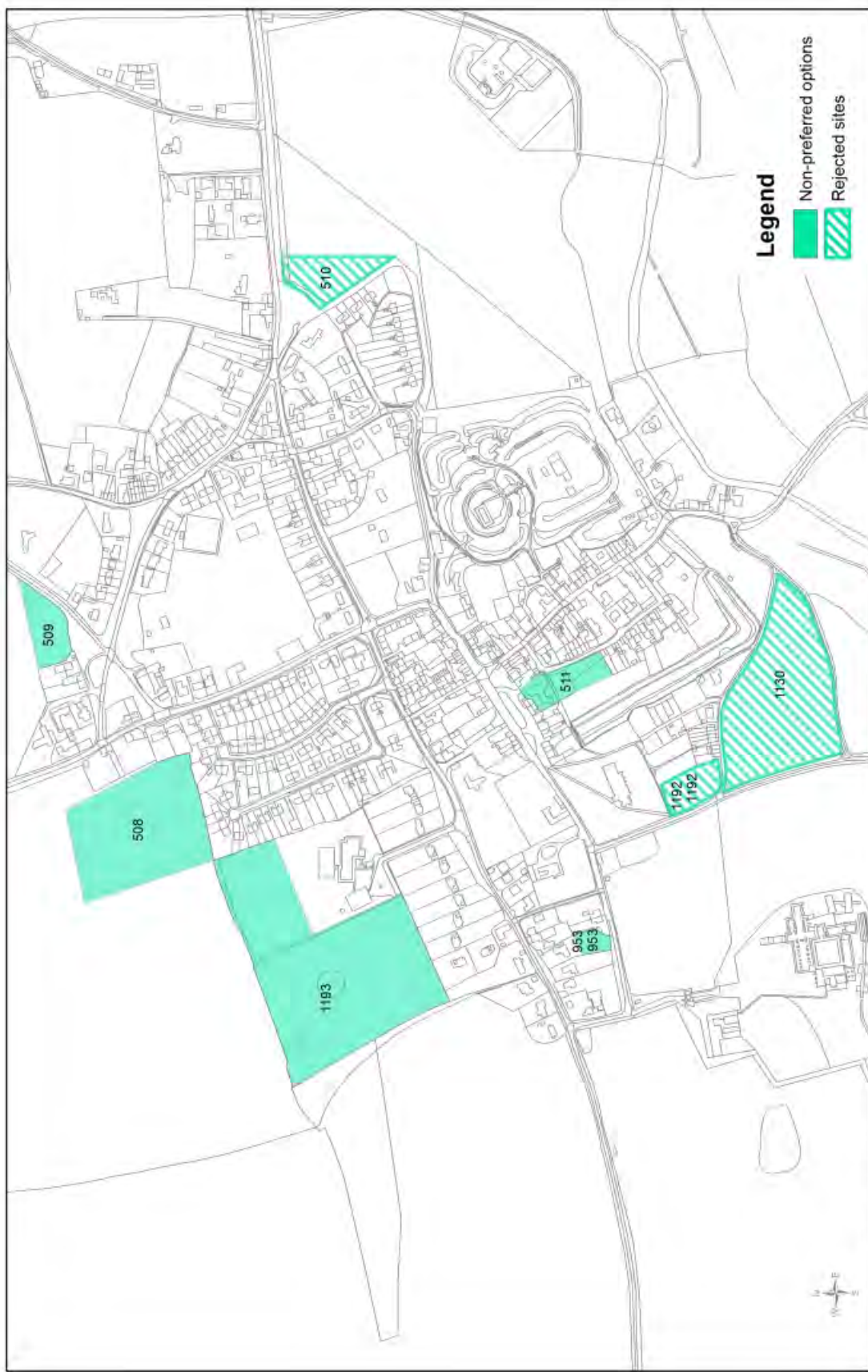
7.21.18 The site scored highly in terms of sustainability and is identified as the least constrained of all considered sites in Castle Acre. Development on the site would constitute a natural extension to existing development along Massingham Road. The Council considers the site to be well located for new development without detriment to the form and character of the village.

7.21.19 The site is accessible and is reasonably close to some village services. Safe access into the site can be achieved from Massingham Road as supported by Norfolk County Council Highway Authority subject to the provision of appropriate footway links.

Questions Key Rural Service Centre - Castle Acre

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation CACRE1?
3. Is there a more suitable site to accommodate around 11 dwellings in Castle Acre than the Council's preferred site(s). Why is this site more suitable?

7.21.20 Details of other considered sites



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Castle Acre

| Preferred Options | Main comparative reason(s) for selection |
|--------------------------------------|---|
| CACRE 1 (Site 1131 & Part of 508) | Development is likely to have minimal impact on village setting and landscape character. |
| Non-Preferred Options | Main comparative Reason(s) for not being selected |
| Part of Site 508 | Site is too large for the planned village growth (only part of the site is allocated CACRE1) |
| Site 509 | Inadequate highway network. |
| Site 511 | Development would result in the loss of an area of allotments. |
| Site 953 | Inadequate highway network. Site is too small for the planned village growth. |
| Site 1193 | Potential negative impact on the visual amenity of the countryside. Inadequate road network and access. |
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| Site 510 | Site is not well integrated with the village in comparison to the preferred site. Potential negative impacts on the landscape. |
| Site 1130 | Inadequate road network and access. Detached from the main built up area of the village. |
| Site 1192 | Detached from the main built up area of the village. |

7.22 Castle Rising (RV)

Castle Rising

Description

7.22.1 Castle Rising is a small, historic village with a population of just 216⁽¹³⁾ and is approximately five miles northeast of King's Lynn. The settlement contains a small number of services including tea rooms, a furniture shop, a pub and the St. Lawrence Church. A greater

13 Census Data 2011

number of services are located nearby in North Wootton and South Wootton. Older buildings in the village have been constructed using local materials including local bricks, Carr Stone and Silver Carr. Castle Rising contains a significant 12th Century Castle which is a Scheduled Ancient Monument and is a visitor attraction in the village.

7.22.2 The area surrounding Castle Rising is characterised by 'Wooded Slopes with Estate Land' as defined in the Landscape Character Assessment⁽¹⁴⁾. The area is dominated by the presence of coniferous and mixed plantation woodlands and mixed estate woods in addition to land used for arable farming.

Strategic Background

7.22.3 Castle Rising has a small population size and an average level of services for its designation as a Rural Village by the Core Strategy, except for a lack of a primary school.

7.22.4 Based on the councils preferred method of distributing new development (as outlined in the initial section) Castle Rising would receive an allocation of 2 new houses. However, there are no identified available sites for housing in the settlement. Therefore, the Council cannot allocate land for housing in Castle Rising.

7.22.5 The Environment Agency indicated that Castle Rising overlies a Groundwater Vulnerability Zone and accordingly extra care will be required to prevent new development causing groundwater pollution. No further comments were received from infrastructure providers.

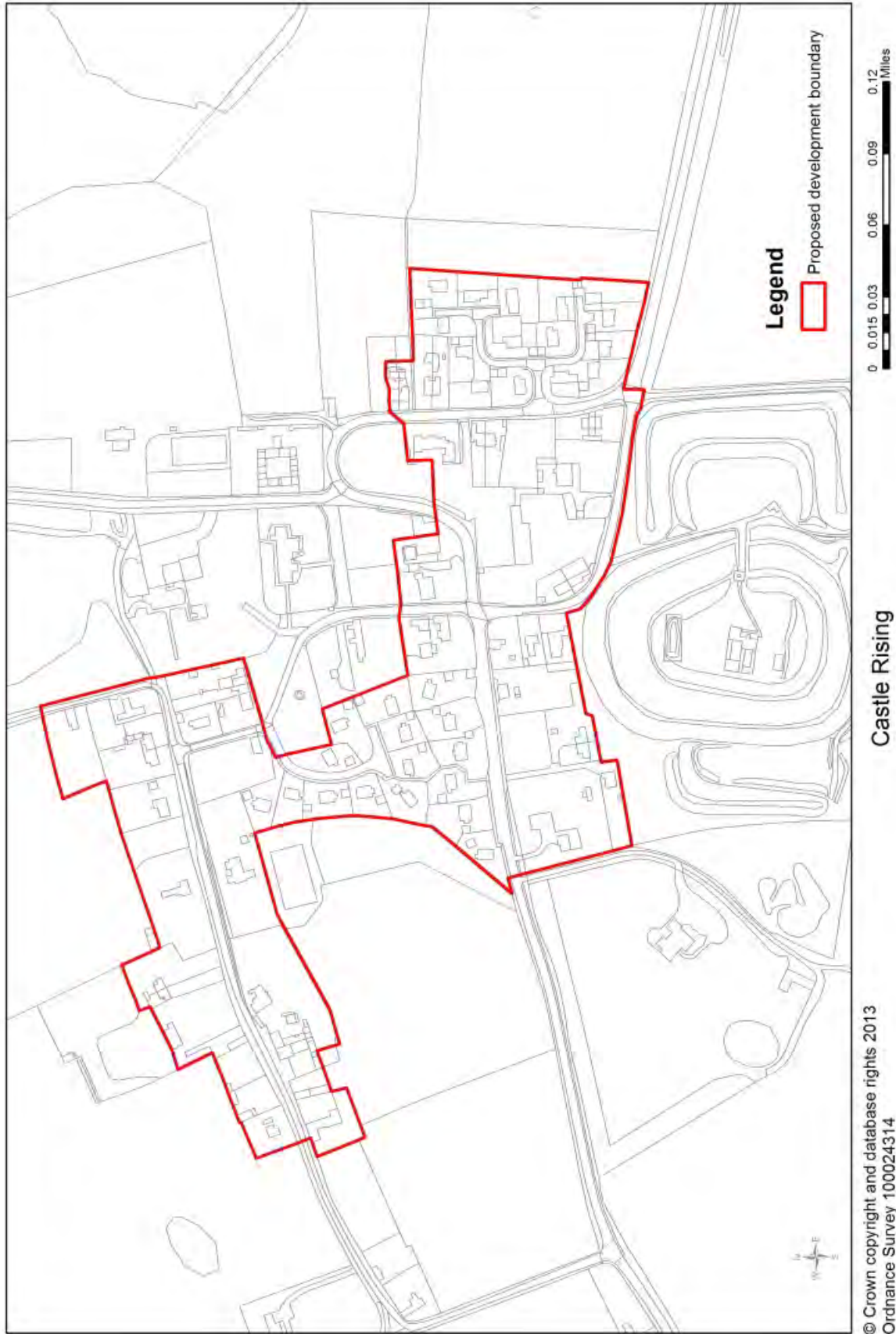
Response to Consultation

7.22.6 No comments were received from the public or from Castle Rising Parish Council.

Questions Rural Village - Castle Rising

1. Do you have any comments on the proposed development boundary?
2. Do you know of a suitable site which could accommodate around 2 dwellings in Castle Rising? If so, please submit details.

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



7.23 Choseley (SVAH)

7.24 Clenchwarton (KRSC)

Clenchwarton

Key Rural Service Centre

Description

7.24.1 Clenchwarton is a large, scattered village situated to the north of the A17 on the west side of the Great River Ouse about three kilometres west of King's Lynn. There is a high proportion of single storey developments in the village particularly amongst the newer development. The majority of the buildings in Clenchwarton are constructed from red or yellow brick with plain or interlocking roof tiles. The settlement has a population of 2171⁽¹⁵⁾. Clenchwarton benefits from a range of facilities including surgery, school, bus route, post office, pub, church and other employment and retail uses.

7.24.2 In relation to landscape, Clenchwarton is situated within "The Fens – Settled Inland Marshes". This is described in the Landscape Character Assessment⁽¹⁶⁾ as having panoramic views across the area and beyond, over the adjacent fen landscape and a strong historic integrity and a historic drainage network with a moderate to strong sense of tranquillity throughout the area.

Strategic Background

7.24.3 Clenchwarton is designated a Key Rural Service Centre in the Core Strategy, identified as having the potential to accommodate growth to sustain the wider rural community. On a population pro-rotta basis (see Distribution of Development section), Clenchwarton would receive an allocation of 56 new dwellings (including at current standards 11.2 affordable housing or the equivalent financial contribution).

7.24.4 The Strategic Flood Risk Assessment (SFRA) indicates that Clenchwarton is highly constrained by flood risk. The settlement lies wholly within tidal flood zone 3 (high risk) and partially within the hazard zone (flood defence breach). The Environment Agency's recent tidal hazard mapping indicates that the areas within the proposed development boundary are subject to flooding and while flood depths in the area vary, it could reach depths of up to 2m. Hence, development in the hazard zone would be unacceptable. Flood depths in Flood Zone 3 (high risk) are identified to be in the region of 0.5 – 1m.

7.24.5 At the previous consultation stage, 'Issues and Options', the Borough Council suggested that settlements wholly within either flood zones 2 and/or 3 and the hazard zones should not be allocated housing because of the risk. However, the responses to consultation suggested that

15 Parish Population Census Data 2011

16 King's Lynn & West Norfolk Landscape Character Assessment (2007)

this approach was overly restrictive. Following further consultation with the Environment Agency, the Borough Council considers that the need for additional housing in Clenchwarton to help support existing facilities justifies housing allocations notwithstanding the flood risks.

7.24.6 Two sites were preferred by the Council, and it was considered that they could accommodate development above the guide level in order to maximise development potential and affordable housing delivery.

7.24.7 The National Planning Policy Framework (see paragraph 101) requires that the sequential test is used to steer development away from areas at higher degrees of flood risk. In accordance with the NPPF development of these sites will be subject to a site specific flood risk assessment and demonstration of the safety of the development, and are likely to require specific design measures to manage the residual risk.

7.24.8 Anglian Water identifies major constraints in relation to surface water network capacity meaning that sustainable urban drainage systems (SUDS) would be sought to accommodate the proposed growth. It is also identified that upgrades and (or) extensions to the foul sewerage network may be required to accommodate the proposed growth but this is dependent on individual sites and the level of housing proposed. The upgrades would be developer funded and driven by requisition under the relevant section of the Water Industry Act. Site specific issues relating to sewers and water mains crossing sites are also identified. In such cases the site layout should be designed to take these into account and locate these existing infrastructures in highways or public open spaces. Where this cannot be achieved, diversion may be possible.

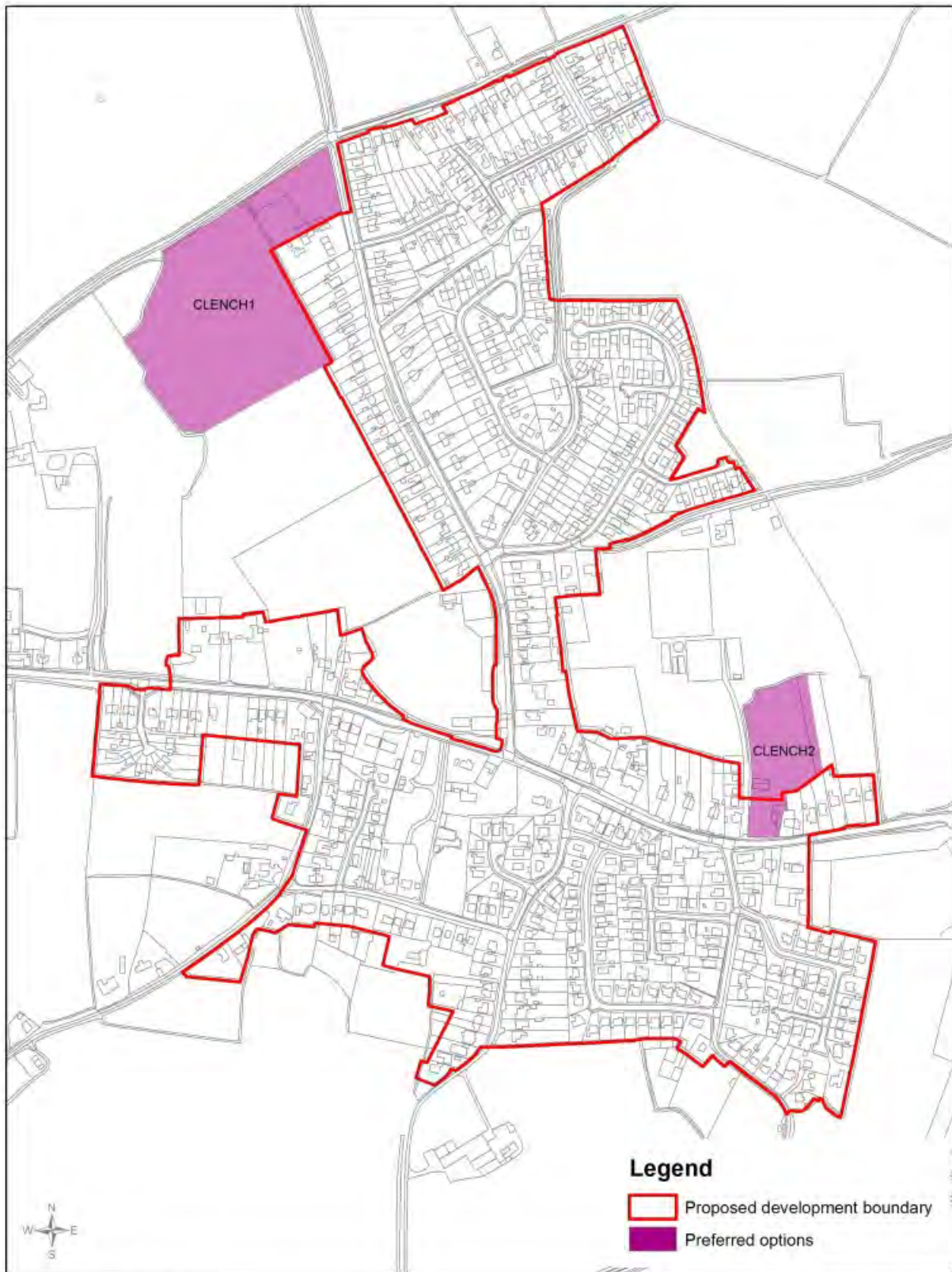
7.24.9 Norfolk County Council advises that although the primary school in Clenchwarton is at capacity and is unlikely to accommodate the proposed growth there are other schools nearby that could take in additional children.

Responses to Issues and Options Consultation

7.24.10 Clenchwarton Parish Council wishes to see housing allocation in the village to prevent sterilisation of the existing services and expressed concern that the Council's approach to flood risk was overly restrictive. A comment relating to existing village services was received and few comments relating to the proposed development boundary were made. Additional information was submitted by agents and landowners to promote individual sites.

7.24.11 The response to the consultation did not suggest any one particular site was preferred for development.

Preferred Options



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0 0.025 0.05 0.1 0.15 0.2 Miles

Clenchwarton

Site Allocation(s)

Draft Policy CLENCH1 Land along Wildfields Road & Hall Road

Land amounting to 2.88 hectares to the south of Wildfields Road as shown on the Policies Map is allocated for residential development of 46 dwellings. Development will be subject to compliance with all of the following:

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Suitable improvements to pedestrian links from the site to existing highway infrastructure;
3. Provision of a pedestrian / cycle link to the recreation ground to the south of the site and submission of a suitable plan for the future management and maintenance of the pedestrian / cycle link;
4. Submission of details relating to the sewer that crosses the site together with mitigation if required (i.e. easement / diversion) to the satisfaction of Anglian Water;
5. Submission of an Ecological Study in relation to the mature trees along the eastern boundary. The study should establish that either:
 - i) there would be no negative impact on flora and fauna;
or, if any negative impacts are identified, establishes that:
 - ii) these [negative impacts] could be suitably mitigated against;
6. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
7. Provision of affordable housing in line with the current standards.

Site Description and Justification for Draft Allocation

7.24.12 The allocated site (which includes all of Site 474 and part of Site 338) is situated to the west of Clenchwarton, and comprises of Grade 2 (good quality) agricultural land. Whilst development on the site would result in the loss of good quality agricultural land, all of the developable sites in the settlement fall within the same category and the need to allocate additional housing to sustain existing services outweigh this constraint.

7.24.13 The site score highly in terms of sustainability and is considered to be suitably located for residential development. It is relatively close to village services and provides some opportunity for residents to walk or cycle to these services. The local Highway Authority identifies the site to be well located and has no objections to the allocation of the site subject to a safe access and provision of the appropriate footway links.

7.24.14 The site is of a size that could accommodate 46 of the 56 residential units required in the settlement without detriment to the form and character of the locality and the amenity of occupiers of existing residential dwellings.

7.24.15 Landscape features within the site include boundary hedgerows and trees, a ditch along the northern boundary, and a number of trees on the north east corner of the site. The northwest boundary borders on to an area of scrub land and trees, identified to be important for biodiversity, hence the allocation policy requires an ecology report prior to development to identify and mitigate any biodiversity impacts that might be caused by development.

7.24.16 The surrounding area comprises of existing housing on the east and partly to the south, the south east boundary borders on to a recreation ground but development on the site does not encroach into the recreation ground and is not likely to have any impact to its use.

7.24.17 Views are limited to near distance from adjacent roads and properties. Wider views from the west are possible but in this view, the site would be seen in the context of the existing settlement. Most of the site is surrounded by mature trees and existing housing and development is likely have little impact on landscape views as the site is well hidden.

7.24.18 In line with the NPPF, the Sequential Test is applied in the allocation of the site and whilst the site is within tidal flood zone 3, it is in a lower degree of flood risk in comparison to other sites in the settlement within the hazard zone.

Draft Policy CLENCH2 Land North of Main Road

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Provision of affordable housing in line with the current standards.

Site Description and Justification for Draft Allocation

7.24.19 The allocated site (site 152) is located to the east of Clenchwarton immediately adjacent the proposed development boundary. The site comprises of Grade 2 agricultural land but is not currently used as such. The site is bordered by mature trees and hedgerows but this is not likely to pose any biodiversity constraints.

7.24.20 The site is well located within the built-up area of the village and is mostly surrounded by existing development. It is well screened and views are limited to long distance from the wider landscape, but in this view the site is seen in context of the existing settlement. Near distance views are limited to glimpses from adjacent roads and from neighbouring properties.

7.24.21 The site is identified as the highest scoring site in terms of proximity to services. Clenchwarton is well serviced and the central location of the site makes it easily accessible to a number of village services including the school, bus route, shop and post office. Thus providing an opportunity for residents to walk and cycle to these services.

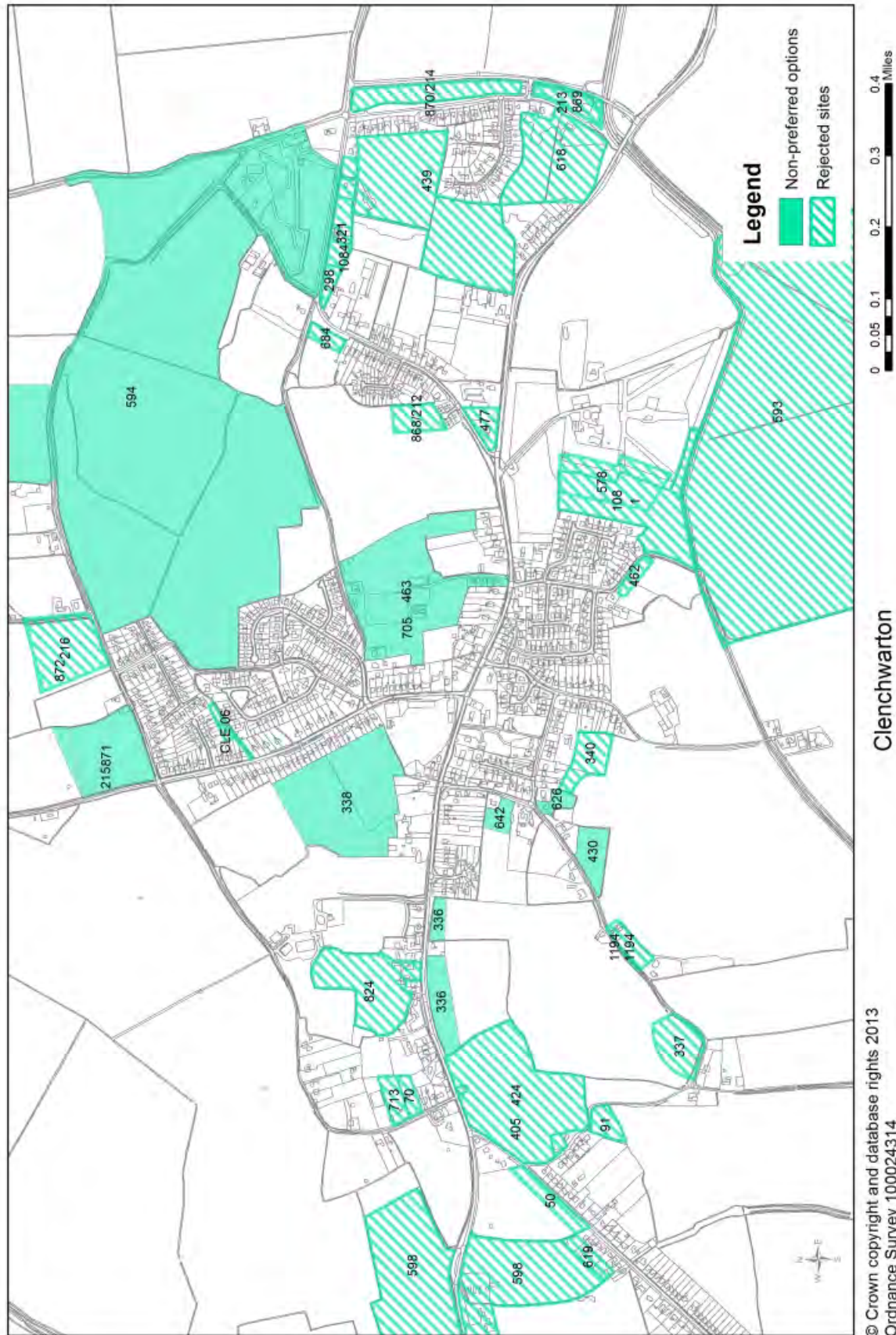
7.24.22 Safe access into the site can be achieved from the existing access to the south of the site from Main road. Norfolk County Council Highways has no objections to the allocation of the site provided safe access is delivered and has shown a preference to the allocation of the site over other sites in the settlement.

7.24.23 The flood risk sequential test was applied in the allocation of the site in accordance with the National Planning Policy Framework. This means that the allocated site which is within flood zones 3 is at a lower risk of flooding compared to other higher flood risk areas in the settlement. Development on the site would be required to meet the flood risk policy above to help address this constraint.

Questions Key Rural Service Centre - Clenchwarton

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation CLENCH1?
3. Do you have any comments on the draft allocation CLENCH2?
4. Is there a more suitable site (or sites) to accommodate around 56 dwellings in Clenchwarton than the Council's preferred site(s). Why is this site more suitable?

Details of other considered sites



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Clenchwarton

| Preferred Options | Main comparative reason(s) for selection |
|--|--|
| CLENCH1 (Site 474 & Part of Site 338) | Potential for minimal visual impact. Proximity to services. |
| CLENCH2 (Site 152) | Proximity to services. |
| Non-Preferred Options | Main comparative Reason(s) for not being selected |
| Part of Site 338 | Site is too large for the planned village growth (only part of the site is allocated CLENCH1) Part of the site is used for recreational activities. |
| Site 215/871 | Distance to services. Potential negative impact on highways |
| Site 336 | Not well integrated with the settlement in comparison to the preferred site |
| Site 430 | Inadequate road networks and transport links to site. |
| Site 463 | Development would result in the loss of employment site. Site is partly within the flood hazard zone. |
| Site 594 | Majority of the site is in the flood hazard zone.. Potential negative highway impact. |
| Site 642 | Potential negative impact on biodiversity. Poor access to site. |
| Site 705 | Site is partly within the flood hazard zone. Development would result in the loss of employment land. |

Preferred Options for a Detailed Policies and Sites Plan

| Preferred Options | Main comparative reason(s) for selection |
|--------------------------|--|
| Rejected Sites | Main reason for eliminating as not being 'reasonable options' |
| Site 1 | The entire site lies within the flood hazard zone. |
| Site 50 | Site is detached from the main built up area of the village. |
| Site 70 | Site is detached from the main built up area of the village. |
| Site 91 | Site is detached from the main built up area of the village. The site is partly within the flood hazard zone. |
| Site 108 | Majority of the site is within the flood hazard zone. |
| Site 212 | Majority of the site is within the flood hazard zone. |
| Site 213 | Site is detached from the main built up area of the village. |
| Site 214 | Site is detached from the main built up area of the village. |
| Site 216 | Site is wholly within the flood hazard zone. |
| Site 298 | Site is detached from the main built up area of the village. |
| Site 321 | The site is wholly within the flood hazard zone. Site is detached from the main built up area of the village. |
| Site 337 | Site is detached from the main built up area of the village. Site is wholly within the flood hazard zone. |
| Site 340 | Lack of suitable access to site. Partly within the flood hazard zone. |
| Site 405 | Site is detached from the main built up area of the village. |
| Site 424 | Site is detached from the main built up area of the village. |
| Site 439 | Site is detached from the main built up area of the village. Site is wholly within the flood hazard zone. |
| Site 462 | Site is wholly within the flood hazard zone. |

| Preferred Options | Main comparative reason(s) for selection |
|--------------------------|---|
| Site 477 | Site is detached from the main built up area of the village. |
| Site 578 | Vast area of the site is within the flood hazard zone. |
| Site 593 | Site is detached from the main built up area of the village. Partially within the flood hazard zone. |
| Site 591 | Site is detached from the main built up area of the village. Site is within the flood hazard zone. |
| Site 598 | Site is detached from the main built up area of the village. |
| Site 618 | Site is detached from the main built up area of the village. A large part of the site is within the flood hazard zone. |
| Site 619 | Site is detached from the main built up area of the village. |
| Site 626 | Access into the site is likely to have a negative impact on the amenity of existing residential development |
| Site 684 | Site is detached from the main built up area of the village. Part of the site is within the flood hazard zone. |
| Site 713 | Site is detached from the main built up area of the village. |
| Site 824 | Site is detached from the main built up area of the village. |
| Site 868 | Site is wholly within the flood hazard zone. Site is detached from the main built up area of the village. |
| Site 869 | Site is detached from the main built up area of the village. |
| Site 870 | Site is detached from the main built up area of the village. |
| Site 872 | Site is wholly within the flood hazard zone. |
| Site 1084 | Site is detached from the main built up area of the village. |
| Site 1194 | Site is detached from the main built up area of the village. |

| Preferred Options | Main comparative reason(s) for selection |
|-------------------|--|
| | The site is wholly within the flood hazard zone. |
| Site CLE 06 | The site lies within the development boundary and is capable of being developed without the need for allocation. |

7.25 Congham (SVAH)

7.26 Crimplesham (SVAH)

7.27 Denver (RV)

Denver

Rural Village

Description

7.27.1 Denver is situated one mile south of Downham Market and has a range of facilities and services that serve the local community including a primary school, bus route, Post Office and other retail and employment uses. The village has a linear form although the centre focuses on 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 Grade II* Denver Windmill is a key landmark situated within the village. The older buildings within the village comprise of Cambridge yellow brick and carstone with pitched roofs of Welsh slate or Norfolk clay pantiles. The Parish of Denver has a population of 890 ⁽¹⁷⁾.

7.27.2 The village is situated in the 'Settled Farmland with Plantations' landscape character type⁽¹⁸⁾. This is defined as having a strong landscape structure apparent in places including intact, mature field boundaries, strong historic integrity with historic features including the landmark church windmill, hall, two moated sites and two commons.

Strategic Background

7.27.3 Denver is designated as a Rural Village by the Core Strategy and is considered to have a good range of services and facilities. Based on the Council's preferred method of distributing new development (see Distribution of Development Section) Denver would receive an allocation of 8 additional dwellings. However, to optimise the development potential of the preferred site 10 dwellings (including, at current standards, 2 affordable dwellings) would be an appropriate number for development of the site.

17 2011 Census Data

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

7.27.4 The Environment Agency has raised no flood risk concerns over any of the sites put forward within Denver. Fordham Waste Water Treatment Works serves Denver. Anglian Water has indicated there is capacity within the treatment works to accommodate for the proposed level of growth. With regards to the foul sewerage network, there may be some modest capacity within existing infrastructure depending on the specific site and level of housing. Otherwise developers would need to fund or part fund upgrades to the network. Denver overlies a Groundwater Vulnerability Zone therefore for development to take place extra care will be required to prevent new development causing groundwater pollution.

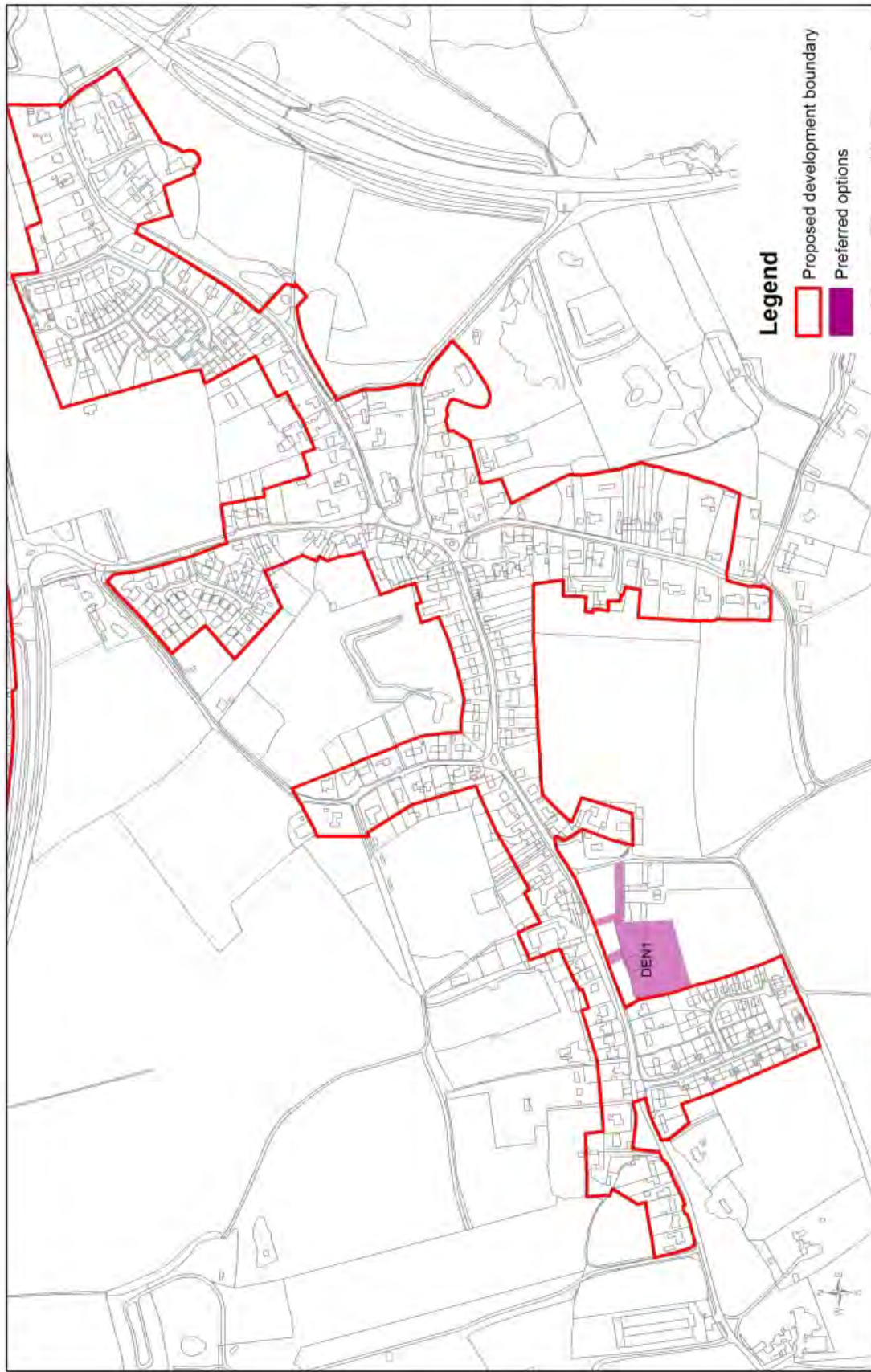
7.27.5 Sand, gravel and silica deposits have been identified in parts of the village but Norfolk County Council, as minerals planning authority, has indicated this would not prevent a small scale development below 1 hectare in size. However, Norfolk County Council encourages developers to explore opportunities to extract sand, gravel and silica from development sites for use in the construction phases of development.

7.27.6 Some specific issues have been identified in relation to the presence of sewers crossing the site, the impact of development on Denver Windmill and in access constraints but these issues have been considered in relation to individual sites.

Response to Consultation

7.27.7 Denver Parish Council accepts there is a need for new housing development in Denver and support infill rather than major development to prevent the village losing its unique character and village status. The Parish Council raised concerns over existing infrastructure and made comments on each of the sites supporting the infill development of Site 519. One comment was received from the public opposing development on specific sites. Further supporting information was received from landowners, agents and developers to promote their proposals.

Preferred Option



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Denver

Site Allocation

Draft Policy DEN1 Land to the South of Sluice Road

Land of around 0.6 hectares, as shown on the Policies Map, is allocated for residential development of 10 dwellings. Development will be subject to compliance with all of the following:

1. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the NPPF and the Environment Agency 'Guiding Principles for Land Contamination'
2. Development is subject to safe highway access that meets the satisfaction of the Highway Authority
3. The layout of the development should aim to retain the Tree Preservation Order area north east of the site.
4. Provision of affordable housing in line with the current standards.

Site Description and Justification

7.27.8 The allocated site (part of submitted site Ref. No. 662) is situated in the southern area of the settlement immediately south of Sluice Road. The sites north and west boundaries are immediately adjacent to the proposed development boundary at Brady Gardens. Between the site and Sluice Road there is a thin strip of common land, the landowner has stated that access rights exist across this land and this access point is supported by the local highways authority. The site is the Council's preferred option for housing and it is considered capable of accommodating the 10 residential units required in settlement at a density reflecting that of the surrounding area.

7.27.9 Despite not scoring highest in terms of proximity to services, the site is still relatively close to services including a bus stop. The site is currently uncultivated agricultural land, containing a pond and trees towards the east of the site. There is a Tree Preservation Order on this part of the site, however the size of the site allows for this to be incorporated into the design of the development. The Parish Council have suggested that Great Crested Newts can be found on the site and further investigation will need to be carried out prior to development.

7.27.10 The majority of the views into the site are limited to near distance from School Road and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the west boundary. In the limited views that are available the site is seen in the context of the existing settlement.

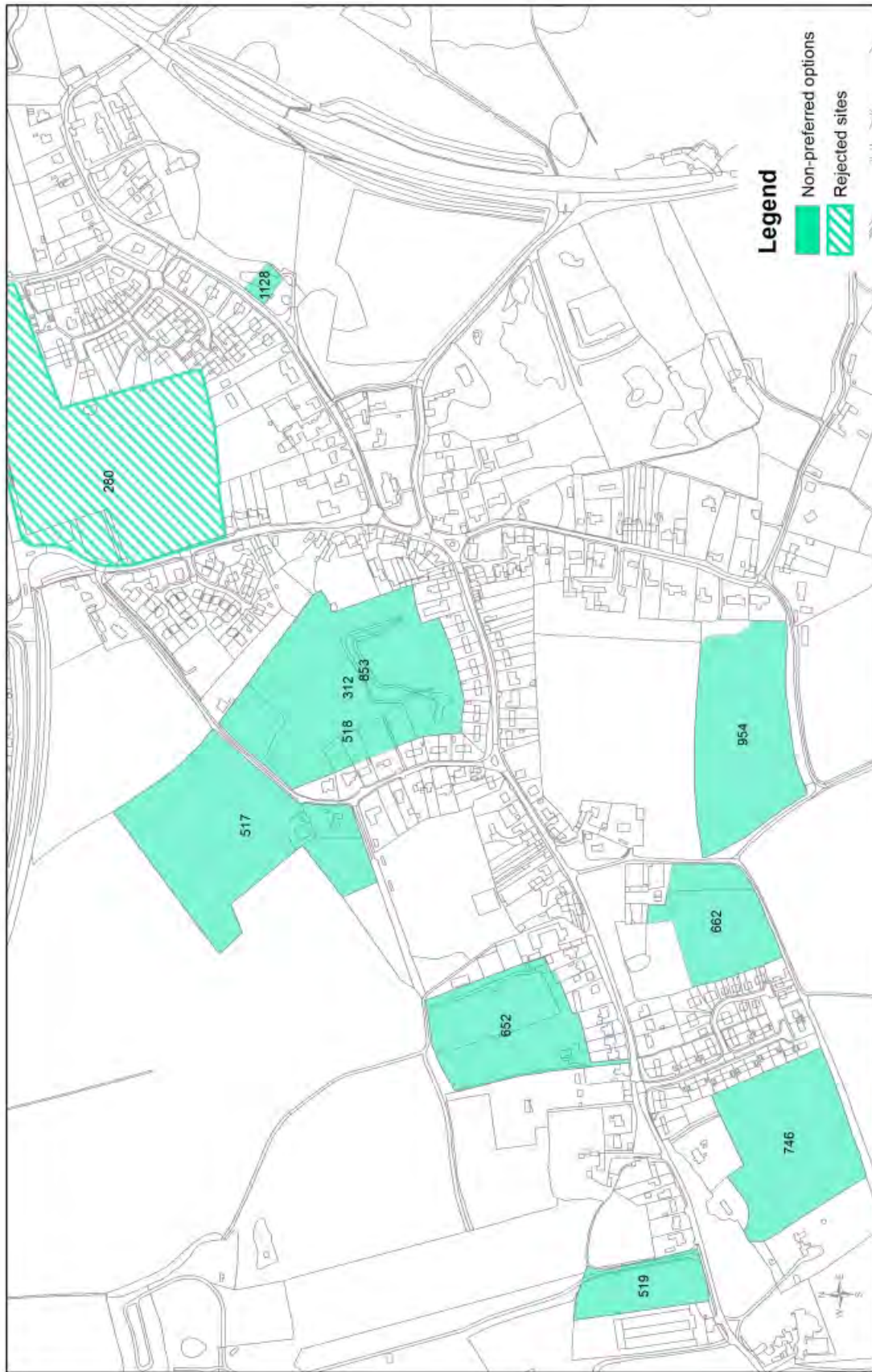
7.27.11 The following site constraints must be resolved prior to development, the site overlies a Groundwater Vulnerability Zone and therefore risks from site contamination must be addressed prior to development to the satisfaction of Anglian Water.

7.27.12 This site was considered advantageous over sites in the settlement due to its accessibility and as it is considered to have a less negative impact on the landscape than some of the other sites.

Questions Rural Village- Denver

1. Do you have any comments on the proposed development boundary?
2. Do you have any comments on the draft allocation DEN1?
3. Is there a more suitable site to accommodate around 10 dwellings in Denver than the Council's preferred site? Why is this site more suitable?

Details of other sites considered



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Denver